



## MEETING AGENDA

**PLAN COMMISSION**  
**Wednesday, January 11, 2023**  
**7:30 p.m.**

**MEMORIAL HALL – MEMORIAL BUILDING**  
**19 East Chicago Avenue, Hinsdale, Illinois 60521**  
*(Tentative & Subject to Change)*

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT** (Non-Agenda Items)
- 4. APPROVAL OF MINUTES** – December 14, 2022
- 5. SCHEDULING OF PUBLIC HEARINGS** – No discussion will take place regarding the requested applications except to determine a time and date for the public hearing – The next regular Plan Commission meeting is scheduled to take place on Wednesday, February 8, 2023
  - a) Case A-37-2022 – 2 Salt Creek Lane – Map Amendment and Exterior Appearance / Site Plan Review to allow for the development of a luxury car dealership on a 2.2-acre site at 2 Salt Creek Lane – Request by Mouse Automotive
- 6. SIGN PERMIT REVIEW**
  - a) Case A-1-2023 – Sign Permit Review – 50 S. Washington Street, Unit 101 – Caviar & Chevre – Installation of One (1) Permanent Window Sign
  - b) Case A-2-2023 – Sign Permit Review – 14 W. First Street – Elevare MD – Installation of One (1) Wall Sign and One (1) Projecting Sign

Public comments are welcome on any topic related to the business of the Commission at Regular and Special Meetings during the portion of the meeting devoted to a particular agenda item, or during the period designated for public comment for non-agenda items. Individuals who wish to comment must be recognized by the Chairperson and then speak at the podium, beginning by identifying themselves by name and address. All members of the public are requested to keep their written comments or testimony to three pages or less, and speakers are requested to keep their live comments or testimony to five minutes or less. Submissions or comments exceeding those limits may, if time allows and at the discretion of the Chairperson, be presented after all others have had an opportunity to testify, comment or have their comments read. Matters on this Agenda may be continued from time to time without further notice, except as otherwise required under the Illinois Open Meetings Act.

The Village of Hinsdale is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact Brad Bloom, ADA Coordinator at 630-789-7007 or **by TDD at 630-789-7022** promptly to allow the Village of Hinsdale to make reasonable accommodations for those persons. Additional information may be found on the Village's website at [www.villageofhinsdale.org](http://www.villageofhinsdale.org)

**VILLAGE OF HINSDALE  
PLAN COMMISSION  
MINUTES OF THE MEETING  
Wednesday, December 14, 2022**

The regularly scheduled meeting of the Village of Hinsdale Plan Commission was called to order by Chairman Steve Cashman in Memorial Hall of the Memorial Building, 19 E. Chicago Avenue, Hinsdale, IL on Wednesday, December 14, 2022 at 7:31 p.m., roll call was taken.

**PRESENT:** Commissioners Jim Krillenberger, Patrick Hurley, Mark Willobee, Anna Fiascone, Scott Moore and Chairman Steven Cashman

**ABSENT:** Commissioners Cynthia Curry, Gerald Jablonski, and Julie Crnovich

**ALSO PRESENT:** Bethany Salmon, Village Planner

**Public Comment on Non-Agenda Items**

Chairman Cashman asked for public comments. There were no public comments pertaining to non-agenda items.

**Approval of Minutes – November 9, 2022**

With no questions or comments, a motion was made by Commissioner Moore, seconded by Commissioner Fiascone, to approve the November 9, 2022 draft minutes as submitted. The motion carried by the roll call vote of 4-0 as follows:

**AYES:** Commissioners Krillenberger, Fiascone, Moore, and Chairman Cashman

**NAYS:** None

**ABSTAIN:** Commissioners Hurley, Willobee

**ABSENT:** Commissioners Curry, Jablonski, and Crnovich

**Sign Permit Review**

**a) Case A-34-2022 – Sign Permit Review – 50 S. Washington Street – Virgil Catherine Gallery – Installation of One (1) Projecting Sign and Permanent Window Signs**

The applicant, Catherine Ponakala, was present to address the Commission. Ms. Ponakala stated that the application request was for a decal sign on the store window and projected bracket sign that would be moved over and up from its previous location to meet the code requirements for the mounting height for projecting signs.

Commissioner Moore asked about any potential issues arising from a sign hung between the gallery tenant space and neighboring business. Ms. Ponakala stated that she has been in communication with the new business owner and, at this time, there are no plans for the neighboring business to install a hanging sign. Ms. Ponakala stated that the proposed location is the best location with the small entry space and inability to raise the sign in the previous location due to the awning above.

Discussion followed about the neighboring business, which will sell high-end handbags and jewelry. Ms. Ponakala stated that she believes the neighboring business is planning minimal window signage only, which will avoid any conflict of the location of the gallery's projecting sign. Ms. Salmon confirmed the sign permit application for the neighboring business is scheduled for the next Plan Commission meeting and that it contains a request for a simple window sign.

Commissioner Moore asked for clarification on why the sign location cannot remain solely above the applicants business rather than in between two (2) business. Ms. Ponakala stated that in order to meet the sign mounting height code requirements, the bracket would need to be raised and mounted under the awning, greatly reducing visibility. Further discussion took place. It was stated that it made sense to hang the sign above the address number of the gallery. Commissioner Krillenberger stated that he believed it was helpful that Ms. Ponakala has already discussed the matter with the neighboring business.

A motion was made by Commissioner Hurley, seconded by Commissioner Krillenberger, to approve Case A-34-2022 – Sign Permit Review – 50 S. Washington Street – Virgil Catherine Gallery – Installation of One (1) Projecting Sign and Permanent Window Signs as submitted. The motion carried by a roll call vote of 6-0 as follows:

<b>AYES:</b>	Commissioners Krillenberger, Hurley, Willobee, Fiascone, Moore, and Chairman Cashman
<b>NAYS:</b>	None
<b>ABSTAIN:</b>	None
<b>ABSENT:</b>	Commissioners Curry, Jablonski, and Crnovich

**b) Case A-35-2022 – Sign Permit Review – 28 E. First Street – Visual Comfort & Co. – Installation of Permanent Window Signs**

Jerri Flood, representing Circa Lighting/Visual Comfort and Co, was present to address the Commission. Ms. Flood explained that as part of a re-branding process, the signs need to be changed to reflect the new name, Visual Comfort and Co. Ms. Flood reminded the Commission that the wall sign was approved at the September meeting and that tonight's application included the window and door signage, a part of the company's signature storefront. Ms. Flood shared a sample of the signage with the Commission, which is a sticker applied to make the glass appear to be etched in a simple, minimal design. It was stated that the window signage on the front entrance would communicate key information such as store hours, address, and the website in a subtle manner.

Ms. Flood stated that the signage on the rear employee door would include the Visual Comfort and Co. name and directional information directing customers to the location of the rear entrance to the left. It was stated that the total square footage of window and door signage proposed tonight is about ten and half (10.5) square feet and when combined with the approved wall sign will total under the allowed maximum of twenty five (25) square feet. Ms. Flood stated that this signage would complete the signature look that is part other locations.

Commissioner Moore asked about the size of the "& Co." font relative to the words "Visual Comfort". Ms. Flood responded that the design represents one of the business' logos, intentionally stressing the culture of the people that are part of the company.

Commissioner Krillenberger and Chairman Cashman stated the sign looks great. No other Commissioners had questions.

A motion was made by Commissioner Willobee, seconded by Commissioner Krillenberger to approve Case A-35-2022 – Sign Permit Review – 28 E. First Street – Visual Comfort & Co. – Installation of Permanent Window Signs as submitted. The motion carried 6-0 by a roll call vote as follows:

**AYES:** Commissioners Krillenberger, Hurley, Willobee, Fiascone, Moore, and Chairman Cashman  
**NAYS:** None  
**ABSTAIN:** None  
**ABSENT:** Commissioners Curry, Jablonski, and Crnovich

**c) Case A-40-2022 – 5811-5815 Madison Street – Palgong Tea – Sign Permit Review – Installation of Permanent Window Signs**

Premal Patel was present to address the Commission and explain the decal window sign proposed. Mr. Patel showed the actual sign decal to the Commission. It was confirmed that Bubble Tea and Korean Hotdogs would be sold and consumed on premises.

Commissioner Hurley asked what the inside of the business would look like. Mr. Patel stated that the ceiling would be black, white walls, gray flooring and ambient lighting. It was stated that the look would be “very clean”.

Chairman Cashman stated the sign looked great and asked Mr. Patel to describe the difference between a Korean Hotdog and a Chicago Style dog. Mr. Patel responded that a Korean Hotdog is battered and deep fried.

With no further questions, a motion was made by Commissioner Hurley, seconded by Commissioner Moore to approve Case A-40-2022 – 5811-5815 Madison Street – Palgong Tea – Sign Permit Review – Installation of Permanent Window Signs as submitted. The motion carried 6-0 by a roll call vote as follows:

**AYES:** Commissioners Krillenberger, Hurley, Willobee, Fiascone, Moore, and Chairman Cashman  
**NAYS:** None  
**ABSTAIN:** None  
**ABSENT:** Commissioners Curry, Jablonski, and Crnovich

**Adjournment**

Chairman Cashman asked for a motion to adjourn. A motion was made Commissioner Krillenberger, seconded by Commissioner Willobee, to adjourn the regularly scheduled meeting of the Village of Hinsdale Plan Commission of the December 14, 2022.

The meeting was adjourned at 7:49 PM after a unanimous voice vote of 6-0.

ATTEST: \_\_\_\_\_  
Jennifer Spires, Community Development Office





## MEMORANDUM

**DATE:** January 6, 2023

**TO:** Chairman Cashman and Plan Commissioners

**CC:** Kathleen A. Gargano, Village Manager  
Robb McGinnis, Director of Community Development/Building Commissioner

**FROM:** Bethany Salmon, Village Planner

**SUBJECT:** Case A-37-2022 – 2 Salt Creek Lane – Map Amendment and Exterior Appearance / Site Plan Review to allow for the development of a luxury car dealership on a 2.2-acre site at 2 Salt Creek Lane – Request by Mouse Automotive – **Scheduling of a Public Hearing**

**FOR:** January 11, 2023 Plan Commission Meeting

---

### **GENERAL APPLICATION INFORMATION**

Applicant: Mouse Automotive

Address / PIN: 2 Salt Creek Lane (09-01-207-012)

Size of Subject Property: 2.2-acres

Existing Zoning & Land Use: O-3 General Office District – Vacant

Proposed Zoning & Land Use: B-3 General Business District – Luxury car dealership

Surrounding Zoning & Land Uses:

- North: O-3 General Office District – Office building
- South: B-3 General Business District – Car dealerships, bank
- East: O-3 General Office District – Detention pond, medical office building
- West: O-3 General Office District – Office building

Required Approvals: Map Amendment & Exterior Appearance / Site Plan Review (Section 11-601, Section 11-604, Section 11-606 of the Zoning Code)

### **APPLICATION SUMMARY**

The applicant, Mouse Automotive, requests approval of an Exterior Appearance / Site Plan Review and Map Amendment to allow for the development of a 2.2-acre property located at 2 Salt Creek Lane into a luxury car dealership for McLaren Chicago. The proposed Map Amendment will entail the rezoning of the property from the O-3 General Office District to the B-3 General Business District. New and used motor vehicle dealers on lots abutting Ogden Avenue are classified as a permitted use in the B-3 District. The applicant will be required to obtain separate approval of a variation from the Zoning Board of Appeals and the Board of Trustees to allow for a reduction to parking.

It is requested that the public hearing for this application be scheduled for the next regular Plan Commission meeting on February 8, 2023.



## MEMORANDUM

### **BACKGROUND**

The site has been vacant since 2012 following the demolition of a two-story office building. The former parking lot, dumpster enclosure, decorative fence, and underground stormwater vault remain on site. The property is located in the Hinsdale Office Park and is subject to private covenants controlled by the Owners Association.

The property is surrounded by a mix of office and commercial uses. Multi-tenant office buildings, medical office buildings, and a detention pond are located to the north, east, and west of the site in the O-3 District. Automobile dealerships and a bank are located to the south across Ogden Avenue in the B-3 District. Specifically, three automobile dealerships are located on the neighboring blocks to the south of the site (Land Rover at 336 E. Ogden Avenue, Continental / Ferrari at 420 E. Ogden Avenue, Current Automotive at 300 E. Ogden Avenue).

There are no properties in a Single-Family Residential District located within 250 feet of the site. The closest single-family property is located in the R-4 District approximately 475 feet to the south on Oak Street across Ogden Avenue. The Graue Mill County Condominium subdivision is located approximately 780 feet from the north of the site in the R-5 District.

### **REQUEST AND ANALYSIS**

Site Plan – The site plan consists of a two-story, 38,367 square foot building to be used as a luxury automobile dealership with interior showrooms, automobile repair services, offices, and an interior parking garage for vehicle storage. The site will be accessible from two curb cuts on the north property line off a Tower Drive, a private road in the Office Park of Hinsdale. A total of 46 exterior parking spaces and a loading area are proposed on the north side of the building.

For enhanced security, a three (3) foot tall black open decorative fence matching the existing fencing on site will be installed around the perimeter of the parking lot. A gate will be installed on the west driveway and retractable bollards will be installed on the east driveway. Other site improvements include an outdoor patio on the front of the building with a small area for outdoor vehicle display, a dumpster enclosure, and a new sidewalk with a pedestrian gate to connect to the existing sidewalk system in Hinsdale Office Park.

Parking – Per Section 9-104(J), the proposed use is required to provide one (1) parking space for each 275 square feet of net floor area. With 32,619 square feet of net floor area, 119 parking spaces are required for the proposed development. A total of 46 spaces are proposed in the exterior parking lot. Approval of a variation by the Zoning Board of Appeals and Board of Trustees will be required to allow for a deficiency of 73 spaces.

Per the applicant, exterior parking spaces will not be used to display or store vehicles outdoors. All vehicle inventory will be contained inside the building. An additional 65 parking spaces are proposed inside the building for vehicle inventory, service, and showroom purposes, which are not counted toward required parking. A second floor parking garage will contain 34 spaces for vehicle inventory storage, the first and second floor showroom will contain about 19 spaces, and the service area include 12 spaces. The applicant has indicated that off-site parking can be accommodated at their existing service facility at 5758 W. Fillmore Street in Chicago if necessary and can provide 36 additional spaces.

According to the applicant, due to the high-end nature and operational differences, the proposed use will have a lower intensity than a typical car dealership and the number of parking spaces proposed will be adequate for the operations on site. There will be low customer walk-in traffic due to the price point of the vehicles and the large number of sales taking place online, the service and showroom areas will largely be by appointment only, and vehicles for service appointments will primarily be picked up from a customer's location and brought to the site for repair. About 90-95% of all service business will be handled by a vehicle haulers. About 80% of vehicle sales are estimated to take place online. Anticipated hours of operation are from 8 a.m. to 5 p.m. for service and 10 a.m. to 6 p.m. for sales, where most showroom and service appointments will largely be by appointment only. The increase to the building size due to interior parking and vehicle showroom design also contributes to a greater parking deficiency based on the how parking requirements are calculated per the Zoning Code.

901 Elm Street Encroachments & Easements – 2 Salt Creek Lane was formerly developed with a shared access drive and parking lot with 901 N. Elm Street, the adjacent property to the west. As such, existing non-conforming parking spaces for 901 N. Elm Street encroach into the interior side yard by 1' 8". A parking lot drive aisle also encroaches into the front yard by approximately 15'. These areas are highlighted on the proposed site plan.

An existing ground sign for 901 Elm Street is also located at the northwest corner of the site. On October 20, 2015, by Ordinance No. O2015-37, the Village Board approved the various sign variations to allow for this sign and other nearby off-premise signs for Med Properties / Salt Creek Campus, LLC located at 10, 11 and 12 Salt Creek Lane & 901 and 907 N. Elm Street (Case No. V-03-15):

- Allow seven (7) off-premises identification signs (based on need to allow identification of location of the various buildings/addresses making up the Applicant's medical campus) (Section 9-106(G)(5))
- Allow seven (7) ground signs in lieu of the one (1) permitted (Section 9-106(J)(3)(d))
- Allow seven (7) double-sided signs with a total square footage counting both sides of 186.62 square-feet (Section 9-106(J)(4)(d))
- Allow the requested illumination level of the seven approved signs (Section 9-106(J)(7))

The Village will require the applicant to obtain a recorded private easement and encroachment agreement with 901 N. Elm Street for the shared access drive and the encroachment of the parking areas on 2 Salt Creek Lane, as required by Section 9-104(D)(4) of the Zoning Code. This document must be reviewed by the Village attorney and will be required as a condition of approval in the final ordinance to be submitted prior to the issuance of a building permit. The applicant is currently working with the adjacent owners on drafting this private agreement language. Approval of any future off-site work by the adjacent property owner will also be required.

Building Elevations – The two-story building features a flat roof and will be primarily constructed of tan colored precast panes with vertical architectural ribs, white fiber resin paneling, and wood resin siding. The building contains large windows for the indoor showroom display of vehicles and features several overhead garage doors, most of which are to be constructed of glass, to move vehicles in to the showroom, service, or storage areas. On the front façade facing Ogden Avenue, a second floor outdoor balcony is proposed with cable wire railing. The building will measure 29'-8" tall, which meets the 30 foot maximum height allowed in the B-3 District. Rooftop mechanical screening panels are proposed around two areas for mechanical equipment, which are excluded from height calculations in accordance with Zoning Code regulations.



## MEMORANDUM

Signage – A new brick wall for a future monument sign will be installed between the existing brick piers of the open metal fencing at the southeast corner of the site. A conceptual wall sign is also shown on the south building elevation facing Ogden Avenue. A separate Sign Permit Review must be submitted for review by the Plan Commission in the future.

Landscape Plan – The applicant has provided a landscape plan for review showing a range of plant species and types to be planted in specific areas. The majority of the existing trees on site will be preserved, however, several trees are planned be removed to allow for the proposed development. Parking lot screening and landscape requirements are met.

Lighting – The applicant has provided a photometric plan for review. Eight (8) existing decorative light poles installed throughout the Hinsdale Office Park development will remain on site. In addition to several building-mounted light fixtures, two (2) new parking lot light poles measuring 15 feet tall will be installed in the center landscape island in the parking lot.

Dumpster Enclosure / Screening – A dumpster enclosure will be constructed to the northwest of the proposed building. The enclosure will be constructed of a charcoal gray CMU block and a wood gate. Rooftop mechanical units are proposed in two areas on the roof and will be screened with gray ribbed metal panels measuring about six (6) feet in height. Per code requirements, the panels must be opaque, fully screen the height of all rooftop units, and be constructed of materials that are architecturally and aesthetically compatible with the building.

Map Amendment / Rezoning – The applicant is requesting a rezoning of the subject property from the O-3 General Office District to the B-3 General Business District. In the B-3 District, new and used motor vehicle dealers on lots abutting Ogden Avenue are classified as a permitted use. The expansion of existing new and used motor vehicle dealers on lots abutting Ogden Avenue are classified as a special use. Article V and Article VI of the Zoning Code regulating the Business and Office Districts are attached for review. The B-3 District “is intended to serve the Hinsdale suburban community with a full range of locally oriented business uses commonly located along established traffic routes” and is “a more generalized commercial district designed for established areas of heavier vehicular traffic.” The O-3 District “is provided to accommodate the needs of business and professional offices and related business uses requiring a somewhat wider range of office space with a somewhat higher intensity of pedestrian and vehicular traffic movements. Bulk and height regulations are consistent with a moderate amount of development.”

### **MEETING HISTORY**

Board of Trustees – Discussion Item: On September 20, 2022, conceptual plans for the project were reviewed as a discussion item.

Village Board – Referral to the Plan Commission – On December 13, 2022, the Village Board voted to approve a Referral to the Plan Commission for consideration of a Map Amendment and concurrent Exterior Appearance / Site Plan Review. Pursuant to Section 11-601(D)(2)(a) of the Zoning Code, every properly filed and completed application for an Amendment shall be referred to the Village Board for a determination as to whether the application merits a hearing and consideration by the Plan Commission or should be summarily denied. At the meeting, there was a brief discussion on the encroachment items with 901 N. Elm and the Village review process, particularly for the variation request.

### **REVIEW PROCESS**

Map Amendment – Map Amendments are subject to the requirements of Section 11-601 of the Zoning Code. Following a referral by the Board of Trustees, a public hearing shall be set, noticed, and conducted by the Plan Commission in accordance with Section 11-303. Within 45 days following the conclusion of the public hearing, the Plan Commission shall transmit to the Village Board its recommendation in the form specified by Subsection 11-103(H). The failure of the Plan Commission to act within 45 days following the conclusion of such hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the proposed Amendment.

Within 60 days following the receipt of the recommendation of the Plan Commission, or its failure to act as above provided, the Board shall either deny the application or, by ordinance duly adopted, shall grant the amendment, with or without modifications or conditions; provided, however, that in the event a duly signed and acknowledged protest against a proposed amendment is filed with the Village Clerk before the adoption of such amendment by owners in accordance with the code requirements, such amendment shall not be passed except by a 2/3 vote of all the trustees then holding office. The failure of the Board of Trustees to act within 60 days, or such further time to which the applicant may agree, shall be deemed to be a decision denying the application. Amendments shall be reviewed in accordance with the Standards set forth in Section 11-601(E).

Exterior Appearance / Site Plan Review – Pursuant to Section 11-604 and Section 11-606, the Chairman of the Plan Commission shall at the public meeting on the application for an Exterior Appearance Review or Site Plan Review allow any member of the general public to offer relevant, material and nonrepetitive comment on the application. Within 60 days following the conclusion of the public meeting, the Plan Commission shall transmit to the Board of Trustees its recommendation, in the form specified in Subsection 11-103(H), recommending either approval or disapproval based on the standards set forth in Section 11-604 and Section 11-606. Within 90 days following the receipt of the recommendation of the Plan Commission, or its failure to act, the Board of Trustees, by ordinance duly adopted, shall approve the Exterior Appearance / Site Plan as submitted, or shall make modifications acceptable to the applicant and approve such modified Exterior Appearance / Site Plan, or shall disapprove it either with or without a remand to the Plan Commission for further consideration. The failure of the Board of Trustees to act within 90 days, or such further time to which the applicant may agree, shall be deemed to be a decision denying site plan approval.

### **ATTACHMENTS**

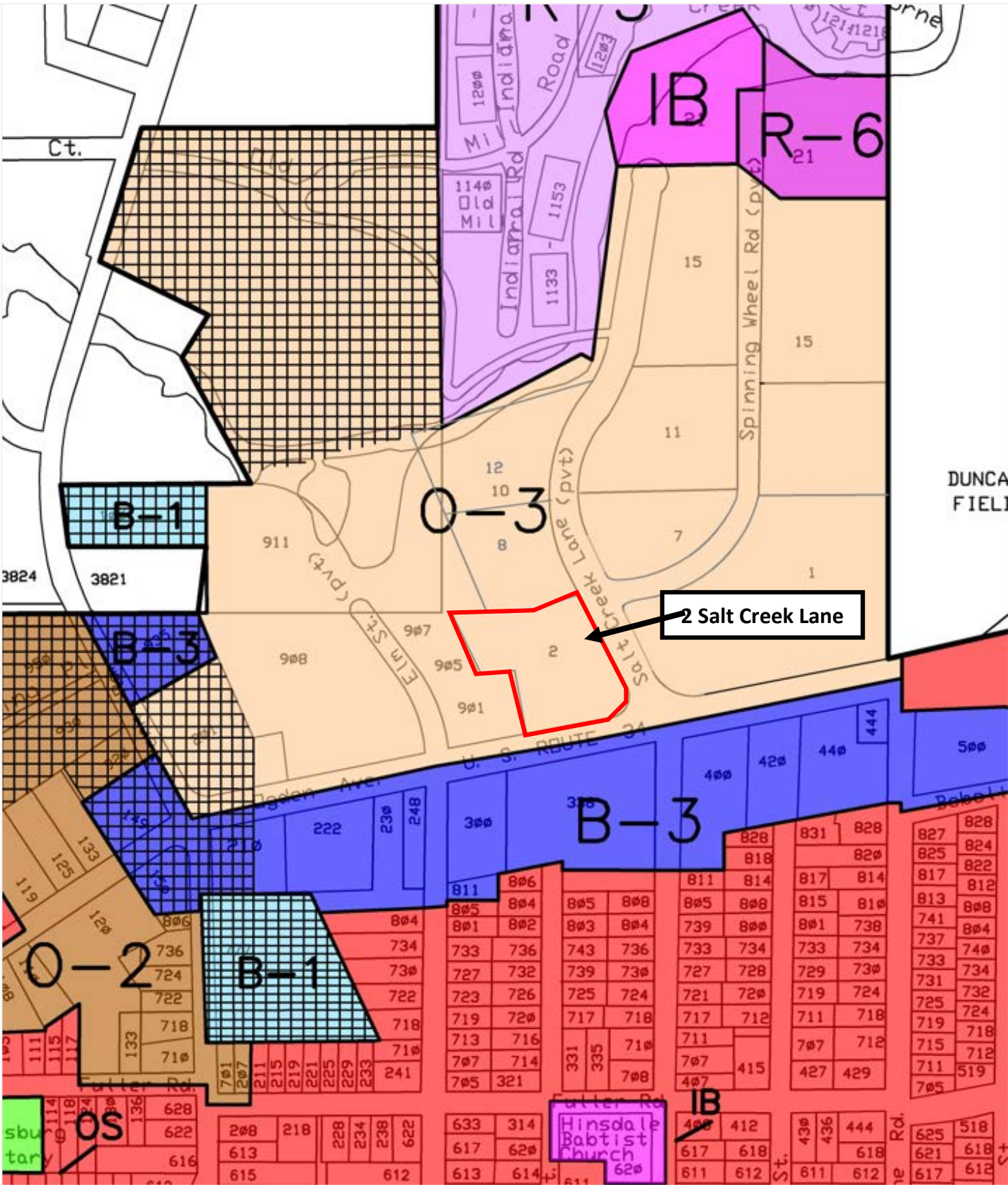
1. Zoning Map and Project Location
2. Aerial View
3. Birdseye View
4. Street View
5. Article V and Article VI of the Zoning Code - Regulations for the O-3 and B-3 Districts
6. Exterior Appearance & Site Plan Review / Map Amendment Applications and Exhibits







Village of Hinsdale Zoning Map and Project Location



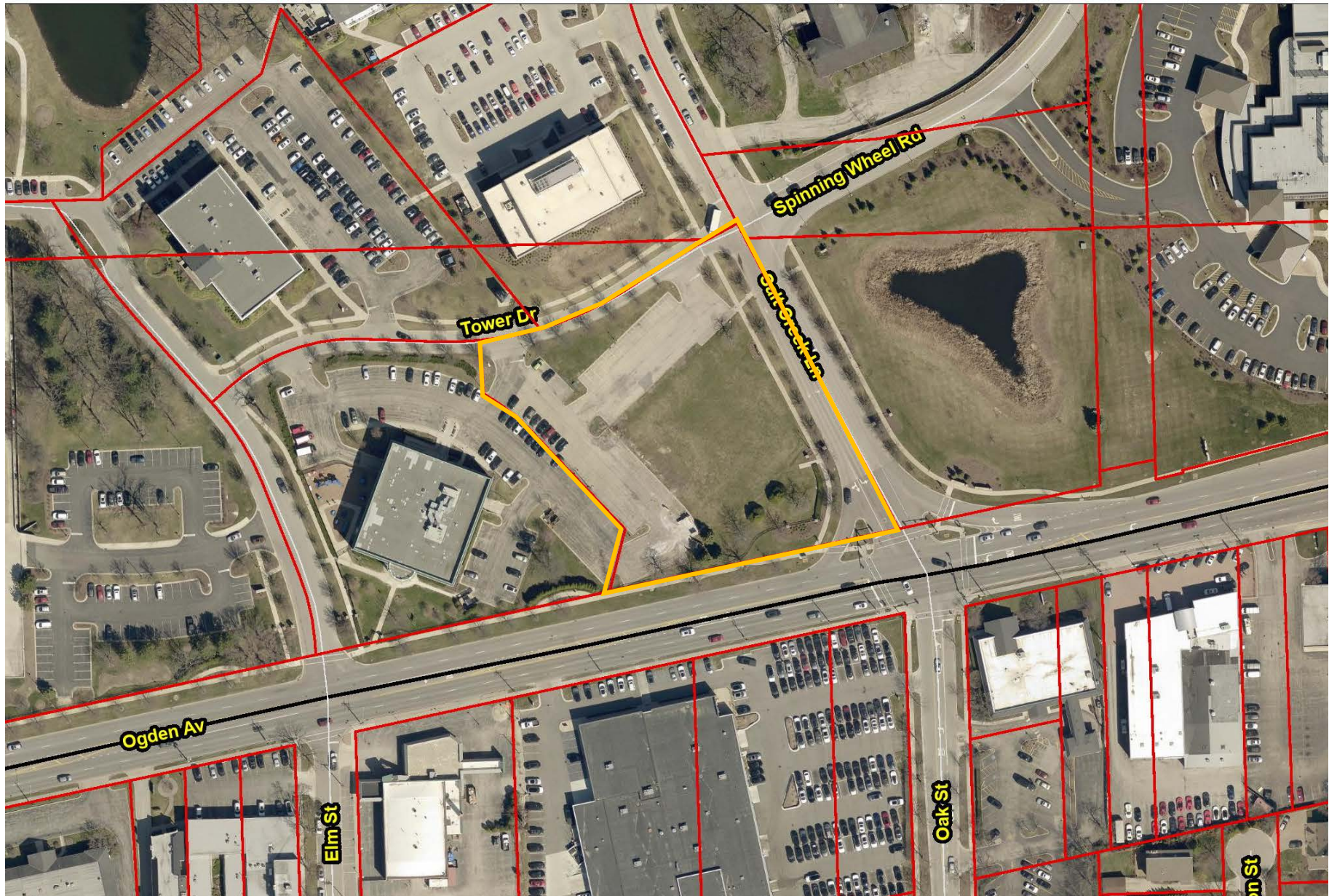


Aerial View – 2 Salt Creek Lane



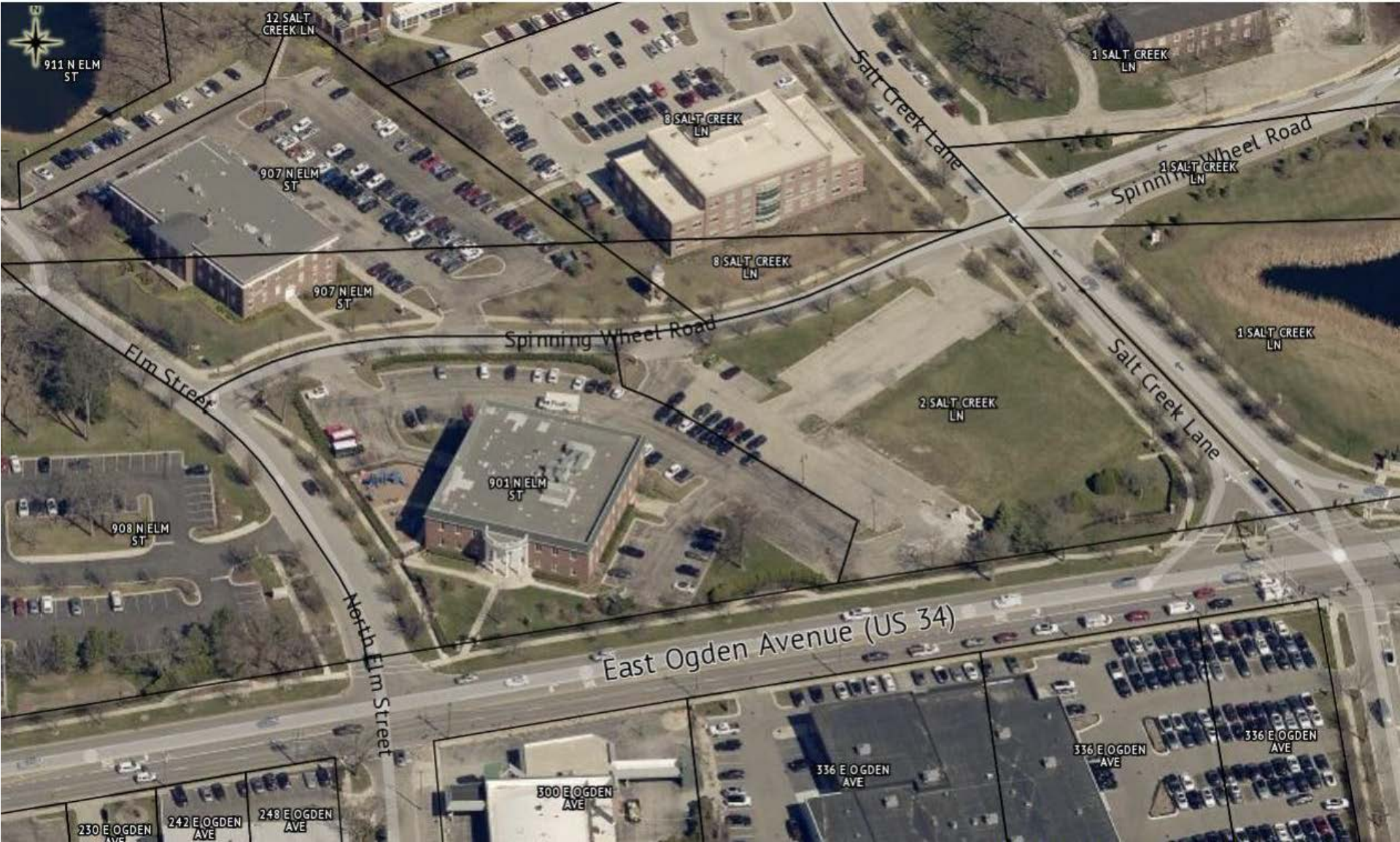


## Aerial View – 2 Salt Creek Lane





Birds Eye View – 2 Salt Creek Lane





## Street View – 2 Salt Creek Lane





## Street View – 2 Salt Creek Lane

---



## ARTICLE V. BUSINESS DISTRICTS

### SECTION:

#### **5-101: Purposes**

#### **5-102: Permitted Uses**

#### **5-103: Accessory Structures And Uses**

#### **5-104: Temporary Uses**

#### **5-105: Special Uses**

#### **5-106: Parking And Loading Requirements**

#### **5-107: Sign Regulations**

#### **5-108: Buffers And Landscaping**

#### **5-109: Special Development And Use Regulations**

#### **5-110: Bulk, Space, And Yard Requirements**

#### **Sec. 5-101: Purposes:**

Three (3) zoning districts are provided for business and commercial uses. When taken together, these districts are intended to permit development of property for the full range of business and commercial uses needed to serve the citizens of Hinsdale and surrounding areas in a suburban setting.

The districts, while distinct, permit a harmonious spectrum of general suburban shopping and service opportunities, ranging from a relatively low intensity (B-1), through a higher intensity business zone intended to accommodate local shopping needs in a "downtown" setting (B-2), to a more generalized commercial district designed for established areas of heavier vehicular traffic (B-3).

Specifically, the B-1 community business district is intended to serve the everyday shopping needs of village residents as well as to provide opportunities for specialty shops attractive to wider suburban residential community around the village. It permits uses that are necessary to satisfy most basic, frequently occurring shopping needs. Also allowed are compatible uses that, while not used as frequently, would be desirably located in close proximity to potential users. This district is designed to accommodate development of community shopping centers with planned off street parking and loading as well as existing individual shops or small groups of local stores. The district is normally located on primary or secondary thoroughfares, is relatively small in size, and has bulk standards that provide for compatibility with nearby residential uses.

The B-2 central business district is intended to serve the entire Hinsdale suburban community with a wide variety of retail and service uses. It is intended to serve as the primary shopping area of the village. This district is located in the center of the village, adjacent to commuter facilities, and at the convergence of primary thoroughfares. The bulk standards are intended to reflect the generally more intense development of property in this area.

The B-3 general business district is intended to serve the Hinsdale suburban community with a full range of locally oriented business uses commonly located along established traffic routes. (1991 Code)

#### **Sec. 5-102: Permitted Uses:**

The following uses and no others are permitted as of right in the business districts indicated in the following table. In interpreting the use designations, reference should be made to the "Standard Industrial Classification Manual" (see appendix A of this code) and section 11-501 of this code. SIC codes are given in parentheses following each use listing.

	B-1	B-2	B-3
<i>A. Construction, Special Trade Contractors:</i>			
1. General building contractors; residential buildings (152).			P
2. Operative builders (153).			P
3. Plumbing, heating, and air conditioning contractors (171).		P	P
4. Painting and paper hanging contractors (172).		P	P
5. Electrical work contractors (173), but not highway lighting and electrical signal construction.		P	P
6. Masonry, stone setting, and other stone work contractors (1741).			P
7. Plastering, drywall, acoustical, and insulation work contractors (1742).		P	P
8. Terrazzo, tile, marble, and mosaic work contractors (1743).			P
9. Carpentry and floor work contractors (175).		P	P
10. Roofing, siding, and sheet metal work contractors (176).			P
11. Glass and glazing work contractors (1793).		P	P
12. Special trade contractors not elsewhere classified (1799).		P	
<i>B. Printing, Publishing, And Allied Industries:</i>			
1. Commercial printing (275).			P
<i>C. Retail Trade:</i>			
1. Lumber and other building materials dealers (521).			P
2. Paint, glass, and wallpaper stores (523).	P	P	P
3. Hardware stores (525).	P	P	P
4. Department stores (531).	P	P	P
5. Variety stores (533).	P	P	P
6. Miscellaneous general merchandise stores (539).	P	P	P
7. Grocery stores (541).	P	P	P
8. Meat and fish markets (543).	P	P	P
9. Fruit and vegetable markets (543).	P	P	P
10. Candy, nut, and confectionery stores (544).	P	P	P
11. Dairy products stores (545).	P	P	P
12. Retail bakeries (546).	P	P	P
13. Miscellaneous food stores (549).	P	P	P
14. New and used motor vehicle dealers (551), but only on lots abutting Ogden Avenue.			P
15. Auto and home supply stores (553), but not including service bays.	P	P	P
16. Men's and boys' clothing and accessory stores (561).	P	P	P
17. Women's clothing stores (562).	P	P	P
18. Women's accessory and specialty stores (563).	P	P	P
19. Children's and infants' wear stores (564).	P	P	P
20. Family clothing stores (565).	P	P	P
21. Shoe stores (566).	P	P	P

22. Miscellaneous apparel and accessory stores (569).	P	P	P
23. Home furniture and furnishings stores (571).	P	P	P
24. Household appliance stores (572).	P	P	P
25. Radio, television, consumer electronics, and music stores (573).	P	P	P
26. Eating places (5812), including accessory outdoor seating, but not including live entertainment or drive-in establishments.	P	P	P
27. Drinking places (5813) accessory to permitted eating places.			P
28. Drugstores and proprietary stores (591).	P	P	P
29. Used merchandise stores (593).	P	P	P
30. Sporting good stores and bicycle shops (5941).	P	P	P
31. Bookstores (5942).	P	P	P
32. Stationery stores (5943).	P	P	P
33. Jewelry stores (5944).	P	P	P
34. Hobby, toy, and game shops (5945).	P	P	P
35. Camera and photographic supply stores (5946).	P	P	P
36. Gift, novelty, and souvenir shops (5947).	P	P	P
37. Luggage and leather goods stores (5948).	P	P	P
38. Sewing, needlework, and piece goods stores (5949).	P	P	P
39. Florists (5992).	P	P	P
40. Tobacco stores and stands (5993).	P	P	P
41. News dealers and newsstands (5994).	P	P	P
42. Optical goods stores (5995).	P	P	P
43. Miscellaneous retail stores (5999), but not including auction rooms, firework sales, gravestone sales, sales barns, or tombstone sales.	P	P	P
<i>D. Finance, Insurance And Real Estate:</i>			
1. Depository and nondepository credit institutions (60-61), but not on the first floor of any structure in the B-2 district except expansion of such an institution existing on such a first floor as of January 1, 1994, into additional first floor space owned by such an institution as of January 1, 1994, in the same structure or an abutting structure, and except expansion of such an institution into first floor space that does not abut a street, provided that such expansion does not occupy more than 50 percent of the depth of the overall tenant space, and not including drive-in establishments or automatic teller machines, except teller machines attached to the principal structure on the lot.		P	
2. Security and commodity brokers, dealers, exchanges, and services (62), but not on the first floor of any structure in the B-2 district.	P	P	P
3. Insurance carriers, agents, brokers, and service (63-64), but not on the first floor of any structure in the B-2 district.	P	P	P
4. Real estate offices (65), but not on the first floor of any structure in the B-2 district.	P	P	P
5. Holding and other investment offices (67), but not on the first floor of any structure in the B-2 district.	P	P	P
<i>E. Services:</i>			
1. Veterinary services for animal specialties (0742).			P
2. Grooming services for pets (0752).			P

3. Laundry, cleaning, and garment services (721), but not including dry cleaning plants (7216) or industrial launderers (7218).	P	P	P
4. Photographic studios, portrait (722).	P	P	P
5. Beauty shops (723).	P	P	P
6. Barbershops (724).	P	P	P
7. Shoe repair shops and shoeshine parlors (725).	P	P	P
8. Tax preparation services (7291), but not on the first floor of any structure in the B-2 district.	P	P	P
9. Advertising services (731), but not on the first floor of any structure in the B-2 district.	P	P	P
10. Mailing, reproduction, commercial art and photography, and stenographic services (733).	P	P	P
11. Services to dwellings and other buildings (734).			P
12. Employment agencies (7361), but not on the first floor of any structure in the B-2 district.	P	P	
13. Help supply services (7363), but not on the first floor of any structure in the B-2 district.	P	P	P
14. Computer programming, data processing, and other computer related services (737), but not on the first floor of any structure in the B-2 district.	P	P	P
15. Electrical repair shops (762), but not including refrigeration and air conditioning service and repair shops (7632).	P	P	P
16. Watch, clock, and jewelry repair (763).	P	P	P
17. Reupholstery and furniture repair (764).			P
18. Videotape rental (784).	P	P	P
19. Offices and clinics of doctors of medicine, dentists, osteopaths, chiropractors, optometrists, podiatrists, and other health practitioners (801-804), but not on the first floor of any structure in the B-2 district.	P	P	P
20. Kidney dialysis centers (8092).			P
21. Legal services (81), but not on the first floor of any structure in the B-2 district.	P	P	P
22. Engineering, architectural, and surveying services (871), but not on the first floor of any structure in the B-2 district.	P	P	P
23. Accounting, auditing, and bookkeeping services (872), but not on the first floor of any structure in the B-2 district.	P	P	P
24. Management and public relations services (874), but not on the first floor of any structure in the B-2 district.	P	P	P
25. Miscellaneous services (89), but not on the first floor of any structure in the B-2 district.		P	P
26. Miscellaneous business and professional office uses not listed herein, but not on the first floor of any structure in the B-2 district.		P	P
27. Small parcel store (733 and 4783).	P		
28. Professional, home based, supplemental education program centers.	P		
F. <i>Transportation And Utility Services:</i>			
1. Office of local and suburban transit and interurban highway passenger transportation companies (41), but not including terminals, stations, vehicle yards, or garages and not on the first floor of any structure in the B-2 district.		P	P



2. Travel agencies (4724).	P	P	P
3. Tour operators (4725), but not on the first floor of any structure in the B-2 district.	P	P	P
4. Airline, bus, and railroad ticket offices (4729).	P	P	P
5. Offices of communications and utility companies (48-49), but not on the first floor of any structure in the B-2 district.	P	P	P
6. Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures (481); but only where: a) the antenna and any necessary antenna support structure are fully enclosed or shielded from view from any point located off the zoning lot on which they are located by a structure otherwise permitted on the zoning lot and all electronic equipment is fully enclosed in a structure otherwise permitted on the zoning lot, or b) the antenna or antennas are limited to omnidirectional or whip antennas and directional or panel antennas and are located on a lawfully preexisting building that will serve as an antenna support structure and all electronic equipment is fully enclosed in a structure otherwise permitted on the zoning lot and, in either such case, such antenna, support structure and equipment fully comply with all standards and requirements applicable thereto.			
G. <i>Dwelling Units</i> : Dwelling units shall be subject to the lot area provisions applicable to the R-5 district; provided, however, that no dwelling unit shall be located on the first floor of any structure.		P	P

(Ord. 92-27, §2, 8-18-1992; Ord. 94-2, §2, 1-4-1994; Ord. 94-11, §2, 3-1-1994; Ord. 97-4, §3A, 3-4-1997; Ord. O2005-02, §2, 1-18-2005; Ord. O2006-76, §2, 10-17-2006; Ord. O2007-50, §2, 7-17-2007; Ord. O2009-19, §2, 3-17-2009; Ord. O2010-14, §2, 3-23-2010; Ord. O2011-55, 11-15-2011)

#### **Sec. 5-103: Accessory Structures And Uses:**

Accessory structures and uses are permitted in all business districts subject to the provisions of section 9-101 of this Code. (1991 Code)

#### **Sec. 5-104: Temporary Uses:**

Temporary uses are permitted in all business districts subject to the provisions of section 9-103 of this Code. (1991 Code)

#### **Sec. 5-105: Special Uses:**

Except as specifically limited in the following table, the uses listed in the following table may be permitted in the business districts indicated subject to the issuance of a special use permit as provided in section 11-602 of this Code. In interpreting the use designations, reference should be made to the "Standard Industrial Classification Manual" (see appendix A of this Code) and section 11-501 of this Code. SIC codes are given in parentheses following each use listing.

	B-1	B-2	B-3
A. <i>Retail Trade</i> :			
1. Retail nurseries, lawn, and garden supply stores (526).	S		S
2. Expansion of existing new and used motor vehicle dealers (551), but only on lots abutting Ogden Avenue.			S
3. Auto and home supply stores (553), with service bays.			S
4. Gasoline service stations (554).	S		S
5. Live entertainment accessory to permitted eating places.	S	S	S

6. Repealed.			
7. Carryout eating places (5812).	S	S	S
8. Drugstores and pharmacies with drive-throughs.	S		
B. <i>Finance, Insurance, And Real Estate:</i>			
1. Depository and nondepository credit institutions (60-61), not including drive-in establishments or automatic teller machines, except automatic teller machines attached to the principal structure on the lot and only subject to the provisions of subsection 5-109G of this article.	S		S
2. Drive-in depository and nondepository credit institutions (60-61), but only subject to the provisions of subsection 5-109H of this article.	S	S	S
3. Automatic teller machines when not attached to the principal structure on the lot.	S	S	S
C. <i>Services:</i>			
1. Districts, this use is allowed in stand-alone buildings only.	S	S	
2. Laundry and dry cleaning plants (7211/7216).	S		S
3. Miscellaneous personal services (729), but not including coin operated service machine operation, comfort station operation, dating services, escort services, locker rental, massage parlors, restroom operation, steam baths, tattoo parlor, turkish baths, or wedding chapels.	S	S	S
4. Medical and miscellaneous equipment rental and leasing (7352/7359).		S	S
5. Passenger car rental and leasing (7514-7515).			S
6. Automobile parking (752), but not tow in parking lots.	S	S	S
7. Automotive repair shops (753), but not including tire retreading (7534).	S		S
8. Car washes (7542).	S		S
9. Motion picture theaters, except drive-in establishments (7832).		S	S
10. Dance studios, schools, and halls (7911), but not on the first floor of any structure in the B-2 District.		S	S
11. Physical fitness facilities (7991), but not on the first floor of any structure in the B-2 District.	S	S	S
12. Membership sports and recreation clubs (7997), but not on the first floor of any structure in the B-2 District.	S	S	S
13. Medical and dental laboratories (807), but not on the first floor of any structure in the B-2 District.		S	S
14. Correspondence and vocational schools (824).			S
15. Child daycare services (835), but not on the first floor of any structure in the B-2 District.		S	S
16. Business associations (861), but not on the first floor of any structure in the B-2 District.		S	S
17. Professional membership organizations (862), but not on the first floor of any structure in the B-2 District.		S	S
18. Labor organizations (863), but not on the first floor of any structure in the B-2 District.		S	S
19. Civic, social, and fraternal associations (864), but not on the first floor of any structure in the B-2 District.		S	S
20. Political organizations (865), but not on the first floor of any structure in the B-2 District.		S	S

21. Membership organizations not elsewhere classified (869), but not on the first floor of any structure in the B-2 District.		S	S
22. Musical tutoring services (8299), but not on the first floor of any structure in the B-2 District and not in any structure that is not freestanding.		S	
23. Boarding kennels (0752). In B-1 Districts, this use is allowed in stand-alone buildings only.	S		
24. Pet hospitals (0742). In B-1 Districts, this use is allowed in stand-alone buildings only.	S		
25. Educational services, but not on the first floor of any structure in the B-2 District.		S	S
26. Automobile driving instruction, but not on the first floor of any structure in the B-1 District.	S		
<b>D. Transportation And Utility Services:</b>			
1. Local and suburban passenger transportation terminals and stations (41), but not including vehicle yards or garages.		S	S
2. Household goods warehousing (4225), self-service only, but only on lots abutting Ogden Avenue.			S
3. Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures (481) not otherwise permitted pursuant to section 5-102 of this article.			
<b>E. Miscellaneous:</b>			
1. Planned developments.	S	S	S
2. Hotels (7011).			S
3. Lifestyle housing, subject to the planned development provisions of subsection 11-603M of this Code.	S		S

(Ord. 92-27, §3, 8-18-1992; Ord. 97-4, §3B, 3-4-1997; Ord. O2002-66, §2, 10-1-2002; Ord. O2003-45, §2, 8-19-2003; Ord. O2005-02, §3, 1-18-2005; Ord. O2006-76, §3, 10-17-2006; Ord. O2007-62, §2, 9-4-2007; Ord. O2009-47, §2, 9-1-2009; Ord. O2011-53, 11-15-2011; Ord. O2012-38, 9-13-2012; Ord. O2017-10, 3-7-2017; Ord. O2017-33, 7-11-2017; Ord. O2018-05, 2-15-2018)

#### **Sec. 5-106: Parking And Loading Requirements:**

The parking and loading requirements applicable in all Business Districts are set forth in sections 9-104 and 9-105 of this Code. (1991 Code)

#### **Sec. 5-107: Sign Regulations:**

The sign regulations applicable in all Business Districts are set forth in section 9-106 of this Code. (1991 Code)

#### **Sec. 5-108: Buffers And Landscaping:**

The requirements relating to buffering and landscaping of certain uses and structures in all Business Districts are set forth in section 9-107 of this Code. (1991 Code)

#### **Sec. 5-109: Special Development And Use Regulations:**

A. Exterior Appearance And Site Plan Review: No construction or development requiring a building permit and affecting the exterior appearance of any structure shall be permitted in any Business District except upon approval of the building permit application by the Board of Trustees pursuant to section 11-606 of this Code and site plan approval by the Board of Trustees pursuant to section 11-604 of this Code. This

subsection shall not be construed as a limit on any other requirement for site plan approval pursuant to section 11-604 of this Code.

B. Ground Floor Uses In B-2 District: No use other than permitted and specially permitted retail trade uses and bank and other credit agency uses shall be allowed on the ground floor of any structure in the B-2 District.

C. Manufacturing Limited: No manufacturing, processing, or treatment of products shall be conducted on any premises in any Business District, except those that are incidental to a principal retail business use. At least seventy five percent (75%) of all products produced on the premises shall be sold at retail on the premises.

D. Storage Limited: Except when specially permitted in the B-3 District pursuant to subsection 5-105D2 of this article, no storage or warehousing of any product shall be permitted in any Business District except such as is incidental to a principal retail use.

E. Personal Wireless Services Antennas, With Or Without Antenna Support Structures, And Related Electronic Equipment And Equipment Structures: The following additional regulations shall apply to the construction or development of personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures in the B-3 District:

1. Location: Personal wireless services antennas shall be located on lawfully preexisting antenna support structures or other lawfully preexisting buildings or structures wherever possible. No special use permits authorizing construction of a new antenna support structure or addition to or expansion of an existing antenna support structure or existing building or structure shall be authorized unless the applicant is able to demonstrate that no lawfully preexisting antenna support structure or lawfully preexisting building or structure is available, on commercially reasonable terms, and sufficient for the location of an antenna necessary for the provision of personal wireless services.

2. Design Of New Antenna Support Structures For Collocation: Unless otherwise authorized by the Board of Trustees for good cause shown, every new personal wireless services antenna support structure, whether constructed as a permitted or special use, shall be designed, constructed and installed to be of a sufficient size and capacity to allow the location of additional personal wireless services antennas to accommodate at least one additional personal wireless service provider on such structure in the future. Any special use permit for such a support structure may be conditioned upon the agreement of the applicant to allow collocation of other personal wireless service providers on commercially reasonable terms specified in such special use permit.

3. Tower Design: Every new personal wireless services antenna support structure that is of a tower design shall:

- (a) Be a monopole rather than latticework, unless otherwise authorized by the Board of Trustees for good cause shown;
- (b) Not be illuminated or have any signs installed thereon unless otherwise required by federal law or regulations; and
- (c) Be located at least twenty feet (20') from any other such structure.

Any deck on such a tower shall be centered on the tower and shall have not more than three (3) sides, with each side having dimensions that do not exceed five feet (5') vertically and twelve feet (12') horizontally.

4. Sizes Of Antennas On Buildings: Antennas located on a lawfully preexisting building shall not exceed the following dimensions:

- (a) Omnidirectional or whip antennas shall not exceed three inches (3") in diameter and fifteen feet (15') vertically; and
- (b) Directional or panel antennas shall not exceed two feet (2') horizontally and five feet (5') vertically.

5. Protection Against Climbing: Every personal wireless services antenna and antenna support structure shall be protected against unauthorized climbing or other access by the public.

6. Color: Every personal wireless services antenna and antenna support structure shall be of neutral colors that are harmonious with, and that blend with, the natural features, buildings and structures surrounding such antenna and antenna support structures; provided, however, that directional or panel

antennas and omnidirectional or whip antennas located on the exterior of a building that will also serve as an antenna support structure shall be of colors that match, and cause the antenna to blend with, the exterior of the building.

7. Equipment Enclosures: All electronic and other related equipment and appurtenances necessary for the operation of any personal wireless services antenna shall, whenever possible, be located within a lawfully preexisting structure or completely below grade. When a new structure is required to house such equipment, such structure shall be harmonious with, and blend with, the natural features, buildings and structures surrounding such structure.

8. Licenses And Permits: The operator of every personal wireless services antenna shall submit to the village manager copies of all licenses and permits required by other agencies and governments with jurisdiction over the design, construction, location and operation of such antenna and shall maintain such licenses and permits and provide evidence of renewal or extension thereof when granted.

9. Compliance With Plans: Every personal wireless services antenna and antenna support structure shall comply with all plans approved by the village.

10. Limited To Applicant: Every ordinance granting approval of a special use permit for a personal wireless services antenna or antenna support structure shall state that any assignment or transfer of the special use permit or any of the rights thereunder may be made only with the approval of the board of trustees.

11. Term Limitation: Every ordinance granting approval of a special use permit for a personal wireless services antenna or antenna support structure may provide that:

(a) Where the provider of personal wireless services is not the owner of the land on which such antenna or structure is located, the term of the special use permit is limited to the term of the lease or other agreement granting rights to use the land; and

(b) The special use permit shall be subject to review by the board of trustees, at ten (10) year intervals, to determine whether the technology in the provision of personal wireless services has changed such that the necessity for the special permit at the time of its approval has been eliminated or modified, and whether the special use permit should be modified or terminated as a result of any such change.

12. Abandonment And Removal: When one or more antennas, an antenna support structure, or related equipment are not operated for the provision of personal wireless services for a continuous period of twelve (12) months or more, such antenna, antenna support structure, or related equipment may be deemed to be abandoned by the village. The owner of such an antenna, antenna support structure, or related equipment shall remove such items within ninety (90) days following the mailing of written notice that removal is required. Such notice shall be sent by certified or registered mail, return receipt requested, by the village to such owner at the last known address of such owner. If two (2) or more providers of personal wireless services use the antenna support structure or related equipment to provide personal wireless services, then the period of nonuse under this provision shall be measured from the cessation of operation at the location of such antenna support structure or related equipment by all such providers.

13. Additional Standards For Review: In addition to the special use standards contained in subsection 11-602E of this code, and the requirements of this subsection E, the following factors may also be considered in the review of special use permit for personal wireless services antennas, with or without antenna support structures, and related electronic and equipment structures:

(a) Where the antenna support structure is a tower, the height thereof, its proximity to residential structures and residential district boundaries, and the design characteristics that have the effect of reducing or eliminating, or failing to reduce or eliminate, the visual obtrusiveness thereof;

(b) The nature of the uses on adjacent and nearby property;

(c) The surrounding topography, tree coverage and foliage; and

(d) The availability of suitable lawfully existing structures, as described in subsections E1 and E2 of this section.

F. Expansion Of New Or Used Motor Vehicle Dealer On Ogden Avenue: (Repealed)

G. Depository And Nondepository Credit Institutions In The B-1 And B-3 Districts: The special use set forth in subsection 5-105B1 of this article may be granted for a depository or drive-in nondepository credit institution subject to the following provisions:

1. Location Of New Institutions: No new depository and nondepository credit institution shall be permitted on the first floor in any building.

2. Parking: Every new depository or nondepository credit institution shall be required to provide all required parking on site notwithstanding any provision of this code to the contrary.

3. Conditions: The board of trustees may impose on the special use such conditions and limitations concerning use, construction, character, location, landscaping, screening, and other matters relating to the purposes and objectives of this code as may be necessary or appropriate to limit the impact of the use on the vitality of the commercial/retail environment in the vicinity of the institution and to prevent or minimize adverse effects of the use on property and improvements in the vicinity of the subject property, on public facilities and services, and on the aesthetics of the street frontage in the vicinity of the building.

H. Drive-In Depository And Nondepository Credit Institutions: The special use set forth in subsection 5-105B2 of this article may be granted for a drive-in depository or drive-in nondepository credit institution subject to the following provisions:

1. Number Of Drive-In Lanes: No more than two (2) drive-in lanes shall be permitted under any circumstances, including any drive-in lane for an automatic teller machine. The board of trustees may further limit the number of, or prohibit, drive-in lanes.

2. Location Of Drive-In Lanes: Drive-in lanes shall not be permitted in any front or corner side yard; provided, however, only that a required access drive aisle from the public street to the drive-in lanes may traverse a front or corner side yard in a manner that minimizes the lot coverage within that front or corner side yard.

3. Traffic Study: With every application for a special use for a drive-in depository or nondepository credit institution, the applicant shall provide a traffic study prepared by an expert transportation planning consultant.

4. Pedestrian Access To Automatic Teller Machines: Pedestrian access to one or more automatic teller machines shall be provided at each drive-in depository and nondepository credit institution, and pathways shall be provided in a manner that keeps pedestrian access separate from vehicular drive-in lanes.

5. Conditions: The board of trustees may impose on the special use such conditions and limitations concerning use, construction, character, location, landscaping, screening, and other matters relating to the purposes and objectives of this code as may be necessary or appropriate to limit the impact of the use on the vitality of the commercial/retail environment in the vicinity of the institution and to prevent or minimize adverse effects of the use on property and improvements in the vicinity of the subject property, on public facilities and services, and on the aesthetics of the street frontage in the vicinity of the building.

I. Drive-Through Lane At A Drugstore Or Pharmacy: The special use provided in subsection 5-105A8 of this article may be granted subject to the following conditions:

1. Number Of Drive-Through Lanes: No more than one drive-through lane shall be permitted.

2. Location Of Drive-Up/Pick Up Window And Drive-Through Lane: A drive-up/pick up window and a drive-through lane shall not be permitted in any front or corner side yard. A required access drive aisle from the public street to the drive-through lane, however, may traverse a front or corner side yard in a manner that minimizes the lot coverage within that front or corner side yard.

3. Traffic Study: An applicant for a special use for a drive-through lane at a drugstore or pharmacy must provide a traffic study provided by an expert transportation planning consultant.

4. Conditions: The board of trustees may impose on the special use such conditions and limitations concerning use, construction, character, location, landscaping, screening, and other matters relating to the purposes and objectives of this code as may be necessary or appropriate to limit the impact of the use on the vitality of the commercial/retail environment in the vicinity of the use and to prevent or minimize adverse effects of the use on property and improvements in the vicinity of the property that is the subject of the special use, on public facilities and services, and on the aesthetics of the street frontage in the vicinity of the

applicable building. (Ord. 97-4, §3D, 3-4-1997; Ord. O2003-45, §3, 8-19-2003; Ord. O2005-02, §4, 1-18-2005; Ord. O2007-62, §3, 9-4-2007; Ord. O2009-47, §3, 9-1-2009)

### **Sec. 5-110: Bulk, Space, And Yard Requirements:**

The building height, lot, yard, setback, floor area ratio, and coverage requirements applicable in the business districts are set forth in the following table. Footnote references appear in subsection G of this section.

	<b>B-1</b>	<b>B-2</b>	<b>B-3</b>
<b>A. Maximum Height:</b> <sup>1</sup>			
1. Principal structures:			
(a) Feet	30	30 <sup>2,14</sup>	30
(b) Stories	2	2 <sup>14</sup>	2
(whichever is less)			
2. Accessory structures	15	15	15
<b>B. Minimum Lot Area And Dimensions:</b> <sup>3</sup>			
1. Total lot area (square feet):			
(a) Planned development	None	None	None
(b) All other uses	6,250	2,500	6,250
2. Lot width (feet) <sup>6</sup>	50	20	50
3. Lot depth (feet) <sup>6</sup>	125	125	125
<b>C. Minimum Yards And Setbacks:</b> <sup>3,4,5,6,7,8,9</sup>			
1. Front and corner side (feet):			
(a) Yards	25	0	25
(b) Setback from Ogden Avenue centerline	100	n/a	100
(c) All other setbacks	25	0	25
2. Side (feet): <sup>10</sup>			
(a) Yard	10	0	10
(b) Setback	10	0	10
3. Rear (feet): <sup>10</sup>			
(a) Yard	20	20	20 <sup>11</sup>
(b) Setback	20	20	20
<b>D. Maximum Floor Area Ratio:</b>	0.35	2.5 <sup>12</sup>	0.50
<b>E. Maximum Total Lot Coverage:</b>	90 percent	100 percent	90 percent
<b>F. Maximum Total Building Coverage:</b>	n/a	80 percent <sup>13</sup>	n/a

### **G. Exceptions And Explanatory Notes:**

#### **1. Height Exception:**

(a) Flagpoles: Flagpoles may extend to a height of ten feet (10') above the highest point of the roof of the principal structure to which they are attached.

(b) Personal Wireless Services: Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures, may extend to the following heights:

(i) Personal wireless services antenna support structures of a tower design may extend to a height of seventy feet (70') in the B-3 district;

(ii) Omnidirectional or whip antennas may extend to a height of fifteen feet (15') above the highest point of the roof of the building or structure to which they are attached in the B-3 district;

(iii) Directional or panel antennas may not extend above the highest point of the building or structure to which they are attached or more than two feet (2') from the exterior of any wall or roof of the building or structure to which they are attached in the B-3 district; and

(iv) Related electronic equipment and equipment structures shall not exceed applicable district height limitations.

2. Height Increase In The B-2 District If Exceptional Architectural Merit: The board of trustees may increase by not more than twenty percent (20%) the maximum height for a principal structure in the B-2 district; provided, however, that any such increase shall apply only to the exterior facade of the building and shall be limited to such architectural features as turrets, parapets, spires, finials, clock towers, cupolas, weather vanes, and similar features. An architectural feature for which a height increase is granted must be integral to the design excellence of the building as a whole. If a height variation has been granted pursuant to subsection 11-503E1(d) of this code, then the maximum percentage of increase in height authorized by this subsection G2 shall be reduced from twenty percent (20%) in an amount proportionate to the increase that has been authorized by such variation.

3. Nonconforming Lots: See section 10-105 of this code for lot requirements with respect to legal nonconforming lots of record.

4. Yard Requirements For Uses Without Structures: On any lot occupied by a use without structures, the minimum yards that would otherwise be required for such lot shall be provided and maintained.

5. Visibility Across Corners: Any other provision of this code to the contrary notwithstanding, nothing shall be erected, placed, planted, allowed to grow, or maintained on any corner lot in any business district other than the B-2 district in violation of the provisions of title 7, chapter 1, article D of the village code.

6. Special Yard And Setback Requirements In Planned Developments: Special perimeter open space, setback, and spacing requirements for planned developments are set forth in subsections 11-603E2(f) and E2(g) of this code. Such requirements shall not be waived under any circumstances.

7. Special Setbacks For Signs: Special setbacks established for some signs by subsections 9-106F, H, I, and J of this code shall control over the yards and setbacks established in the table.

8. Specified Structures And Uses In Required Yards: The following structures and uses, except as limited below, may be located in any required yard:

(a) Statuary, arbors, trellises, and ornamental light standards having a height of eight feet (8') or less; and

(b) Awnings, canopies, eaves, and gutters projecting not more than three feet (3') into the required yard; and

(c) Fire escapes when required pursuant to applicable codes and ordinances; and

(d) Bay windows and balconies projecting not more than three feet (3') from an exterior wall for a distance not more than one-third ( $\frac{1}{3}$ ) of the length of such wall; provided that such projections shall come entirely within planes drawn from the main corners of the building at an interior angle of twenty two and one-half degrees ( $22\frac{1}{2}^\circ$ ) with the wall in question; and

(e) Chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features, cornices, and the like projecting not more than two feet (2') from an exterior wall; and

(f) Outside stairways projecting from an exterior wall not more than three feet (3') and having a height of four feet (4') or less; and

(g) Flagpoles; and

(h) Terraces; and



- (i) Fences, walls, and hedges, subject to the limitations of section 9-107 of this code; and
- (j) Driveways, subject to the limitations of subsection 9-104C of this code.

9. Platted Building Lines: See subsection 12-101F of this code.

10. Side And Rear Yard Regulations For Accessory Structures And Uses: Accessory parking areas and lots wherever located and other detached accessory structures and uses when located within the rear twenty percent (20%) of the lot shall not be required to maintain an interior side or rear yard or setback in excess of ten feet (10') if such interior side or rear yard is contiguous to any property zoned in any residential district or in excess of five feet (5') if no part of such interior side or rear yard is contiguous to any property zoned in any residential district; provided, however, that this regulation shall not apply to antennas and antenna support structures.

11. Special Rear Yard Exception In B-3 District: No lot zoned in the B-3 district shall be required to have a side or rear yard along a lot line of such lot which is contiguous to a railroad right of way, provided such lot is not contiguous to any lot zoned in any residential district.

12. Special Floor Area Ratio Regulation For The B-2 District: The maximum floor area ratio permitted for lots zoned in the B-2 district and developed to a floor area ratio exceeding two and one-half (2½) shall be the floor area ratio existing as of the effective date of this code.

13. Special Coverage Regulations For The B-2 District: The maximum total lot coverage permitted for lots zoned in the B-2 district and covered by a building to a percentage greater than eighty percent (80%) shall be the percentage of building coverage existing as of the effective date of this code. Any elevator required by the Illinois accessibility code, 71 Illinois administrative code 400 et seq., shall not be included in the maximum total lot coverage calculation in the B-2 district. Any required elevator shall be subject to exterior appearance and site plan review pursuant to subsection 5-109A of this article.

14. Height Increases For Principal Structure Existing Before April 20, 2010, In The B-2 District: A principal structure in the B-2 district that as of April 20, 2010, exceeds two (2) stories and/or thirty feet (30') in "height", as that term is defined in section 12-206 of this code, as amended, may be altered, renovated, replaced, maintained, repaired or reconstructed to the same condition that existed as of said date, including, but not limited to, the number of stories, height, lot coverage and setback of the principal structure, notwithstanding the nonconformance of the principal structure before and after the alteration, renovation, replacement, maintenance, repair or reconstruction; provided, however, the protection afforded by this note shall not apply to any such structure that is brought into conformance after April 20, 2010. (Ord. 95-28, §2, 9-5-1995; Ord. 97-4, 3-4-1997; Ord. O2004-25, §§2, 3, 5-4-2004; Ord. O2007-63, §2, 9-4-2007; Ord. O2010-25, §2, 4-20-2010; Ord. O2010-50, 10-19-2010)

## ARTICLE VI. OFFICE DISTRICTS

### SECTION:

#### **6-101: Purposes**

#### **6-102: O-3 District Mapping Restriction**

#### **6-103: Permitted Uses**

#### **6-104: Accessory Structures And Uses**

#### **6-105: Temporary Uses**

#### **6-106: Special Uses**

#### **6-107: Parking And Loading Requirements**

#### **6-108: Sign Regulations**

#### **6-109: Buffers And Landscaping**

#### **6-110: Special Development And Use Regulations**

#### **6-111: Bulk, Space, And Yard Requirements**

#### **Sec. 6-101: Purposes:**

Three (3) zoning districts are provided for office development. The office districts accommodate a range of suburban office space alternatives in keeping with the residential and local business atmosphere in the village.

In the office districts, the combination of use regulations and varied bulk and yard regulations is intended to:

- A. Perpetuate the existing high quality character of the village by preserving established office use areas while permitting only beneficial new office development consistent with the overall character and land use patterns of the existing village; and
- B. Assure through height limits, setback and open space requirements, and mapping decisions that all office development is compatible with the residential scale of village; and
- C. Implement through reasonable regulation the purposes and intent of this code.

Specifically, the O-1 specialty office district is intended to provide for small offices in the older areas of the village adjacent to the central business areas where it is possible to retain the residential character and appearance of the village and at the same time promote limited business activity. The uses permitted are characterized by low traffic volume and limited outdoor advertising. The regulations of the O-1 district are designed to encourage the retention and renovation of sound existing structures and to ensure that the office uses remain compatible with the residential uses while permitting the area to maintain a distinctive residential character. Replacement structures in the O-1 district also must have a residential character and appearance. The O-1 district normally is small in size and located to provide a transition between residential areas and less restricted districts.

The O-2 limited office district is designed to provide for the general needs of business and professional offices and related business uses on smaller sites in scattered areas throughout the village. Bulk and height regulations encourage development that is architecturally consistent with smaller sites and compatible with nearby residential uses.

The O-3 general office district is provided to accommodate the needs of business and professional offices and related business uses requiring a somewhat wider range of office space with a somewhat higher intensity of pedestrian and vehicular traffic movements. Bulk and height regulations are consistent with a moderate amount of development. (1991 Code)

#### **Sec. 6-102: O-3 District Mapping Restriction:**

The O-3 district shall be mapped only on property lying north of Ogden Avenue and east of York Road. (1991 Code)

**Sec. 6-103: Permitted Uses:**

The following uses and no others are permitted as of right in the office districts indicated in the following table. In interpreting the use designations, reference should be made to the "Standard Industrial Classification Manual" (see appendix A) and section 11-501 of this code. SIC codes are given in parentheses following each use listing.

	O-1	O-2	O-3
<b>A. Transportation Services And Retail Trade:</b> Transportation services and retail trade, as follows, but only when located in a building in which at least eighty percent (80%) of the net floor area is devoted to uses other than transportation services or retail trade, and only when so designed, located, and advertised so as not to be visible or accessible except from the interior of such building:			
1. Travel agencies (4724).			P
2. Candy, nut, and confectionery stores (544).			P
3. Miscellaneous apparel and accessory stores (569).			P
4. Computer sales (5734).			P
5. Eating places (5812), but not including live entertainment and drive-in establishments.			P
6. Drinking places (5813) accessory to permitted eating places.			P
7. Drugstores and proprietary stores (5912), but not more than 1,000 square feet.			P
8. Stationery stores (5943).			P
9. Gift, novelty, and souvenir shops (5947).			P
10. Florists (5992).			P
11. Tobacco stores and stands (5993).			P
12. News dealers and newsstands (5994).			P
13. Optical goods stores (5995).			P
14. Beauty shops (723).			P
15. Barbershops (724).			P
<b>B. Finance, Insurance, And Real Estate:</b>			
1. Depository and nondepository credit institutions (60-61), not including drive-in establishments or automatic teller machines, except automatic teller machines attached to the principal structure on the lot.			P
2. Security and commodity brokers dealers, exchanges, and services (62).		P	P
3. Insurance carriers, agents, brokers, and service (63-64).	P	P	P
4. Real estate offices (65).		P	P
5. Holding and other investment offices (67).		P	P
<b>C. Printing, Publishing, And Allied Industries:</b>			
1. Commercial printing (275).			P
<b>D. Retail Trade:</b>			
1. Drugstores and proprietary stores (5912), but not more than 1,000 square feet.		P	
2. Optical goods stores (5995).		P	
<b>E. Services:</b>			
1. Landscape counseling and planning (0781).	P	P	P

2. Funeral homes or parlors (726), but not crematories.		P	
3. Advertising services (731).	P	P	P
4. Mailing, reproduction, commercial art and photography, and stenographic services (733).		P	P
5. Commercial art and graphic design (7336).	P	P	P
6. Building cleaning and maintenance services (7349).		P	P
7. Medical equipment rental and leasing (7352).			P
8. Employment agencies (7361).		P	P
9. Help supply stores (7363).		P	P
10. Computer programming, data processing, and other computer related services (737).		P	P
11. Computer programming services (7371), but not including training services or programs.	P		
12. Offices of detective, guard, and armored car services (7381).		P	P
13. Offices of news syndicates (7383).		P	P
14. Interior design and decorating services (7389), but not including painters and paperhangers or showrooms or retail sales on the premises.	P	P	P
15. Physical fitness facilities (7991), but not gymnasiums, reducing facilities, slenderizing salons, or spas.			
16. Offices and clinics of doctors of medicine, dentists, osteopaths, chiropractors, optometrists, podiatrists, and other health practitioners (801-804), but not emergency treatment as a regular, advertised practice in the O-1 district.	P	P	P
17. Medical and dental laboratories (807).		P	
18. Home healthcare services (808).		P	P
19. Miscellaneous health and allied services not elsewhere classified (809).			P
20. Kidney dialysis centers (8092).		P	
21. Health and allied services not elsewhere classified (8099).		P	
22. Legal services (81).	P	P	P
23. Correspondence and vocational schools (824).			P
24. Individual and family social services (832).			P
25. Job training and vocational rehabilitation services (833).		P	P
26. Child daycare services (835).			P
27. Social services not elsewhere classified (839).		P	P
28. Business associations (861).		P	P
29. Professional membership organizations (862).		P	P
30. Labor organizations (863).		P	P
31. Civic, social, and fraternal associations (864).		P	P
32. Political organizations (865).		P	P
33. Membership organizations not elsewhere classified (869).		P	P
34. Engineering, architectural, and surveying services (871).	P	P	P
35. Accounting, auditing, and bookkeeping services (872).	P	P	P
36. Management and public relations services (874).		P	P

37. Manufacturers' representatives offices.	P		
38. Miscellaneous services (899).	P	P	P
39. Miscellaneous business and professional office uses not listed herein.	P	P	P
<b>F. Transportation And Utility Services:</b>			
1. Offices and agencies for the arrangement of passenger transportation services (472).		P	P
2. Offices of communications and utility companies (48-49), but not including antennas in excess of the district height limit.		P	P
3. Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures (481); but only where: a) the antenna and any necessary antenna support structure are fully enclosed or shielded from view from any point located off the zoning lot on which they are located by a structure otherwise permitted on the zoning lot and all electronic equipment is fully enclosed in a structure otherwise permitted on the zoning lot, or b) the antenna or antennas are limited to omnidirectional or whip antennas and directional or panel antennas and are located on a lawfully preexisting building that will serve as an antenna support structure and all electronic equipment is fully enclosed in a structure otherwise permitted on the zoning lot and, in either such case, such antenna, support structure and equipment fully comply with all standards and requirements applicable thereto.		P	P
<b>G. Dwelling Units:</b> Dwelling units, subject to the provisions of the R-5 District; provided, however, that there shall be no more than two (2) dwelling units located on each zoning lot.	P		

(Ord. 97-4, §4A, 3-4-1997; Ord. 2000-23, §2, 7-18-2000; Ord. O2005-02, §5, 1-18-2005)

#### **Sec. 6-104: Accessory Structures And Uses:**

Accessory structures and uses are permitted in all Office Districts subject to the provisions of section 9-101 of this Code. (1991 Code)

#### **Sec. 6-105: Temporary Uses:**

Temporary uses are permitted in all Office Districts subject to the provisions of section 9-103 of this Code. (1991 Code)

#### **Sec. 6-106: Special Uses:**

Except as specifically limited in the following table, the uses listed in the following table may be permitted in the Office Districts indicated subject to the issuance of a special use permit as provided in section 11-602 of this Code. In interpreting the use designations, reference should be made to the "Standard Industrial Classification Manual" (see appendix A of this Code) and section 11-501 of this Code. SIC codes are given in parentheses following each use listing.

	<b>O-1</b>	<b>O-2</b>	<b>O-3</b>
<b>A. Finance, Insurance, And Real Estate:</b>			
1. Depository and nondepository credit institutions (60-61), not including drive-in establishments or automatic teller machines, except automatic teller machines attached to the principal structure on the lot and only subject to the provisions of subsection 6-110L of this article.		S	

2. Drive-in depository and nondepository credit institutions (60-61), but only subject to the provisions of subsection 6-110M of this article.		S	S
3. Real estate offices (65).	S		
<b>B. Services:</b>			
1. Passenger car rental and leasing (7514/7515).			S
2. Physical fitness facilities (7991).			S
3. Membership sports and recreation clubs (7997).		S	S
4. Medical and dental laboratories (807).			S
5. Child daycare services (835).	S	S	
6. Research, development, and testing services (873).			S
7. Music schools, tutoring service, and educational curriculum development (8299).		S	
8. Yoga instruction (7999).		S	
9. Cooking schools (8299).	S	S	S
10. Design work and other office type functions incidental to a home or office remodeling business, but excluding any nonoffice type functions, such as retail sales, assembly, warehousing of materials, and manufacturing on the premises.		S	
11. Showrooms associated with a business as described in subsection B10 of this section, but excluding retail sales on the premises.		S	
12. Automobile driving instruction.		S	
<b>C. General Office:</b>			
1. Miscellaneous professional office uses.	S		
<b>D. Transportation And Utility Services:</b>			
1. Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures (481) not otherwise permitted pursuant to section 6-103 of this article.			S
2. Telecommunications equipment facility (4813).		S	
<b>E. Miscellaneous:</b>			
1. Planned developments.	S	S	S
2. Hotels (7011).			S
3. One dwelling unit accessory to a funeral home or parlor.		S	
4. Lifestyle housing, subject to the planned development provisions of subsection 11-603M of this Code.		S	

(Ord. 97-4, §4B, 3-4-1997; Ord. 2000-10, §2, 5-2-2000; Ord. O2002-66, §3, 10-1-2002; Ord. O2005-02, §6, 1-18-2005; Ord. O2006-32, §2, 5-16-2006; Ord. O2011-24, 5-18-2011; Ord. O2011-51, 11-15-2011; Ord. O2014-36, 10-21-2014; Ord. O2016-05, 1-19-2016; Ord. O2017-19, 4-18-2017; Ord. O2018-03, 2-15-2018)

### **Sec. 6-107: Parking And Loading Requirements:**

The parking and loading requirements applicable in all Office Districts are set forth in sections 9-104 and 9-105 of this Code. (1991 Code)

### **Sec. 6-108: Sign Regulations:**

The sign regulations applicable in all Office Districts are set forth in section 9-106 of this Code. (1991 Code)

### **Sec. 6-109: Buffers And Landscaping:**

The requirements relating to buffering and landscaping of certain uses and structures in all Office Districts are set forth in section 9-107 of this Code. (1991 Code)

**Sec. 6-110: Special Development And Use Regulations:**

A. Exterior Appearance And Site Plan Review: No construction or development requiring a building permit and affecting the exterior appearance of any structure shall be permitted in any Office District except upon approval of the building permit application by the Board of Trustees pursuant to section 11-606 of this Code and site plan approval by the Board of Trustees pursuant to section 11-604 of this Code. This subsection shall not be construed as a limit on any other requirement for site plan approval pursuant to section 11-604 of this Code.

B. O-1 Specialty Office District:

1. Conversion Of Existing Structures: No permitted or specially permitted use shall be established in the O-1 District by the conversion or rebuilding of any structure originally designed for a residential use, unless the existing residential character of the structure is retained. The quality of exterior design shall be equal on all facades of the structure, and the materials used shall be of the same or comparable quality on all facades of the structure.

2. New Structures: Any new structure constructed in the O-1 District shall be designed to be compatible in appearance with adjacent single-family residential structures. Flat roofs shall be prohibited. The quality of exterior design shall be equal on all facades of the structure, and the materials used shall be of the same or comparable quality on all facades of the structure.

3. Visual Compatibility: All conversions of existing structures or new construction shall be designed to be visually compatible in terms of the materials used, shapes, textures, colors, projections, proportions, and scale with the buildings, public ways, and places to which they are visually related.

4. Exterior Lighting: All exterior lighting in any O-1 District shall be so arranged as to prevent direct glare of beams onto any Residential District by the use of lumina cutoffs.

5. Landscaping: Any yard in the O-1 District that abuts a Residential District shall be treated as a perimeter landscaped open space, as provided in subsection 9-107L of this Code.

C. Noise: No noise (other than ordinary vehicular noise) from operations of any use in the Office Districts shall be detectable at any point off the zoning lot on which the use is located.

D. Glare And Heat: No glare or heat from any operations of any use in the Office Districts shall be detectable at any point off the zoning lot on which the use is located.

E. Vibration: No earthborne vibration from any operations of any use in the Office Districts shall be detectable at any point off the zoning lot on which the use is located.

F. Air Pollution: No air pollution, including smoke or gas, odors, and particulate matter, from any operations of any use in the Office Districts shall be detectable at any point off the zoning lot on which the use is located, unless in compliance with all applicable regulations of the Illinois Environmental Protection Agency.

G. Electromagnetic Interference: Electromagnetic interference from any operations of any use in the Office Districts shall not adversely affect the operation of any equipment located off the zoning lot on which such interference originates.

H. Fire And Explosive Hazards: Materials that present potential fire and explosive hazards shall be transported, stored, and used only in conformance with all applicable Federal, State, and local laws.

I. Special Hazards: Hazardous, toxic, and radioactive materials shall be transported, stored, and used only in conformance with all applicable Federal, State, and local laws.

J. Safety Equipment: No research or development laboratory or commercial testing facility shall be established after the effective date of this Code unless the building in which such use is established shall be equipped with sprinkler systems, automatic fire detection and suppression systems, and Class 1 electrical fixtures as required by the then current Village codes for new construction.

K. Personal Wireless Services Antennas, With Or Without Antenna Support Structures, And Related Electronic Equipment And Equipment Structures: The following additional regulations shall apply to the construction or development of personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures in the O-2 and O-3 Districts:

1. Location: Personal wireless services antennas shall be located on lawfully preexisting antenna support structures or other lawfully preexisting buildings or structures wherever possible. No special use permits authorizing construction of a new antenna support structure or addition to or expansion of an existing antenna support structure or existing building or structure shall be authorized unless the applicant is able to demonstrate that no lawfully preexisting antenna support structure or lawfully preexisting building or structure is available, on commercially reasonable terms, and sufficient for the location of an antenna necessary for the provision of personal wireless services.

2. Design Of New Antenna Support Structures For Collocation: Unless otherwise authorized by the Board of Trustees for good cause shown, every new personal wireless services antenna support structure, whether constructed as a permitted or special use, shall be designed, constructed and installed to be of a sufficient size and capacity to allow the location of additional personal wireless services antennas to accommodate at least one additional personal wireless service provider on such structure in the future. Any special use permit for such a support structure may be conditioned upon the agreement of the applicant to allow collocation of other personal wireless service providers on commercially reasonable terms specified in such special use permit.

3. Tower Design: Every new personal wireless services antenna support structure that is of a tower design shall:

(a) Be a monopole rather than latticework, unless otherwise authorized by the board of trustees for good cause shown;

(b) Not be illuminated or have any signs installed thereon unless otherwise required by federal law or regulations; and

(c) Be located at least twenty feet (20') from any other such structure.

Any deck on such a tower shall be centered on the tower and shall have not more than three (3) sides, with each side having dimensions that do not exceed five feet (5') vertically and twelve feet (12') horizontally.

4. Sizes Of Antennas On Buildings: Antennas located on a lawfully preexisting building shall not exceed the following dimensions:

(a) Omnidirectional or whip antennas shall not exceed three inches (3") in diameter and fifteen feet (15') vertically; and

(b) Directional or panel antennas shall not exceed two feet (2') horizontally and five feet (5') vertically.

5. Protection Against Climbing: Every personal wireless services antenna and antenna support structure shall be protected against unauthorized climbing or other access by the public.

6. Color: Every personal wireless services antenna and antenna support structure shall be of neutral colors that are harmonious with, and that blend with, the natural features, buildings and structures surrounding such antenna and antenna support structures; provided, however, that directional or panel antennas and omnidirectional or whip antennas located on the exterior of a building that will also serve as an antenna support structure shall be of colors that match, and cause the antenna to blend with, the exterior of the building.

7. Equipment Enclosures: All electronic and other related equipment and appurtenances necessary for the operation of any personal wireless services antenna shall, whenever possible, be located within a lawfully preexisting structure or completely below grade. When a new structure is required to house such equipment, such structure shall be harmonious with, and blend with, the natural features, buildings and structures surrounding such structure.

8. Licenses And Permits: The operator of every personal wireless services antenna shall submit to the village manager copies of all licenses and permits required by other agencies and governments with jurisdiction over the design, construction, location and operation of such antenna and shall maintain such licenses and permits and provide evidence of renewal or extension thereof when granted.

9. Compliance With Plans: Every personal wireless services antenna and antenna support structure shall comply with all plans approved by the village.

10. Limited To Applicant: Every ordinance granting approval of a special use permit for a personal wireless services antenna or antenna support structure shall state that any assignment or transfer of the



special use permit or any of the rights thereunder may be made only with the approval of the board of trustees.

11. Term Limitation: Every ordinance granting approval of a special use permit for a personal wireless services antenna or antenna support structure may provide that:

(a) Where the provider of personal wireless services is not the owner of the land on which such antenna or structure is located, the term of the special use permit is limited to the term of the lease or other agreement granting rights to use the land; and

(b) The special use permit shall be subject to review by the board of trustees, at ten (10) year intervals, to determine whether the technology in the provision of personal wireless services has changed such that the necessity for the special permit at the time of its approval has been eliminated or modified, and whether the special use permit should be modified or terminated as a result of any such change.

12. Abandonment And Removal: When one or more antennas, an antenna support structure, or related equipment are not operated for the provision of personal wireless services for a continuous period of twelve (12) months or more, such antenna, antenna support structure, or related equipment may be deemed to be abandoned by the village. The owner of such an antenna, antenna support structure, or related equipment shall remove such items within ninety (90) days following the mailing of written notice that removal is required. Such notice shall be sent by certified or registered mail, return receipt requested, by the village to such owner at the last known address of such owner. If two (2) or more providers of personal wireless services use the antenna support structure or related equipment to provide personal wireless services, then the period of nonuse under this provision shall be measured from the cessation of operation at the location of such antenna support structure or related equipment by all such providers.

13. Additional Standards For Review: In addition to the special use standards contained in subsection 11-602E, and the requirements of this subsection K, the following factors may also be considered in the review of special use permit for personal wireless services antennas, with or without antenna support structures, and related electronic and equipment structures:

(a) Where the antenna support structure is a tower, the height thereof, its proximity to residential structures and residential district boundaries, and the design characteristics that have the effect of reducing or eliminating, or failing to reduce or eliminate, the visual obtrusiveness thereof;

(b) The nature of the uses on adjacent and nearby property;

(c) The surrounding topography, tree coverage and foliage; and

(d) The availability of suitable lawfully existing structures, as described in subsections K1 and K2 of this section.

L. Depository And Nondepository Credit Institutions: The special use set forth in subsection 6-106A1 of this article may be granted for a depository or drive-in nondepository credit institution subject to the following provisions:

1. Limitation On Space: The board of trustees may impose a limitation on: a) the maximum permissible square footage of the ground floor and b) the maximum permissible street frontage of any building occupied by any new depository or nondepository credit institution if the board of trustees determines that any such limitation is appropriate to limit the impact of such institution on the vitality of business environment in the vicinity of the institution.

2. Parking: Every new depository or non-depository credit institution shall be required to provide all required parking on site notwithstanding any provision of this code to the contrary.

3. Conditions: The board of trustees may impose on the special use such conditions and limitations concerning use, construction, character, location, landscaping, screening, and other matters relating to the purposes and objectives of this code as may be necessary or appropriate to limit the impact of the use on the vitality of the business environment in the vicinity of the institution and to prevent or minimize adverse effects of the use on property and improvements in the vicinity of the subject property, on public facilities and services, and on the aesthetics of the street frontage in the vicinity of the building.

M. Drive-In Depository And Nondepository Credit Institutions: The special use set forth in subsection 6-106A2 of this article shall be subject to the following additional regulations:

1. **Number Of Drive-In Lanes:** No more than two (2) drive-in lanes shall be permitted under any circumstances, including any drive-in lane for an automatic teller machine. The board of trustees may further limit the number of, or prohibit, drive-in lanes.

2. **Location Of Drive-In Lanes:** Drive-in lanes shall not be permitted in any front or corner side yard; provided, however, only that a required access drive aisle from the public street to the drive-in lanes may traverse a front or corner side yard in a manner that minimizes the lot coverage within that front or corner side yard.

3. **Traffic Study:** With every application for a special use for a drive-in depository or nondepository credit institution, the applicant shall provide a traffic study prepared by an expert transportation planning consultant.

4. **Pedestrian Access To Automatic Teller Machines:** Pedestrian access to one or more automatic teller machines shall be provided at each drive-in depository and nondepository credit institution, and pathways shall be provided in a manner that keeps pedestrian access separate from vehicular drive-in lanes.

5. **Conditions:** The board of trustees may impose on the special use such conditions and limitations concerning use, construction, character, location, landscaping, screening, and other matters relating to the purposes and objectives of this code as may be necessary or appropriate to limit the impact of the use on the vitality of the business environment in the vicinity of the institution and to prevent or minimize adverse effects of the use on property and improvements in the vicinity of the subject property, on public facilities and services, and on the aesthetics of the street frontage in the vicinity of the building. (Ord. 97-4, §4D, 3-4-1997; Ord. O2005-02, §7, 1-18-2005)

#### **Sec. 6-111: Bulk, Space, And Yard Requirements:**

The building height, lot, yard, setback, floor area ratio, and coverage requirements applicable in the office districts are set forth in the following table. Footnote references appear in subsection H of this section at the end of the table.

	<b>O-1</b>	<b>O-2</b>	<b>O-3</b>
<b>A. Maximum Height<sup>1,13:</sup></b>			
1. Principal structures:			
(a) Feet	30	40	60
(b) Stories	2.5	3	5
(whichever is less)			
2. Accessory structures	15	15	15
<b>B. Minimum Lot Area And Dimensions<sup>2:</sup></b>			
1. Total lot area (square feet)	8,500	25,000	20,000
2. Lot width (feet) <sup>5</sup>	60	100	80
3. Lot depth (feet) <sup>5</sup>	125	125	125
<b>C. Minimum Yards<sup>2,3,4,5,6,7,8,13:</sup></b>			
1. Front and corner side (feet)	35	25	25
2. Side (feet) <sup>9</sup>	10	10	10
3. Rear (feet) <sup>9,10</sup>	25	20	20
<b>D. Minimum Setbacks<sup>4,5,6,7,8:</sup></b>			
1. Setback from Ogden Avenue centerline <sup>9:</sup>			
(a) Structure height 0-30 feet	n/a	100	100
(b) Structure height 31-46 feet	n/a	200	200

(c) Structure height more than 46 feet	n/a	n/a	300
2. Setback from York Road centerline <sup>9</sup> :			
(a) Structure height 0-30 feet	n/a	75	75
(b) Structure height 31-46 feet	n/a	200	200
(c) Structure height more than 46 feet	n/a	n/a	300
3. Setback from property owned by Cook County forest preserve district <sup>9</sup> :			
(a) Structure height 0-30 feet	n/a	n/a	100
(b) Structure height 31-46 feet	n/a	n/a	100
(c) Structure height more than 46 feet	n/a	n/a	100
4. All other setbacks:			
(a) Front and corner side <sup>13</sup>	35	25	40
(b) Side <sup>9</sup>	10	10	10
(c) Rear <sup>9,10,13</sup>	25	20	40
E. Maximum Floor Area Ratio <sup>13</sup> :	0.40	0.50	0.35 <sup>11</sup>
F. Maximum Total Lot Coverage <sup>13</sup> :	80 percent	80 percent	50 percent <sup>12</sup>
G. Maximum Total Building Coverage:	35 percent	n/a	n/a

#### H. Exceptions And Explanatory Notes:

##### 1. Height Exceptions:

(a) Parking Structures: Parking structures in the O-3 district may extend to a height of thirty feet (30').

(b) Flagpoles: Flagpoles may extend to a height of ten feet (10') above the highest point of the roof of the principal structure to which they are attached.

(c) Personal Wireless Services: Personal wireless services antennas, with or without antenna support structures, and related electronic equipment and equipment structures, may extend to the following heights:

(i) Personal wireless services antenna support structures of a tower design may extend to a height of seventy feet (70') in height in the O-3 district;

(ii) Omnidirectional or whip antennas may extend to a height of fifteen feet (15') above the highest point of the roof of the building or structure to which they are attached in the O-2 and O-3 districts;

(iii) Directional or panel antennas may not extend above the highest point of the building or structure to which they are attached or more than two feet (2') from the exterior of any wall or roof of the building or structure to which they are attached in the O-2 and O-3 districts; and

(iv) Related electronic equipment and equipment structures shall not exceed applicable district height limitations.

2. Nonconforming Lots: See section 10-105 of this code for lot requirements with respect to legal nonconforming lots of record.

3. Yard Requirements For Uses Without Structures: On any lot occupied by a use without structures, the minimum front, side, and rear yard requirements that would otherwise be required for such lot shall be provided and maintained.

4. Visibility Across Corners: Any other provision of this code to the contrary notwithstanding, nothing shall be erected, placed, planted, allowed to grow, or maintained on any corner lot in any office district in violation of the provisions of title 7, chapter 1, article D of the village code.

5. Special Yard And Setback Requirements In Planned Developments: Special perimeter open space, setback, and spacing requirements for planned developments are set forth in subsections 11-603E2(f) and E2(g) of this code. Such requirements shall not be waived under any circumstances.

6. Special Setbacks For Signs: Special setbacks established for some signs by subsections 9-106F, H, I, and J of this code shall control over the yards and setbacks established in the table.

7. Specified Structures And Uses In Required Yards: The following structures and uses, except as limited below, may be located in any required yard:

(a) Statuary, arbors, trellises, and ornamental light standards having a height of eight feet (8') or less; and

(b) Eaves and gutters projecting not more than three feet (3') from an exterior wall or, in the case of telecommunications equipment facility, four feet (4') from an exterior wall; and

(c) Awnings, canopies, bay windows, and balconies projecting not more than three feet (3') from an exterior wall for a distance not more than one-third ( $\frac{1}{3}$ ) of the length of such wall; provided, however, that in side yards in the O-1 district such projections shall not exceed two feet (2') for a distance not more than one-fourth ( $\frac{1}{4}$ ) of the length of such wall and provided further, however, that all such projections shall come entirely within planes drawn from the main corners of the building at an interior angle of twenty two and one-half degrees ( $22\frac{1}{2}^\circ$ ) with the wall in question; and

(d) Chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features, cornices, and the like projecting not more than two feet (2') from an exterior wall; and

(e) Outside stairways projecting from an exterior wall not more than three feet (3') and having a height of four feet (4') or less; and

(f) Flagpoles; and

(g) Terraces; and

(h) Recreational devices accessory to daycare services; and

(i) Fitness trails; and

(j) Fences, walls, and hedges, subject to the limitations of section 9-107 of this code; and

(k) Driveways, subject to the limitations of subsection 9-104C of this code.

8. Platted Building Lines: See subsection 12-101F of this code.

9. Side And Rear Yard Regulations For Accessory Structures And Uses: Accessory parking areas and lots wherever located and other detached accessory structures and uses when located within the rear twenty percent (20%) of the lot shall not be required to maintain an interior side or rear yard or setback in excess of ten feet (10') if such interior side or rear yard is contiguous to any property zoned in any residential district or in excess of five feet (5') if no part of such interior side or rear yard is contiguous to any property zoned in any residential district; provided, however, that this regulation shall not apply to antennas and antenna support structures and provided further, however, that no accessory structure or use, or combination of such structures or uses, located within an otherwise required side or rear yard pursuant to this paragraph shall occupy more than forty percent (40%) of such required yard.

10. Special Rear Yard And Setback Exception In O-2 District: No rear yard or rear setback shall be required on any lot zoned in the O-2 district when the rear lot line of such lot is contiguous to a railroad right of way and such lot is not contiguous to any lot zoned in any residential district.

11. Floor Area Ratio Increase For Parking Structures In O-3 District: An increase of 0.25 to the maximum floor area ratio established in subsection E of this section shall be permitted in the O-3 district, provided that such increase shall be solely for the purposes of developing parking spaces for passenger automobiles within an enclosed parking garage or structure.

12. Special Lot Coverage Calculation Standards: Sidewalks, patios, decks, terraces, porches, gazebos, and other special architectural features designed for passive recreational use and intended for use by the general public shall not be considered for purposes of calculating maximum total lot coverage in the O-3 district.

13. Exceptions For Telecommunications Equipment Facilities Approved As A Special Use In The O-2 District:

- (a) Maximum Height: Forty seven feet (47').
- (b) Minimum yards:
  - (i) Front and corner side: Ten feet (10').
  - (ii) Rear: Ten feet (10').

Note: Accessory parking areas may be located in rear or interior side (but not corner side) yards up to the lot line.

- (c) Minimum setbacks:
  - (i) Front and corner side: Ten feet (10').
  - (ii) Rear: Ten feet (10').
- (d) Maximum floor area ratio: 1.1.
- (e) Maximum total lot coverage: Eighty five percent (85%). (Ord. 97-4, §4C, i, ii, 3-4-1997; Ord. 2000-10, §§3-5, 5-2-2000)

December 5, 2022

Via Messenger

Copies via email to [bsalmon@villageofhinsdale.org](mailto:bsalmon@villageofhinsdale.org)

Bethany Salmon  
Village Planner  
Village of Hinsdale  
19 E Chicago Ave  
Hinsdale, IL 60521

Property: 2 Salt Creek Lane, Hinsdale, IL 60521

Dear Ms. Salmon,

Please find enclosed twelve (12) copies of the applications and supporting materials for:

- (A) Map Amendment (Rezoning) of the subject Property from O-3 General, Office District to B-3 General Business District, and
- (B) Plan Commission General Application, and
- (C) Basic Exterior Appearance and Site Plan Review,

all in connection with the construction of a new luxury automobile dealership (McLaren Chicago) with a two-story showroom and interior parking for all sales and service inventory. The following exhibits are also referred in the above applications:

1. Exhibit Group 1: Contract Page 1 and Last Deed of Record
2. Exhibit Group 2: Site Plans
3. Exhibit 3: Letter of Compliance - Illinois State Agency Historic Resources Preservation Act
4. Exhibit Group 4: Miscellaneous Support letters
5. Exhibit 5: Traffic Impact Study dated November 29, 2022, by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)

McLaren Chicago is a unique and nontraditional automotive dealership group that specializes in selling classic and modern luxury high-performance super cars. The entry price for a new McLaren is \$237,500. All vehicles for sale and for service are always parked indoors. The dealership has exceptionally low on-site unit sales and it generates low traffic and low use intensity. About 80% of vehicle sales take place online. A vehicle hauler handles 90-95% of service business.

The dealership projects no more than 20 total new and used cars sales per month including online sales. It also expects to see at most 3 customers driving in the facility each day and at most 3 in-person customer pickup and drop-offs in the service facility each month. The hours of operation will be from 8 am to 5 pm for service and from 10 am to 6 pm for sales. These hours of operation are primarily for employees because the showroom and the service department are by appointment. At any given time, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

The proposed facility has a unique design, and it is a great fit for the location. The acquisition and state-of-the-art build-out costs exceed \$12 million. The facility has a two-story showroom and enough indoor parking for all vehicle inventory both for sale and for service. There are 65 indoor parking stalls (19 for the two showrooms; 34 in the parking facility in the second floor; and 12 for the first-floor service area). The site plan also provides for 46 outdoor parking spaces. The dealership's daily operations are very low intensity, and the available 111 parking stalls (46 outdoor and 65 indoor) are well above the dealership's needs for present and for the future.

The net area of the building structure is nearly 32,619 square feet. Pursuant to the Zoning Ordinance, it requires 119 off-street parking spaces. Only the 46 outdoor parking spaces fully comply with the Code. This creates an off-street parking deficiency of 73. The Applicant seeks a variance and relief from this parking requirement.

The proposed McLaren Chicago use does not demand the off-street parking amount required per Code. The dealership's daily operations are very low intensity, and the available parking stalls are above its needs for the present and for the future. The Code does not adequately address the specific use by McLaren Chicago. Also, all vehicles for sale and for service are always parked indoors. The added square footage within the facility for all indoor inventory parking results in a greater outdoor parking deficiency and should be a mitigating factor.

The Applicant desires to relocate McLaren Chicago at the subject Property in Hinsdale because it would allow the consolidation of its separate operations into a convenient location with good access to I-294. The Applicant began operations in 2013 as a collector car dealership before adding the McLaren franchise in 2015. Their current showroom is at 645 W. Randolph St., and their service facility at 5758 W. Fillmore St., both in the City of Chicago. The Applicant will maintain a service facility at 5758 W. Fillmore, with 36 additional parking spaces to relieve any improbable congestion in inventory or service at 2 Salt Creek Ln.

The subject Property is a parcel of 2.2 acres; part of the Office Park of Hinsdale (Lot 7); and currently zoned O-3 (Office). The Hinsdale Zoning Code permits new car dealerships along Ogden Ave in the B-3 District. The Property abuts Ogden Ave and will need to be rezoned to B-3 (Business) to allow the construction and operation of the dealership. The Property is severely underused with a history of unsuccessful attempts to develop. The last building on site was demolished in 2012. Development trends in the vicinity are towards business and commercial development and away from office development. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue.

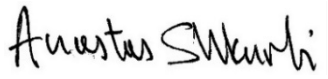
Village of Hinsdale  
December 5, 2022  
Page 3 of 3

McLaren Chicago at 2 Salt Creek Lane will benefit the Village and the local community. The project is the best-case scenario for the Village and for the subject Property. The dealership's low-intensity use will generate sales tax revenue from the high-priced vehicles. It will also generate significantly less vehicular traffic than an office space building of equal or smaller size. The use overall will be of much lower intensity than any office space use in O-3 or general retail in B-3.

We look forward to working together to make this a reality!

Sincerely,

ROBBINS DI MONTE, LTD.

By:   
Anastas Shkurti

Enclosures

Cc: Michael Marzano [MM@mouse-motors.com](mailto:MM@mouse-motors.com);  
Jerry Mortier [jmortier@theredmondco.com](mailto:jmortier@theredmondco.com);  
Robert McGinnis [rmcginnis@villageofhinsdale.org](mailto:rmcginnis@villageofhinsdale.org).





**VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT  
DEPARTMENT**

**PLAN COMMISSION APPLICATION**

**I. GENERAL INFORMATION**

**Applicant**

Name: Mouse Automotive  
Address: 5758 W. Fillmore Steet  
City/Zip: Chicago IL 60644  
Phone/Fax: (312) 635-6482 /   
E-Mail: [MM@mouse-motors.com](mailto:MM@mouse-motors.com)

**Owner**

Name: 2 Salt Creek LLC c/o Vequity LLC  
Address: 226 North Morgan, Suite 300  
City/Zip: Chicago, IL 60607  
Phone/Fax: (312) 985-0976 /   
E-Mail: [c.ilekis@vequity.com](mailto:c.ilekis@vequity.com)

**Others, if any, involved in the project (i.e. Archite ct, Attorney, Engineer)**

Name: Jerry Mortier / The Redmond Co  
Title: Architect  
Address: W228 N745 Westmound Dr  
City/Zip: Waukesha WI 53186  
Phone/Fax: (262) 896-8753 /   
E -Mail: [jmortier@theredmondco.com](mailto:jmortier@theredmondco.com)

Name: Stas Shkurti / Robbins DiMonte, Ltd  
Title: Attorney at Law  
Address: 216 West Higgins Road  
City/Zip: Park Ridge IL 60068  
Phone/Fax: (847) 698-9600 x 2290  
E-Mail: [ashkurti@robbinsdimonte.com](mailto:ashkurti@robbinsdimonte.com)

**Disclosure of Village Personnel:** (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) N/A
- 2)
- 3)

4) **II. SITE INFORMATION**

Address of subject property: #2 Salt Creek Lane, Hinsdale, IL 60521

Property identification number (P.I.N. or tax number): 09-01-207-012

Brief description of proposed project: New auto dealership. 2 story. 40,000 SF +/-

General description or characteristics of the site: Vacant site with existing paving from previous development.

Existing zoning and land use: O3 Office

Surrounding zoning and existing land uses:

North: O3 office

South: B3 Business

East: O3 Office

West: O3 Office

Proposed zoning and land use: B3 Business

Existing square footage of property: 95,893 square feet

**Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:**

☒ Site Plan Approval 11-604

☒ Map and Text Amendments 11-601E

☒ Design Review Permit 11-605E

Amendment Requested: \_\_\_\_\_  
From O-3 to B-3

☒ Exterior Appearance 11-606E

☐ Planned Development 11-603E

☐ Special Use Permit 11 -602E

☐ Development in the B-2 Central Business District Questionnaire

Special Use Requested: \_\_\_\_\_

## TABLE OF COMPLIANCE

Address of subject property: #2 Salt Creek Lane Hinsdale, IL 60521

The following table is based on the B3 Zoning District.

	Minimum Code Requirements	Proposed/Existing Development
Minimum Lot Area (s.f.)	6,250 sqft	95,893 sqft
Minimum Lot Depth	125'-0"	357'-3"
Minimum Lot Width	50'-0"	297'-5"
Building Height	30ft	30ft
Number of Stories	2 stories	2 stories
Front Yard Setback	25'-0"	52'-2"
Corner Side Yard Setback	25'-0"	57'
Interior Side Yard Setback	10'-0"	10'-8"
Rear Yard Setback	20'-0"	115'-9 1/2"
Maximum Floor Area Ratio (F.A.R.)*	50%	38,367sqft / 95,893sqft = 40%
Maximum Total Building Coverage*	na	
Maximum Total Lot Coverage*	90%	64,223sqft / 95,893sqft = 67%
Parking Requirements	32,619sqft / 275sqft = 119 stalls	46 stalls (Deficiency of 73 stalls) #
Parking front yard setback	25'-0"	52'-2"
Parking corner side yard setback	20'-0"	57'-0"
Parking interior side yard setback	10'-0"	10'-8"
Parking rear yard setback	20'-0"	22'-4"
Loading Requirements	1 bay	1 bay
Accessory Structure Information	na	na

\* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: # This development does not meet the technical parking standards as defined in the current

zoning ordinance. The actual use does not demand the amount required per zoning. Zoning does not adequately address

the specific use. A variance will need to be approved via the Village approval process.

## CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
  2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
  3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
  4. Location, size, and arrangement of all outdoor signs and lighting.
  5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
  6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
  7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 5th, day of December, 2022, I/We have read the above certification, understand it, and agree to abide by its conditions.

\_\_\_\_\_  
Signature of applicant or authorized agent

\_\_\_\_\_  
Signature of applicant or authorized agent

Jerry Mortier  
\_\_\_\_\_  
Name of applicant or authorized agent

\_\_\_\_\_  
Name of applicant or authorized agent

SUBSCRIBED AND SWORN  
to before me this \_\_\_\_\_ day of \_\_\_\_\_,  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public

**VILLAGE OF HINSDALE**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**19 East Chicago Avenue**  
**Hinsdale, Illinois 60521-3489**  
**630.789.7030**

**Application for Certificate of Zoning Compliance**

*You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.*

**Applicant's name:** Mouse Automotive

**Owner's name (if different):** 2 Salt Creek LLC

**Property address:** 2 Salt Creek Lane, Hinsdale IL, 60521

**Property legal description:** [located at the end of this form]

**Present Proposed zoning classification:** B3 Business

**Square footage of property:** 95,893

**Lot area per dwelling:** NA

**Lot dimensions-outside:** 357'-3" x 325'10"

**Current use of property:** Vacant

**Proposed use:** Single-family detached dwelling

Other: Auto Dealership

**Approval sought:** Building Permit                      Variation

Special Use Permit                      Planned Development

X **Site Plan**                                      X **Exterior Appearance**

Design Review

Other: X Map Amendment

**Brief description of request and proposal:**

Rezone and approval to construct new 40,000 sf +/- auto dealership

**Plans & Specifications:** [submitted with this form]

**Provided:****Required by Code:****Yards:**

front:	<u>52'-2"</u>	<u>25'-0"</u>
interior side(s)	<u>10'-8"</u>	<u>10'-0"</u>
corner side	<u>57'-0"</u>	<u>25'-0"</u>
rear	<u>22'-4"</u>	<u>20'-0"</u>

**Setbacks (businesses and offices):**

front:	<u>52'-2"</u>	<u>25'-0"</u>
interior side(s)	<u>10'-8"</u>	<u>10'-0"</u>
corner side	<u>57'-0"</u>	<u>25'-0"</u>
rear	<u>115'-9 1/2"</u>	<u>20'-0"</u>
others:	<u>na</u>	<u></u>
Ogden Ave. Center:	<u>103'-3"</u>	<u>100'-0"</u>
York Rd. Center:	<u>na</u>	<u></u>
Forest Preserve:	<u>na</u>	<u></u>

**Building heights:**

principal building(s):	<u>30'-0"</u>	<u>30'-0"</u>
accessory building(s):	<u>na</u>	<u></u>

**Maximum Elevations:**

principal building(s):	<u></u>	<u></u>
accessory building(s):	<u>na</u>	<u>na</u>

Dwelling unit size(s):	<u>na</u>	<u>na</u>
------------------------	-----------	-----------

Total building coverage:	<u>na</u>	<u>na</u>
--------------------------	-----------	-----------

Total lot coverage:	<u>67%</u>	<u>90%</u>
---------------------	------------	------------

Floor area ratio:	<u>40%</u>	<u>50%</u>
-------------------	------------	------------

Accessory building(s):	<u>na</u>
------------------------	-----------

**Spacing between buildings:** [depict on attached plans]

principal building(s): na


accessory building(s): na

Number of off-street parking spaces required: 119 spaces

Number of loading spaces required: 1 bay

**Statement of applicant:**

*I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.*

By:  \_\_\_\_\_  
Applicant's signature

Jerry Mortier  
Applicant's printed name

Dated: November 30th, 2022.

# LEGAL DESCRIPTION

## PARCEL 1:

LOT 7 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

## PARCEL 2:

NON-EXCLUSIVE, PERPETUAL EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823 AS AMENDED BY DOCUMENTS R73-35331, R81-2365 AND R2001-197280, DESCRIBED IN RIDER DESCRIPTIONS 2, 4 AND 6 ATTACHED THERETO, AND BY EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AS AMENDED BY DOCUMENT R89-072896, AND AS CREATED BY EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, DESCRIBED IN EXHIBITS C1 THROUGH C5 ATTACHED THERETO, AND ALSO AS CREATED BY LICENSE AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822. AS SUPPLEMENTED BY SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 AND SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R79-107322, FOR THE PURPOSES OF INGRESS AND EGRESS OVER, UPON AND ACROSS EASEMENT PREMISES.

## PARCEL 3:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF EASEMENTS AND OPERATING COVENANTS RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006 AS DOCUMENT R2006-005825 AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784 FOR THE PURPOSE OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON THE ROADWAYS; REPAIR, REPLACEMENT AND RENEWAL OF UTILITY IMPROVEMENTS; RETENTION, DETENTION AND DRAINAGE OF WATER; AND OVER COMMON IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO THE CLOCK TOWER, SIDEWALKS, LANDSCAPED AREAS AND POND FOR PEDESTRIAN INGRESS, EGRESS, ACCESS AND FOR PASSIVE RECREATIONAL PURPOSES OVER THE FOLLOWING DESCRIBED LAND: LOTS 1,2,3,4,6,7,8,9 AND 10 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY ILLINOIS.





**COMMUNITY DEVELOPMENT  
DEPARTMENT  
EXTERIOR APPEARANCE AND  
SITE PLAN REVIEW CRITERIA**

**Address of proposed request: 2 Salt Creek Lane, Hinsdale, IL 60521**

**REVIEW CRITERIA**

Section 11-606 of the Hinsdale Zoning Code regulates Exterior appearance review. The exterior appearance review process is intended to protect, preserve, and enhance the character and architectural heritage and quality of the Village, to protect, preserve, and enhance property values, and to promote the health, safety, and welfare of the Village and its residents. Please note that Subsection Standards for building permits refers to Subsection 11-605E Standards and considerations for design permit review.

**\*\*\*PLEASE NOTE\*\*\* If this is a non-residential property within 250 feet of a single-family residential district, additional notification requirements are necessary. Please contact the Village Planner for a description of the additional requirements.**

**FEES for Exterior Appearance/Site Plan Review:**

**Standard Application: \$600.00**

**Within 250 feet of a Single-Family Residential District: \$800**

Below are the criteria that will be used by the Plan Commission, Zoning and Public Safety Committee and Board of Trustees in reviewing Exterior Appearance Review requests. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

1. *Open spaces.* The quality of the open space between buildings and in setback spaces between street and facades.

**Answer: Open space is designed to match and spotlight the architecture of the building. Open space uses a modern aesthetic and integrates landscaping with strategic plantings in primary locations. Existing mature trees along Ogden are intended to remain as they complement the overall design.**

2. *Materials.* The quality of materials and their relationship to those in existing adjacent structures.

**Answer: The materials selected are in line with other auto retail developments along Ogden Ave. The architecture is contemporary and compliments adjacent structures, particularly the Land Rover dealership across Ogden Ave.**

3. *General design.* The quality of the design in general and its relationship to the overall character of neighborhood.

**Answer:** The design is high end. It adopts the essential nature of the cars sold and serviced therein: personal, lustrous, and vibrant. Rather than a monolithic boxy structure like a typical auto dealership, this project has many woven features which break the overall size down to a smaller perspective. Such innovative perspective adapts the building to fitting very well within the Office Park, Ogden Ave., and the neighborhood in general.

4. *General site development.* The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible.

**Answer:** The general design intent is to avoid having a “sea of asphalt”. The landscaping on the Ogden Ave. side utilizes the 100’ wide setback from center of the street to create a pleasant view, comprising of grown and new trees, feather reed grass, shrubs, and flowers. The plans retain the several existing trees and shrubs. Most existing deciduous trees are intending to remain along Ogden and the perimeter of the site.

Behind the building, the landscaping divides the parking lot into smaller parking zones with healthy green space plantings in between. This feature helps vehicular circulation within the parking lot and enhances pedestrian and auto safety. Access to the parking lot will remain at the same location as it currently is from Ogden Ave, to Salt Creek Ln, to Tower Dr, and then on to the site. This way, the site plan guides the visitors inside the property. The site will continue to be serviced similarly to how it is now, and there will be and no negative impact on vehicular traffic patterns and conditions on-site and in its vicinity. There will be a secondary exit to Tower Dr at the current existing access drive. The main customer entrance to the building will be in the rear of the building and closest to the parking lot to enhance pedestrian access and safety. In addition, the Applicant will install safety gates and extend the iron rod fence to further enhance public health and safety.

There are no outdoor recreation or seating areas. The exterior walls create linear outdoor gathering spaces on a lower (patios) and upper level (balconies). Such outdoor spaces are a unique standard not found at neighboring properties but contribute substantially to the architecture of the space.

The existing underground storm trap structure will be expanded and modified as needed to meet storm requirements. The refuse dumpster is kept at an isolated portion in the rear of the building far from customer traffic and parking.

5. *Height.* The height of the proposed buildings and structures shall be visually compatible with adjacent buildings.

**Answer:** The new zoning classification (B-3) will limit the height of the building to 30 ft. The current roofline elevation is 29' and 8" from the ground level. This is the same as the Land Rover dealership across the street. The design is for a 2-story structure that will maximize the allowed height. This height is in line with nearly all nearby properties. The structures immediately to the West and to the North of the subject site are slightly taller than the proposed facility.

6. *Proportion of front façade.* The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related.

**Answer:** The front façade proportions are intentionally recessed and designed smaller than the permitted building line between the applicable setbacks for the purpose of meeting the Hinsdale image. The design is well balanced and will blend in with neighboring structures.

7. *Proportion of openings.* The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related.

**Answer:** The window openings are set based on the overall proportion of the building and the wall they are set in. The general intent with the primary, forward facing façades on Ogden Ave., and Salt Creek Ln., is to make them transparent with an abundance of glass. More private functions such as inner offices and service areas have less glass, but still create the illusion of an opening with the material transitions.

8. *Rhythm of solids to voids in front facades.* The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related.

**Answer:** The main structural frame sets the overall building shape and proportion of the primary facade. The exterior walls alternate between pushing, pulling, and receding within that framework to create the rhythm of the façade. Secondary walls using material transitions to replicate the feel of the primary façade.

9. *Rhythm of spacing and buildings on streets.* The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related.

**Answer:** The building is scaled to fit well within the permitted building area to allow for a cohesive balance of open space, streets, and structure with the adjoining buildings.

10. *Rhythm of entrance porch and other projections.* The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related.

**Answer:** A main entry cube will be visible from Salt Creek Ln., and it will serve as the primary entry point for pedestrian access. It is positioned to be identifiable from the public way and will have connectors allowing for an easy connection from the parking lot and from the sidewalk along Salt Creek Ln.

11. *Relationship of materials and texture.* The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related.

**Answer:** The material palette is limited in quantity to create a cohesive design package. All materials have a texture that is appropriate for the scale of the architecture. The materials include: clear glass, white fiber resin panel, wood resin siding, precast panel with vertical architectural ribs, illuminated acrylic for the wall sign, and new masonry wall inset between existing brick piers. These materials are visually compatible with those of the buildings from Ogden Ave and they also complement the immediately adjacent buildings and structures in the Office Park.

12. *Roof shapes.* The roof shape of a building shall be visually compatible with the buildings to which it is visually related.

**Answer:** The overall roof profile is flat. The edge undulates along the primary façades.

13. *Walls of continuity.* Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related.

**Answer:** The façade of the building wraps around the intersection of Ogden Ave., and Salt Creek Ln., because it is designed to maximize the visibility of the vehicles within. The existing decorative fence will remain because it connects all neighboring properties and encloses the facility. This existing fence has been incorporated in the landscape architecture which is linked to the overall aesthetics. A new masonry wall inset between existing brick piers with logo will provide additional enclosure.

14. *Scale of building.* The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related.

**Answer:** The primary exterior walls push, pull, and recede along the street edge which create linear outdoor gathering spaces on a lower (patios) and upper level (balconies). The outdoor spaces provided are an elevated standard not present at neighboring properties, but contribute substantially to the architecture of the space.

15. *Directional expression of front elevation.* The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.

**Answer:** There is a horizontal overall character due to the voids between the adjoining structures in the Office Park. The horizontal character is broken down along the street edge by the structural frame. This structural frame has a rectilinear approach that is in keeping with neighboring structures.

16. *Special consideration for existing buildings.* For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing.

**Answer:** NA

## **REVIEW CRITERIA – Site Plan Review**

Below are the criteria that will be used by the Plan Commission and Board of Trustees in determining if the application does not meet the requirements for Site Plan Approval. Briefly describe how this application will not do the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

Section 11-604 of the Hinsdale Zoning Code regulates Site Plan Review. The site plan review process recognizes that even those uses and developments that have been determined to be generally suitable for location in a particular district are capable of adversely affecting the purposes for which this code was enacted unless careful consideration is given to critical design elements.

1. The site plan fails to adequately meet specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable.

**Answer:** Once the property is rezoned to B-3, the site plan meets specified standards required by the Zoning Code and it will exceed all practical standards.



2. The proposed site plan interferes with easements and rights-of-way.

**Answer:** The proposed site plan does not interfere with easements and rights-of-way. A few existing utility easements will be relocated or abandoned as part of this development which are in line with most other new developments.

3. The proposed site plan unreasonably destroys, damages, detrimentally modifies, or interferes with the enjoyment of significant natural, topographical, or physical features of the site.

**Answer:** The proposed site plan does not create such negative destruction or modification. The site is relatively flat and has been in that condition since the previous building was demolished in 2012. With respect to natural, topographical, and physical features, the site will be developed in a similar manner as it had been in the past.

4. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

**Answer:** The proposed site plan will not have any negative effects on the surrounding properties in the Office Park or across Ogden Ave. The site is located along the Southern-most boundary of Office Park. Customers and visitors who will drive to the site will have minimum contacts with the other Office Park lots. The proposed use is a unique and nontraditional dealership with exceptionally low traffic and on-site unit sales. The entire development is well within the building setbacks and the buildable area of the lot. The development also complements the property immediately to the south, which is itself a dealership selling Jaguar / Land Rover vehicles. The site plan and use will be quiet in nature. This is not a loud development. It is intended to be peaceful and work very well with nature.

5. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably creates hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site.

**Answer:** The proposed site plan will not create undue traffic congestion or hazards in the public streets, and it will not create inefficient pedestrian or vehicular circulation paths. Access to the parking lot of the development will remain at substantially the same location as it is currently from Ogden Ave, to Salt Creek Ln, to Tower Dr, and then on to the site. The parking lot behind the building is divided into smaller parking zones by well-designed landscaping. This feature facilitates vehicular circulation within the parking lot and enhances pedestrian and auto safety. The site plan guides the visitors in the property. The main customer entrance to the building will be in the rear of the building and closest to the parking

lot to enhance pedestrian access and safety. The proposed use is a unique and nontraditional dealership with exceptionally low traffic and on-site unit sales. The proposed use will generate approximately 44% less vehicular traffic than an office space building one-half the size of the proposed dealership.

6. The screening of the site does not provide adequate shielding from or for nearby uses.

**Answer:** The site development provides abundant screening and shielding from or for nearby uses. Most screening is existing and intended to remain. The site has been vacant for several years which has allowed the trees surrounding the Lot to grow and mature. Most of these trees along Ogden Ave, Salt Creek Ln, and Tower Dr will remain in place. Additional shrubs will be planted along the western perimeter of the building to further shield it from the lot to the west.

7. The proposed structures or landscaping are unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses.

**Answer:** The proposed structures and the landscaping have abundant amenities and are wholly compatible with nearby structures and uses. The design objective is to exceed landscape ordinance requirements for proposed B-3 zoning, while balancing the overall budget of the project. With the increased open space in this development, the proportions should be in excess compared to other developments.

8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes inadequate provision for the creation or preservation of open space or for its continued maintenance.

**Answer:** The site plans are not submitted in connection with an application for a special use, but in connection with a map amendment application to change the zoning of the lot from O-3 to B-3. This development creates an outdoor parking deficiency which allows for increased open space and green space. The proposed site plans make adequate provisions for the creation and the preservation of open space and for their continued maintenance. All plantings specified for the open space are low maintenance.

9. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community.

**Answer:** The plan does not create drainage or erosion problems for the site. The development plan is to utilize an existing Storm Trap structure and expand it accordingly to accommodate storm water requirements.

10. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village.

**Answer: The plan will seamlessly incorporate the proposed development's utilities into the existing utility system and will not unreasonably burden it. This is a low intensity use that will be a lower burden on the Village than past developments on this same site or alternative commercial or office uses.**

11. The proposed site plan does not provide for required public uses designated on the Official Map. **Answer: N/A.**

12. The proposed site plan otherwise adversely affects the public health, safety, or general welfare.

**Answer: The site plan does not adversely affect the public health, safety, or general welfare. Instead, this project is a great fit for the location. It will be a quiet development that will still be a valuable contributor to the community's synergy with neighboring upscale retailers. The site plan layout is excessive for the actual use of the building. Its impact to general community is very minimal. This is a best-case scenario for the Village given the low-intensity use and potential tax-revenue related to Applicant's low-key foot traffic but high-dollar vehicles. The owners' association also supports the proposals. McLaren Chicago will become a Village attraction.**



**COMMUNITY DEVELOPMENT  
DEPARTMENT  
ZONING CODE TEXT AND MAP  
AMENDMENT APPLICATION**

**Must be accompanied by completed Plan Commission Application**

**Is this a:**      **Map Amendment**                      ~~**Text Amendment**~~

**Address of the subject property:**      **2 Salt Creek Lane, Hinsdale, IL 60521  
(Lot 7 in Office Park of Hinsdale)**

**Description of the proposed request:**      **Map Amendment (Rezoning) from O-3 General  
Office District to the B-3 General Business District.**

**REVIEW CRITERIA**

Section 11-601 of the Hinsdale Zoning Code regulates Amendments. The amendment process established is intended to provide a means for making changes in the text of the Zoning Code and in the zoning map that have more or less general significance or application. It is not intended to relieve particular hardships nor to confer special privileges or rights. Rather, it is intended as a tool to adjust the provisions of the Zoning Code and the zoning map in light of changing, newly discovered, or newly important conditions, situations, or knowledge. The wisdom of amending the text of the Zoning Code is a matter committed to the sound legislative discretion of the Board of Trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Board of Trustees should weigh, among other factors, the below criteria.

Below are the 14 standards for amendments that will be the criteria used by the Plan Commission and Board of Trustees in determining the merits of this application. Please respond to each standard as it relates to the application. Please use an additional sheet of paper to respond to questions if needed. If the standard is not applicable, please mark N/A.

1. The consistency of the proposed amendment with the purpose of this Code.

**Answer:**      **The proposed amendment is consistent with the purpose of this Code. The Code already contemplates and permits new car dealerships along Ogden Ave in the B-3 District. Specifically, Sec. 5-102: Permitted Uses: C. Retail Trade: item 14, lists as a Permitted Use (P) new and used motor vehicle dealers, but only on lots abutting Ogden Avenue and only on lots zoned B-3.**

**The B-3 District is intended to serve the suburban community with a full range of locally oriented business uses commonly located along established traffic routes**

and is a more generalized commercial district designed for established areas of heavier vehicular traffic.

2 Creek Ln abuts Ogden Ave and there already are three car dealerships just south of Ogden Ave within a short distance of 2 Creek Ln in lots that are zoned B-3 (Land Rover at 336 E Ogden Ave; Continental / Ferrari at 420 E. Ogden Ave; and Current Automotive at 300 E Ogden Ave). Therefore, rezoning 2 Creek Ln from O-3 General Office District to the B-3 General Business District for purposes of building a new luxury car dealership (McLaren Chicago) is consistent with the Code's purpose.

2. The existing uses and zoning classifications for properties in the vicinity of the subject property.

**Answer:** The property is surrounded by a mix of office and commercial uses. The existing uses and zoning classifications of properties within the general area of 2 Salt Creek Ln are as follows:

- a. Immediately North: 8 Salt Creek Ln; Hinsdale 8 Medical Properties, LLC; medical offices; O-3
- b. Immediately East: detention pond, part of 1 Salt Creek Ln, Adventist Hinsdale Hospital; O-3
- c. Immediately South: Ogden Ave, and J&L Hinsdale, LLC, 336 E Ogden Ave; Jaguar and Land Rover dealership; B-3
- d. Immediately West: 901 Elm St, Hinsdale 901 Medical Properties, LLC; medical offices; O-3

**Other Uses and nearby classifications:**

- e. 907 Elm St; Hinsdale 907 Medical Properties, LLC; O-3
- f. 400 E Ogden Ave; Bank of Hinsdale; B-3;
- g. 21 Spinning Wheel Rd; 21 Spinning Wheel Drive LLC, Apartment Building; R-5.

There are no properties in a Single-Family Residential District located within 250' of the site. The closest single-family property is located in the R-4 District approximately 475' to the south on Oak Street across Ogden Ave. The Graue Mill County Condominium subdivision is located approximately 780' from the north of the site in the R-5 District.

Also, see attached Village of Hinsdale Zoning Map.



3. The trend of development in the vicinity of the subject property, including changes, if any, such trend since the subject property was placed in its present zoning classification.

**Answer:** The development trends in the vicinity of 2 Salt Creek Ln have been towards business and commercial development and away from office development. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue.

To the North, the Office Park structures adjacent to 2 Salt Creek Ln in O-3 zoning have been in existence for many years and predate the demolition of the previous two-story office building at 2 Salt Creek Ln in 2012.

To the South, all lots immediately south of Ogden Ave are zoned B-3. The most significant development in the vicinity of 2 Creek Ln has occurred in those B-3 lots, including Whole Foods Market and three car dealerships (Land Rover at 336 E Ogden Ave; Continental / Ferrari at 420 E. Ogden Ave; and Current Automotive at 300 E Ogden Ave).

To the West, localized B-3 zoning occurs at 935 N York Rd allowing the construction of a McDonald's fast-food restaurant. Further to the West, the O-2 pocket East of York Road and on both North and South sides of Ogden Ave has remained intact for years but stagnant with unchanged office buildings that predate the demolition of the structure at 2 Salt Creek Ln.

To the East, there the AMITA Health Cancer Institutes and Outpatient Center, then the Tri-State Tollway, and further East the Village of Western Springs.

4. The extent, if any, to which the value of the subject property is diminished by the existing zoning classification applicable to it.

**Answer:** The existing zoning classification diminishes the value of 2 Salt Creek Ln because it has been underused for over a decade. The last building on site was demolished in 2012. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue. The development trends in the vicinity of 2 Salt Creek Ln have been towards business and commercial development and away from office development.

5. The extent to which any such diminution in value is offset by an increase in the public health, safety, and welfare.

**Answer:** The public health, safety, and welfare of the local community does not benefit from the diminution in value to 2 Salt Creek Ln from its existing O-3 zoning classification. 2 Salt Creek Ln has been vacant since 2012 and all redevelopment

efforts since have failed. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue. The development trends in the vicinity of 2 Salt Creek Ln have been towards business and commercial development and away from office development.

6. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

**Answer:** The proposed amendment will positively affect the enjoyment and the use of adjacent properties. The proposed state-of-the-art facility will be a great fit for the location. The proposed use will be a very attractive and quiet development and a valuable contributor to the community's synergy with neighboring upscale retailers such as Ferrari, Land Rover, and Whole Foods. McLaren Chicago is a unique and non-traditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales. About 80% of vehicle sales take place online and an enclosed hauler handles 90-95% of the delivery and pick-up of serviced vehicles. The dealership projects no more than 20 total new and used cars sales per month including online sales. The proposed use will generate significantly less vehicular traffic than an administrative or medical office space building of smaller size.

7. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

**Answer:** The proposed amendment will increase and positively affect the value of adjacent properties. As stated above, the proposed use is a very attractive, very desirable, and a very quiet development. It will be a very valuable contributor to the community and synchronize well with neighboring upscale retailers. The Applicant has proposed a state-of-the-art and high-class facility which will be a great fit for the location. McLaren Chicago will be a unique and nontraditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales; and it will generate significantly less vehicular traffic than an administrative or medical office space building of smaller size.

8. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

**Answer:** The proposed amendment will have a positive impact on the orderly development of adjacent properties. The proposed amendment will not negatively impact such future development. The proposed amendment and use will benefit the community by re-developing for the long run a site that has been severely underused for over 10 years. There are no other undeveloped properties in the vicinity. McLaren Chicago will be single-use, low intensity, and self-contained development and it will not impact any adjacent properties that seek to re-develop.

9. The suitability of the subject property for uses permitted or permissible under its present zoning classification.

**Answer:** The passage of time and the economic reality have demonstrated that 2 Salt Creek Ln is not well suited for office space use. As stated above, 2 Salt Creek Ln has been severely underused for over a decade. The last building on site was demolished in 2012 and a lot has remained vacant since. All subsequent attempts to redevelop it have not succeeded. The existing O-3 zoning classification diminishes the value of the site. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue. There is no other planned office space development in the vicinity of the site. The development trends in the vicinity of 2 Salt Creek Ln have been towards business and commercial development and away from office development.

10. The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

**Answer:** The proposed amendment and development will provide adequate ingress and egress to the new McLaren Chicago dealership. Access to the parking lot will remain at the same location as it currently is (from Ogden Ave, to Salt Creek Ln, to Tower Dr, and then on to the site). There will be a secondary exit to Tower Dr at the current existing access drive. The property will continue to be serviced similarly to how it is now, and there will be and no negative impact on vehicular traffic patterns and conditions on-site and in the vicinity. McLaren Chicago will be a unique and nontraditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales. It will also generate less vehicular traffic than an administrative or medical office space building of smaller size.

11. The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under the present zoning classification.

**Answer:** The utilities and essential public services currently available at the site are adequate to accommodate the uses permitted under O-3 zoning classification. Moreover, the amendment will not further tax public utilities and facilities in the area. In any event, the development will upgrade the water main along Ogden from a 6" line to an 8" line. The existing underground storm trap structure may be expanded as necessary. Communications with ComEd have begun to relocate any easement that runs through the site.

12. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

**Answer:** 2 Salt Creek Ln has been a vacant lot for over 10 years. The nearby properties immediately to the south that are zoned B-3 have developed at a much faster pace. The recent development trends in the vicinity of 2 Salt Creek Ln have been towards business and commercial development and away from office development. There is no other planned office space development in the vicinity of the site. Market-wide, office space vacancies are at record high levels, and such use does not generate any sales tax revenue. Economic reality has demonstrated that 2 Salt Creek Ln is not well suited for office space use. To the North, the existing Office Park structures adjacent to 2 Salt Creek Ln in O-3 zoning have been in place for many years and predate the demolition of the previous two-story office building at 2 Salt Creek Ln in 2012.

13. The community need for the proposed amendment and for the uses and development it would allow.

**Answer:** The proposed amendment is needed to allow the redevelopment of this underused lot. The proposed use of a luxury car dealership under the McLaren brand is the best-case scenario for this specific lot because it will permit a long-term solution for the subject property, generate sales tax revenue for the Village, and enhance the values of the neighboring properties. The public health, safety, and welfare of the local community has not benefited to date from the existing O-3 zoning classification of 2 Salt Creek Ln. Instead, the existing O-3 zoning classification has limited its redevelopment because the development trends in the vicinity have been towards business and commercial development and away from office development. McLaren Chicago will be a unique and nontraditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales; and it will generate less vehicular traffic than an office space building one-half the size of the proposed dealership.

**See enclosed support letters from the Office Part of Hinsdale Owners Association, from the owner of the Subject Property, and from neighboring businesses.**

14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area.

**Answer:** N/A. In addition, the certificate of compliance with the Illinois State Agency Historic Resources Preservation Act delivered by the Illinois Department of Natural Resources, states that there are no significant historic, architectural or archaeological resources are located within the proposed project area; and there is no federal involvement in the project.

# **EXHIBIT GROUP 1**

## AGREEMENT OF PURCHASE AND SALE

THIS AGREEMENT OF PURCHASE AND SALE (this “**Agreement**”) is dated as of the 27<sup>th</sup> day of April, 2022 (the “**Effective Date**”) by and between **2 SALT CREEK LLC**, an Illinois limited liability company (“**Seller**”), and **MOUSE MOTORS INC.**, a Montana corporation operating under the assumed name Mouse Automotive Inc (“**Purchaser**”).

### ARTICLE 1

#### Definitions

Section 1.1 As used in this Agreement, unless the context otherwise requires or it is otherwise herein expressly provided, the following terms, when used with initial capital letters, shall have the following meanings:

**ASSOCIATION:** The “Association” as referred to in the Office Park Declaration (as hereinafter defined).

**CLOSING:** The consummation of the transaction contemplated by this Agreement.

**CLOSING DATE:** The date that is ten (10) business days after the earlier of (i) the expiration or Purchaser’s earlier waiver of the Governmental Approval Period (as hereinafter defined) and (ii) the date the Governmental Approvals (as hereinafter defined) are obtained, or such earlier or later date as may be mutually agreed to by Seller and Purchaser in writing.

**ESCROW AGENT:** Freedom Title Corporation, 2000 Center Drive, Suite C205, Hoffman Estates, Illinois 60192, Attn: Larry Howard, email: [lhoward@freedomtitle.com](mailto:lhoward@freedomtitle.com).

**GOVERNMENTAL APPROVALS:** Any and all permits, licenses, variances or approvals (including, without limitation, any required zoning district change and site plan approvals) that are required from the Village and any other governmental authority (or, if applicable, the Association) to allow for the development, construction, and operation of a facility by Purchaser for the Intended Use (as hereinafter defined) on the Real Property (as hereinafter defined).

**GOVERNMENTAL APPROVAL PERIOD:** If this Agreement has not been terminated by Purchaser on or prior to the expiration of the Inspection Period (as hereinafter defined), the period beginning upon the expiration of the Inspection Period and extending until 5:00 p.m. Chicago, Illinois time on the date that is forty-five (45) days thereafter (the “**Initial Governmental Period**”), subject to extension as hereinafter provided. As consideration for the granting of the Initial Governmental Period and concurrently with the commencement thereof, Seller and Purchaser shall direct Escrow Agent to release \$25,000.00 of the Deposit (as hereinafter defined) to Seller (the “**First Deposit Release**”). In the event that the Governmental Approvals have not been obtained or waived by Purchaser despite Purchaser having diligently pursued the same in good faith, then Purchaser shall have the right to extend the Governmental Approval Period for up to two (2) additional forty-five (45) day periods (each, an “**Approval Extension Option**”) so long as (i) prior to the expiration of the then-existing Governmental Approval Period (before taking into account the extension being exercised) Purchaser shall give written notice to Seller of the exercise thereof and (ii) concurrently with the exercise of each such Approval Extension Option, Purchaser shall instruct Escrow Agent to release further \$25,000 installments of the Deposit to Seller (as applicable, the “**Second Deposit Release**” and the “**Third Deposit Release**” and collectively with the First Deposit Release, the “**Deposit Releases**”). Each of the Deposit Releases made to Seller shall be non-refundable to Purchaser (except in the event of a default hereunder by Seller), but shall be applicable to the Purchase Price (as hereinafter defined) if Closing occurs.



Freedom Title Corporation  
2000 W ATT Center Dr., Ste C205  
Hoffman Estates, IL 60192

FR 7002552 1/3

THIS INSTRUMENT PREPARED BY:

Peter Coules, Jr., Esq.  
Donatelli & Coules, Ltd.  
15 Salt Creek Lane, Suite 312  
Hinsdale, Illinois 60521

AFTER RECORDING RETURN TO:

Vito M. Pacione, Esq.  
Patzik, Frank & Samotny Ltd.  
200 South Wacker Drive, Suite 2700  
Chicago, Illinois 60606

KATHLEEN V. CARRIER, RECORDER  
DUPAGE COUNTY ILLINOIS  
01/24/2022 09:57 AM  
RHSP

COUNTY TAX STAMP FEE 1,550.00  
STATE TAX STAMP FEE 3,100.00

DOCUMENT # R2022-008140

Above Space for Recorder's Use Only

### **SPECIAL WARRANTY DEED**

This SPECIAL WARRANTY DEED, made as of January 21, 2022 by **OPH 6 LLC**, an Illinois limited liability company, having an address at 12 Salt Creek Lane, Suite 400, Hinsdale, Illinois 60521 ("**Grantor**"), to an in favor of **2 SALT CREEK LLC**, an Illinois limited liability company, having an address at having an address at c/o Vequity LLC, 226 N. Morgan Street, Suite 300, Chicago Illinois 60607 ("**Grantee**").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00), and other valuable consideration in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, by these presents does REMISE, RELEASE, ALIEN AND CONVEY unto Grantee, and to its successors and assigns, FOREVER, all interest in and to the real estate situated in the County of DuPage and State of Illinois known and described on Exhibit A attached hereto and by this reference made a part hereof, including all improvements located thereon (collectively, the "**Property**"), subject to those matters set forth on Exhibit B attached hereto and made a part hereof (the "**Permitted Exceptions**").

Together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of the Grantor, either in law or equity, of, in and to the Property, with the hereditaments and appurtenances:

TO HAVE AND TO HOLD the Property as above described, with the appurtenances, unto the Grantee, its successors and assigns forever.

And the Grantor, for itself, and its successors and assigns, does covenant, promise and agree, to and with the Grantee, its successors and assigns, that during the period that Grantor has owned title to the Property, it has not done or suffered to be done anything whereby the Property hereby granted is, or may be, in any manner encumbered or charged, except for the Permitted Exceptions set forth on Exhibit B attached hereto and made a part hereof; and that subject to such Permitted Exceptions, the Grantor will WARRANT AND FOREVER DEFEND the Property against all persons lawfully claiming by, through or under the Grantor, but not otherwise.

IN WITNESS WHEREOF, Grantor has signed and sealed and delivered this instrument as of the day and year first above written.

**GRANTOR:**

**OPH 6 LLC,**  
an Illinois limited liability company

By: 


Name: Michael J. Ryan

Title: Authorized Signatory

STATE OF ILLINOIS                    )  
  ) ss  
COUNTY OF Cook                    )

I, the undersigned, a Notary Public in and for the State and County provided above, do hereby certify that Michael J. Ryan, the Authorized Signatory of **OPH 6 LLC**, an Illinois limited liability company, on behalf of such entity, who is personally known to me to be the same person whose name is subscribed to the foregoing instrument as such Authorized Signatory, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act and as the free and voluntary act of said limited liability company for the uses and purposes therein set forth.

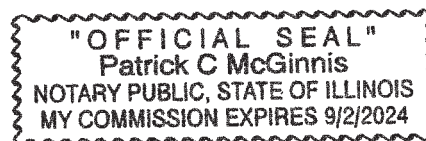
GIVEN under my hand and notarial seal this 19<sup>th</sup> day of January, 2022.

  
\_\_\_\_\_  
Notary Public

My commission expires on 9/2/2024

**MAIL TAX BILLS TO:**

2 Salt Creek LLC  
c/o Vequity LLC  
226 N. Morgan Street, Suite 300  
Chicago, Illinois 60607



## **EXHIBIT A**

### **Legal Description of Property**

#### **PARCEL 1:**

LOT 7 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

#### **PARCEL 2:**

NON-EXCLUSIVE, PERPETUAL EASEMENTS FOR THE BENEFIT OF PARCEL 1 AS CREATED BY AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823 AS AMENDED BY DOCUMENTS R73-35331, R81-2365 AND R2001-197280, DESCRIBED IN RIDER DESCRIPTIONS 2, 4 AND 6 ATTACHED THERETO, AND BY EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AS AMENDED BY DOCUMENT R89-072896, AND AS CREATED BY EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, DESCRIBED IN EXHIBITS C1 THROUGH C5 ATTACHED THERETO, AND ALSO AS CREATED BY LICENSE AGREEMENT RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AS SUPPLEMENTED BY SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 AND SUPPLEMENTAL DECLARATION OF LICENSE RECORDED AS DOCUMENT R79-107322, FOR THE PURPOSES OF INGRESS AND EGRESS OVER, UPON AND ACROSS EASEMENT PREMISES.

#### **PARCEL 3:**

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY DECLARATION OF EASEMENTS AND OPERATING COVENANTS RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006 AS DOCUMENT R2006-005825 AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784 FOR THE PURPOSE OF VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON THE ROADWAYS; REPAIR, REPLACEMENT AND RENEWAL OF UTILITY IMPROVEMENTS; RETENTION, DETENTION AND DRAINAGE OF WATER; AND OVER COMMON IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO THE CLOCK TOWER, SIDEWALKS, LANDSCAPED AREAS AND POND FOR PEDESTRIAN INGRESS, EGRESS, ACCESS AND FOR PASSIVE RECREATIONAL PURPOSES OVER THE FOLLOWING DESCRIBED LAND: LOTS 1, 2, 3, 4, 6, 7, 8, 9 AND 10 IN OFFICE PARK OF HINSDALE, BEING A SUBDIVISION OF PART OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 20, 2002, AS DOCUMENT R2002-243817, IN DUPAGE COUNTY, ILLINOIS.

Commonly Known As: 2 Salt Creek Lane, Hinsdale, IL 60521

Property Index Number: 09-01-207-012

## **EXHIBIT B**

### **Permitted Exceptions**

1. REAL ESTATE TAXES FOR THE YEAR 2021 AND SUBSEQUENT YEARS WHICH ARE NOT YET DUE AND PAYABLE.
2. TERMS AND PROVISIONS OF STORMWATER FACILITY MAINTENANCE AGREEMENT RECORDED JANUARY 10, 2013 AS DOCUMENT NO. R2013-005216.
3. (A) TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENTS DESCRIBED AS PARCELS 2 AND 3 CONTAINED IN THE INSTRUMENTS CREATING SAID EASEMENTS.  
  
(B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENTS.
4. THE LAND LIES WITHIN THE FLAGG CREEK WATER RECLAMATION DISTRICT, WHICH HAS ACCEPTED FEDERAL GRANTS FOR SEWAGE TREATMENT WORKS PURSUANT TO PUBLIC LAW 92-500. FEDERAL LAW REQUIRES A USER CHARGE SYSTEM SEPARATE FROM GENERAL AD VALOREM PROPERTY TAXES.
5. EASEMENT MADE BY AND BETWEEN THE HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, AND OFFICE PARK OF HINSDALE, A PARTNERSHIP, DATED DECEMBER 30, 1971 AND RECORDED FEBRUARY 24, 1972 AS DOCUMENT R72-9137, RELATING TO INTERCEPTOR PIPES, LIFT STATION, WATER STORAGE AND PUMPING STATION, FORCE MAINS AND MAINTENANCE AND OPERATION OF WATER WELLS AND DISTRIBUTION SYSTEM, TOGETHER WITH THE PROVISIONS AND CONDITIONS CONTAINED THEREIN.  
  
NOTE: BY QUITCLAIM DEED RECORDED MAY 27, 1981 AS DOCUMENT R81-27229, HINSDALE SANITARY DISTRICT CONVEYED ITS INTEREST IN SAID EASEMENT TO THE VILLAGE OF OAK BROOK.
6. GRANT OF EASEMENT MADE BY OFFICE PARK OF HINSDALE, A PARTNERSHIP, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED AUGUST 13, 1973 AND RECORDED NOVEMBER 6, 1973 AS DOCUMENT R73-69217, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS DESCRIBED ON THE PLATS ATTACHED THERETO AS EXHIBIT "A" AND EXHIBIT "B" AND MADE A PART THEREOF.
7. GRANT OF EASEMENT MADE BY HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, TO THE VILLAGE OF HINSDALE, A MUNICIPAL CORPORATION, AND ITS ASSIGNS, DATED NOVEMBER 9, 1972 AND RECORDED NOVEMBER 6, 1973 AS DOCUMENT R73-69216, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS AND FOR WATER MAINS FOR THE PURPOSE OF CONVEYING WATER, ALL AS DESCRIBED ON THE PLAT ATTACHED THERETO AS EXHIBIT "A" AND MADE A PART THEREOF.
8. EASEMENT AND MODIFICATION OF EXISTING EASEMENTS CREATED BY A GRANT DATED JULY 21, 1980 AND RECORDED SEPTEMBER 23, 1980 AS DOCUMENT R80-



57056, FROM OFFICE PARK OF HINSDALE AND HINSDALE SANITARY DISTRICT, FOR STORM AND SURFACE WATER CONTROL AND SANITARY SEWER PURPOSES.

9. AGREEMENT MADE BY AND BETWEEN DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 62019, AND AS TRUSTEE UNDER TRUST NUMBER 61116, AND CATHERINE SOUSTEK, DATED JUNE 7, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33823, WITH AMENDMENTS THERETO RECORDED AS DOCUMENTS R73-35331, R81-02365 AND R2001-197280, RELATING TO PERPETUAL AND NON-EXCLUSIVE EASEMENT AND COVENANTS APPURTENANT TO AND BENEFITING THE PREMISES IN QUESTION.
10. EASEMENT CREATED BY A GRANT RECORDED ON OCTOBER 6, 1978 AS DOCUMENT R78-96678, FROM THE DROVERS NATIONAL BANK OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67927, TO THE ILLINOIS BELL TELEPHONE COMPANY, ITS SUCCESSORS AND ASSIGNS, FOR THE RIGHT TO CONSTRUCT, RECONSTRUCT, ADD TO, REMOVE, OPERATE AND MAINTAIN COMMUNICATION SYSTEMS CONSISTING OF WIRES, CABLES, ETC., OVER A STRIP OF LAND 10 FEET IN WIDTH AS SET FORTH ON EXHIBIT "A" OF SAID DOCUMENT.
11. GAS MAIN EASEMENT MADE BY PAUL SCHWENDENER AND OFFICE PARK OF HINSDALE, TO NORTHERN ILLINOIS GAS COMPANY, DATED OCTOBER 19, 1967 AND RECORDED NOVEMBER 14, 1967 AS DOCUMENT NUMBER R67-46566, GRANTING A PERPETUAL EASEMENT AND RIGHT-OF-WAY FOR THE PURPOSE OF LAYING, MAINTAINING, OPERATING, RENEWING, REPLACING AND REMOVING GAS MAINS AND ANY NECESSARY GAS FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR SAID PURPOSES, IN, UPON, UNDER, ALONG AND ACROSS THE FOLLOWING DESCRIBED PROPERTY:  
  
THE WESTERLY 1/2 OF THE PRIVATE ROAD KNOWN AS "SALT CREEK LANE": INCLUDING THE WESTERLY 1/2 OF THE WEST BOUND TURN LANE LOCATED IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.  
  
(FOR FURTHER PARTICULARS, SEE RECORD.)
12. LICENSE AGREEMENT MADE BY AND BETWEEN OFFICE PARK OF HINSDALE AND DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 61116, DATED FEBRUARY 15, 1973 AND RECORDED JUNE 11, 1973 AS DOCUMENT R73-33822, AND SUPPLEMENTAL DECLARATION RECORDED AS DOCUMENT R79-107322, AND SUPPLEMENTARY DECLARATION OF LICENSE RECORDED AS DOCUMENT R77-117083 RELATING TO INGRESS AND EGRESS TO AND FROM OGDEN AVENUE OVER AND ACROSS THE PRIVATE ROADS KNOWN AS SALT CREEK LANE AND ELM STREET, FURTHER PROVIDING FOR THE TERMINATION OF THIS AGREEMENT TOGETHER WITH THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN.
13. OFFICE PARK OF HINSDALE DECLARATION OF EASEMENTS AND OPERATING COVENANTS DATED APRIL 2003 AND RECORDED MAY 29, 2003, AS DOCUMENT R2003-200111, AND RE-RECORDED JANUARY 10, 2006, AS DOCUMENT R2006-005825, MADE BY AND BETWEEN MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 8, 2001, AND KNOWN AS TRUST

NUMBER 01-7933 AND FOXFORD, L.L.C., AND AMENDED BY AMENDMENT RECORDED FEBRUARY 27, 2012 AS DOCUMENT R2012-024784.

14. EASEMENT GRANT RECORDED JANUARY 18, 1989 AS DOCUMENT R89-006821 AND AMENDED BY DOCUMENT R89-072896, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.
15. GRANT MADE BY DROVERS NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 30, 1967 AND KNOWN AS TRUST NUMBER 67297, TO THE COMMONWEALTH EDISON COMPANY, A CORPORATION OF ILLINOIS, AND THE ILLINOIS BELL TELEPHONE COMPANY, A CORPORATION OF ILLINOIS, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, DATED JUNE 30, 1969 AND RECORDED JULY 8, 1969 AS DOCUMENT R69-30059, OF AN EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN, RENEW, RELOCATE AND REMOVE FROM TIME TO TIME WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS AND OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, SOUNDS AND SIGNALS, TOGETHER WITH RIGHT OF ACCESS TO THE SAME AND THEIR RIGHT, FROM TIME TO TIME TO TRIM OR REMOVE TREES, BUSHES AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE GRANT THEREIN GIVEN IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE LAND, DESCRIBED AS FOLLOWS:  
  
STRIPS OF LAND 10 FEET IN WIDTH AS SHOWN SHADED ON THE ATTACHED SKETCH MARKED EXHIBIT "A" AND MADE A PART THEREOF.
16. PURSUANT TO THE PLAT OF OFFICE PARK OF HINSDALE, AFORESAID, THERE SHALL BE NO DIRECT ACCESS TO OGDEN AVENUE (U.S. ROUTE 34) FROM LOTS 2, 3, 7 AND 8. ACCESS TO BE PROVIDED VIA ELM STREET AND SALT CREEK LANE. ACCESS TO EACH LOT VIA SALT CREEK LANE AND ELM STREET.
17. RESTRICTIVE COVENANT FOR CONSTRUCTION OF AN IMPROVEMENT IN THE PUBLIC RIGHT-OF-WAY RECORDED JANUARY 10, 2003, AS DOCUMENT R2003-012913, MADE BY AND BETWEEN THE VILLAGE OF HINSDALE AND FOXFORD, LLC, RELATING TO A LAWN SPRINKLER SYSTEM.
18. EASEMENT GRANT RECORDED JUNE 20, 1989 AS DOCUMENT R89-072897, GRANTING AN EASEMENT FOR PURPOSES OF INGRESS AND EGRESS, INCLUDING VEHICULAR AND PEDESTRIAN ACCESS, TO BENEFIT THE LAND AND OTHER PROPERTY, TOGETHER WITH RESTRICTIONS ON THE USE OF THE LAND.
19. ANY AND ALL MATTERS AS SHOWN ON ALTA/NSPS LAND TITLE SURVEY MADE BY MACKLE CONSULTANTS, LLC DATED JANUARY 11, 2022 AND DESIGNATED PROJECT NO. 4269.



# Mouse Motors

## PRELIMINARY DESIGN



### SHEET INDEX

SURVEY  
SITE PLAN  
AREA DIAGRAMS  
CIVIL ENGINEERING  
LANDSCAPE DRAWINGS  
FIRST FLOOR  
SECOND FLOOR  
EXTERIOR ELEVATIONS  
EXTERIOR ELEMENTS  
3D VIEWS  
SITE LIGHTING PLAN







# ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

LINE LEGEND

\_\_\_\_\_ LIMITS OF LAND PER  
 \_\_\_\_\_ LEGAL DESCRIPTION  
 \_\_\_\_\_ ADJACENT LAND  
 \_\_\_\_\_ PARCEL LINE  
 ----- EASEMENT LINE  
 ----- CENTERLINE  
 ----- BUILDING SETBACK LINE  
 ----- SECTION LINE  
 ----- EXISTING CONTOUR

## ABBREVIATIONS

D.O.P. = OUTSIDE DIAMETER IRON PIPE  
 TF = TOP OF FOUNDATION  
 FNSH = FINISHED FLOOR  
 FES = FLARED END SECTION  
 VFC = VENTED CLAY PIPE  
 PWC = POLYVINYL CHLORIDE  
 CMC = CORRUGATED CONCRETE PIPE  
 CMC = CORRUGATED METAL PIPE  
 (R) = RECORD BEARING OR DISTANCE  
 (C) = CALCULATED BEARING OR DISTANCE  
 (C) = CALCULATED BEARING OR DISTANCE  
 (D) = DEAD BEARING OR DISTANCE  
 S = SOUTH  
 N = NORTH  
 W = WEST  
 A = ARC LENGTH  
 R = RADIUS  
 CH = CHORD  
 CB = CHORD BEARING  
 SL = BUILDING SEILBACK LINE  
 U.E. = UTILITY EASEMENT  
 F.E. = FURNACE EASEMENT  
 P.U.E. = PUBLIC UTILITY EASEMENT  
 P.O.C. = POINT OF COMMENCEMENT  
 P.O.B. = POINT OF BEGINNING  
 P.U. D.E. = PUBLIC UTILITY AND  
 FURNACE EASEMENT  
 BDC = BACK OF CURB  
 BD = BACK OF DEPRESSED  
 C = CONCRETE  
 F = FLOEMENT  
 G = GRAVEL  
 EW = EDGES OF WALL  
 TP = TOP OF WALL  
 TP = TOP OF PIPE  
 IE = INVERT ELEVATION  
 DP = DEPTH OF PROPERTY LINE  
 DS = DOWN SLOPE  
 FT = FEET  
 SL = SHORE LINE  
 TF = TRANSFORMER  
 FV = FENCES

### LEGEND

- FOUND 7/8" O.D.I.P.  
 ○ NOTED OTHERWISE NOTED  
 (H) (LOCATION)  
 ⊕ CONCRETE  
 + CROSS IN CONCRETE  
 ⊗ MANHOLE  
 ⊗ STORM STRUCTURE  
 ⊗ SANITARY MANHOLE  
 ○ CLEANOUT  
 ▭ FLARED END SECTION  
 ▭ TRANSFORMER PAD  
 ⊗ ELECTRIC MANHOLE  
 ⊗ ELECTRIC BOX  
 ⊗ ELECTRIC PEDESTAL  
 ⊗ ELECTRIC MARKER  
 ⊗ ELECTRIC METER  
 ○ UTILITY POLE  
 ⊗ UTILITY POLE W/LIGHT  
 ○ UTILITY POLE W/TF  
 ○ UTILITY POLE  
 ⊗ OVERHEAD TRAFFIC SIGNAL  
 ⊗ TRAFFIC SIGNAL MANHOLE  
 ☆ LIGHT  
 ☆ LIGHT POLE  
 [H] HAND HOLE  
 ○ VALVE VAULT  
 ○ FIRE HYDRANT  
 ⊗ IRRIGATION CONTROL VALVE  
 ⊗ POST INDICATOR VALVE  
 ⊗ S/WATER CONNECTION  
 ⊗ WATER MARKER  
 ⊗ WATER METER  
 ○ VALVE BOX  
 ⊗ B/BOX  
 ⊗ SPRINKLER CONTROL VALVE  
 ⊗ TELEPHONE MANHOLE  
 ⊗ TELEPHONE NETWORK INTERFACE  
 ⊗ TELEPHONE MARKER  
 ⊗ TELEVISION PEDESTAL  
 ⊗ CONTROL BOX  
 ⊗ WETLAND FLAG  
 ⊗ GAS METER  
 ⊗ GAS VALVE  
 ☆ GAS MARKER  
 ⊗ DOWN SPOUT  
 ⊗ BORING HOLE  
 ⊗ MONITORING WELL  
 ⊗ GATE POST  
 ⊗ BOLLARD POLE  
 ⊗ SIGN  
 ⊗ FLAG POLE  
 ⊗ MAILBOX  
 ⊗ SANITARY SENER  
 — FLOW —  
 — STORM SEWER  
 — WATER  
 — GAS MAIN  
 — E — ELECTRIC LINE  
 — OVERHEAD WIRES  
 — TELEPHONE LINE  
 ⊗ CONIFEROUS TREE  
 W/APPROX. DIAMETER  
 ⊗ DECIDUOUS TREE  
 W/APPROX. DIAMETER  
 ⊗ SHRUB/CLIMBING ITEM  
 (DRIP LINE SHOWN IS APPROXIMATE)  
 — TREE LINE  
 — ELEVATION  
 ⊗ BITUMINOUS PAVEMENT  
 ⊗ CONCRETE SURFACE  
 ⊗ DEPRESSED CURB  
 ⊗ GRAVEL SURFACE  
 ⊗ LANDSCAPE AREA  
 ⊗ STONE SURFACE  
 ⊗ DETECTABLE TACTILE  
 WARNING SURFACE  
 ⊗ BRICK PAVERS  
 ○ WOOD FENCE  
 — CHAIN LINK FENCE  
 ○ METAL FENCE  
 — METAL GUARDRAIL  
 ○ OVERHEAD TRAFFIC

## BENCHMARKS

**REFERENCE BENCHMARK:**  
DUPAGE COUNTY BENCHMARK DK3127

DATUM: NAVD88  
ELEVATION = 740.97

DUPAGE COUNTY BENCHMARK DK3129

DATUM: NAVD88  
ELEVATION = 704.86

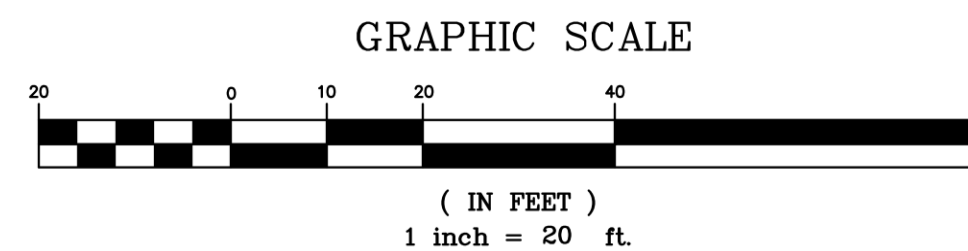
**SITE BENCHMARKS:**

SITE BENCHMARK #1  
EAST BOLT ON FIRE HYDRANT AT THE  
SALT CREEK LANE.

ELEVATION = 661.55

SITE BENCHMARK #2  
NORTHWEST BONNET BOLT ON 1ST FLOOR  
WEST SIDE OF SALT CREEK LANE

ELEVATION = 657.47



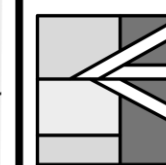
Know what's below.  
Call before you dig

## UTILITY STATEMENT

## UTILITY STATEMENT

[illegible]

PROJECT	2 Salt Creek Lane - Hinsdale
CLIENT	Vequity 226 N. Morgan Street, Suite 300



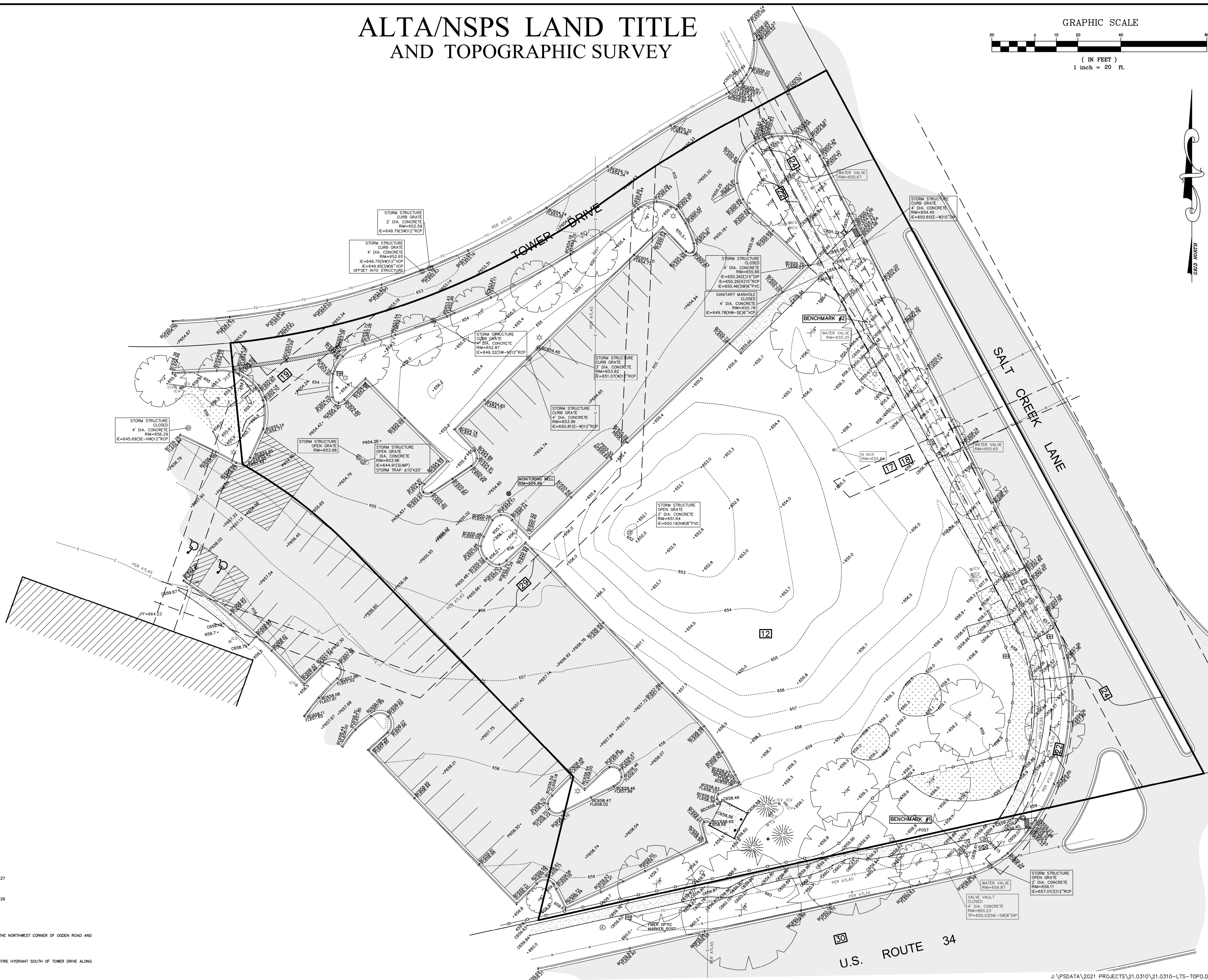
**COMPASS**  
SURVEYING LTD

2031 GINGER WOODS PARKWAY, STE 100  
AURORA, IL 60502  
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

30'

2 OF 2

PROJ. NO.: 21.0310

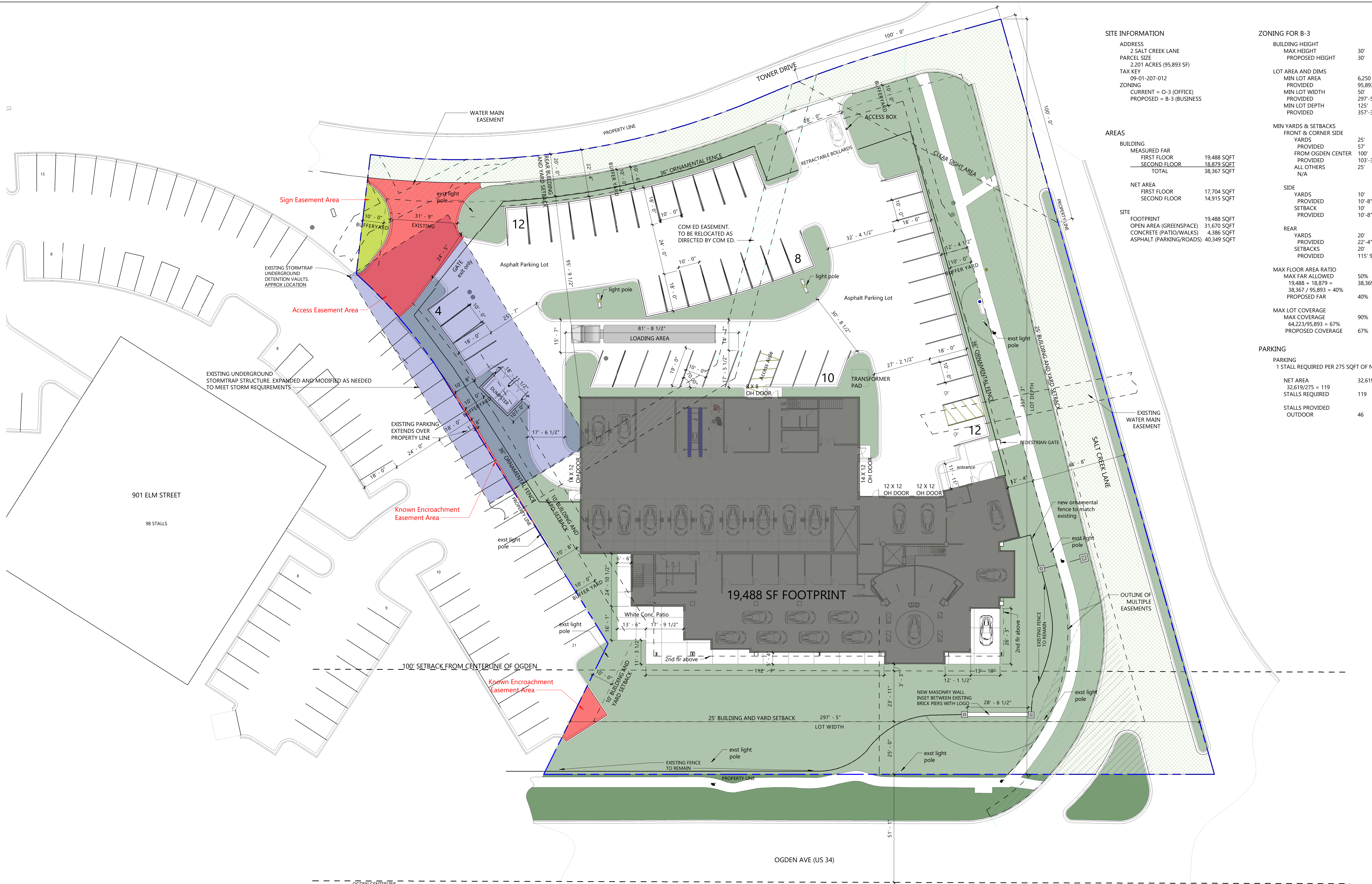


J:\PSDATA\2021 PROJECTS\21.0310\21.0310-LTS-TOPO.DWG



Mouse Motors

Site Plan - #2 Salt Creek LN



SITE INFORMATION

ADDRESS  
2 SALT CREEK LANE  
PARCEL SIZE  
2.201 ACRES (95,893 SF)  
TAX KEY  
09-01-207-012  
ZONING  
CURRENT = O-3 (OFFICE)  
PROPOSED = B-3 (BUSINESS)

AREAS

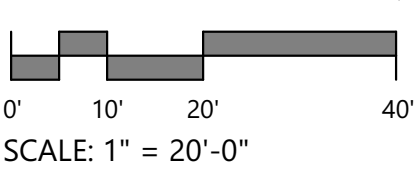
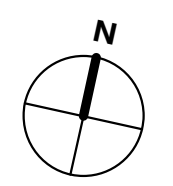
BUILDING	
MEASURED FAR	
FIRST FLOOR	19,488 SQFT
SECOND FLOOR	18,879 SQFT
TOTAL	38,367 SQFT
NET AREA	
FIRST FLOOR	17,704 SQFT
SECOND FLOOR	14,915 SQFT
SITE	
FOOTPRINT	19,488 SQFT
OPEN AREA (GREENSPACE)	31,670 SQFT
CONCRETE (PATIO/WALKS)	4,386 SQFT
ASPHALT (PARKING/ROADS)	40,349 SQFT

ZONING FOR B-3

BUILDING HEIGHT	
MAX HEIGHT	30'
PROPOSED HEIGHT	30'
LOT AREA AND DIMS	
MIN LOT AREA	6,250 SF
PROVIDED	95,893 SF
MIN LOT WIDTH	50'
PROVIDED	297'-5"
MIN LOT DEPTH	125'
PROVIDED	357'-3"
MIN YARDS & SETBACKS	
FRONT & CORNER SIDE	
YARDS	25'
PROVIDED	57'
FROM OGDEN CENTER	100'
PROVIDED	103'-3"
ALL OTHERS	25'
N/A	
SIDE	
YARDS	10'
PROVIDED	10'-8"
SETBACK	10'
PROVIDED	10'-8"
REAR	
YARDS	20'
PROVIDED	22'-4"
SETBACKS	20'
PROVIDED	115' 9 1/2"
MAX FLOOR AREA RATIO	
MAX FAR ALLOWED	50%
19,488 + 18,879 =	38,367 / 95,893 = 40%
PROPOSED FAR	40%
MAX LOT COVERAGE	
MAX COVERAGE	90%
64,223/95,893 = 67%	
PROPOSED COVERAGE	67%

PARKING

PARKING	
1 STALL REQUIRED PER 275 SQFT OF NET AREA	
NET AREA	32,619 SQFT
32,619/275 = 119	
STALLS REQUIRED	119
STALLS PROVIDED	
OUTDOOR	46







**B1** FIRST FLOOR - FAR  
 1/16" = 1'-0"



**B3** FIRST FLOOR - Net Floor Area  
 1/16" = 1'-0"

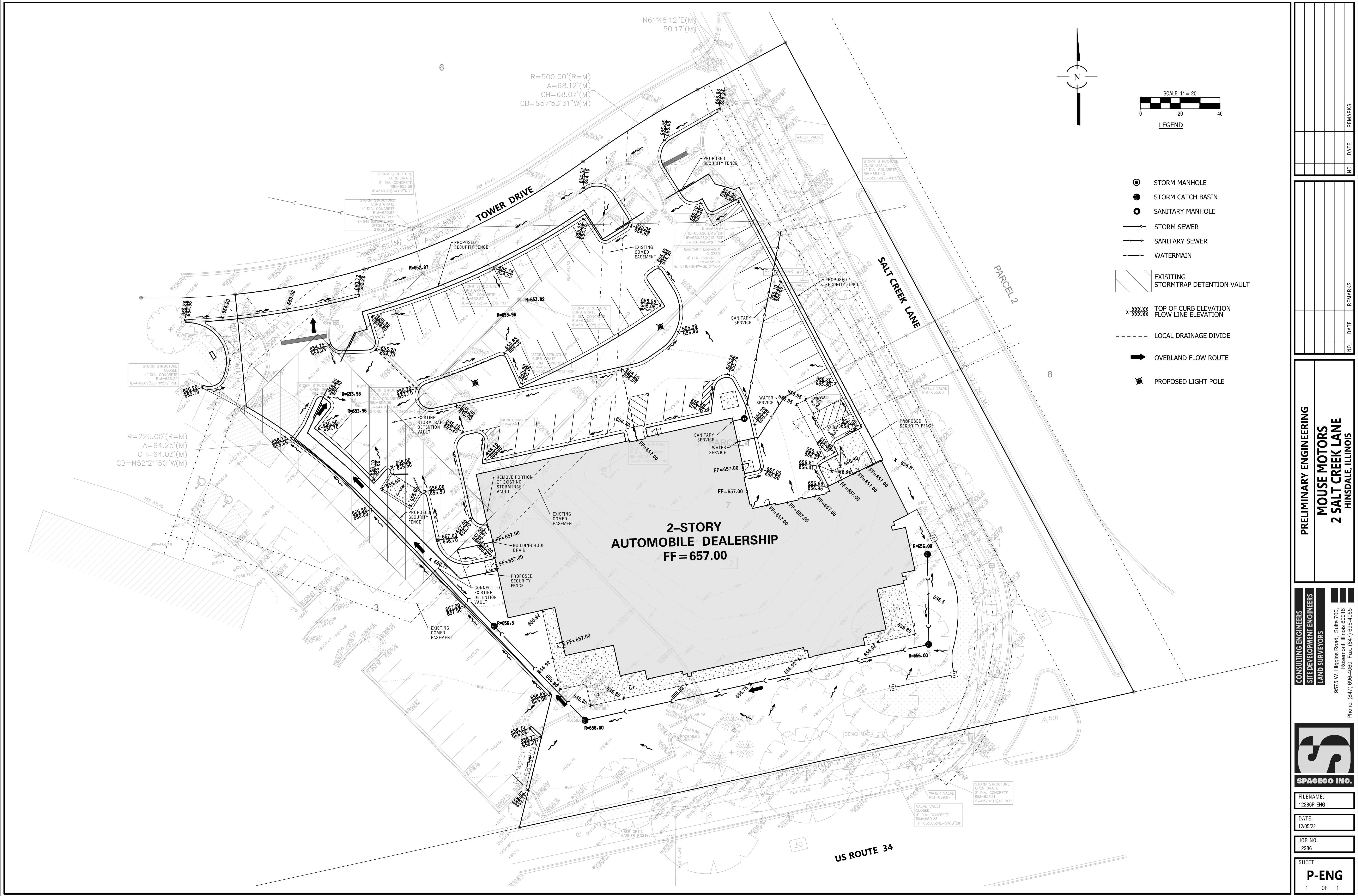


**A1** SECOND FLOOR - FAR  
 1/16" = 1'-0"



**A3** SECOND FLOOR - Net Floor Area  
 1/16" = 1'-0"





PRELIMINARY ENGINEERING	
MOUSE MOTORS	
2 SALT CREEK LANE	
HINSDALE, ILLINOIS	
CONSULTING ENGINEERS	NO.
SITE DEVELOPMENT ENGINEERS	DATE
LAND SURVEYORS	REMARKS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065	
SPACECO INC.	
FILENAME: 12286P-ENG	
DATE: 12/05/22	
JOB NO. 12286	
SHEET P-ENG	
1 OF 1	





Joint  
Utility  
Locating  
Information for  
Excavators  
ours before you dig  
(ing Sat., Sun. & Holidays)



P.O. Box 1359  
Lake Geneva, Wisconsin 53147-1359  
ph 262.639.9733  
david@wdavidheller.com  
www.wdavidheller.com

PROJECT

McLAREN  
MOTORS

East Ogden Ave.  
Hinsdale, IL

## ISSUANCE AND REVISIONS

DATE	DESCRIPTION
10.14.22	CONCEPT ISSUE
10.21.22	PLANTING PLAN
11.3.22	REVISED SITE PLAN
11.22.22	REVISED SITE PLAN



These plans were prepared by:  
W. David Heller, ASLA  
Registered Landscape Architect  
#157-000558

Information contained herein is based on survey information, field inspection, and believed to be accurate.

SHEET TITLE

# OVERALL LANDSCAPE PLAN

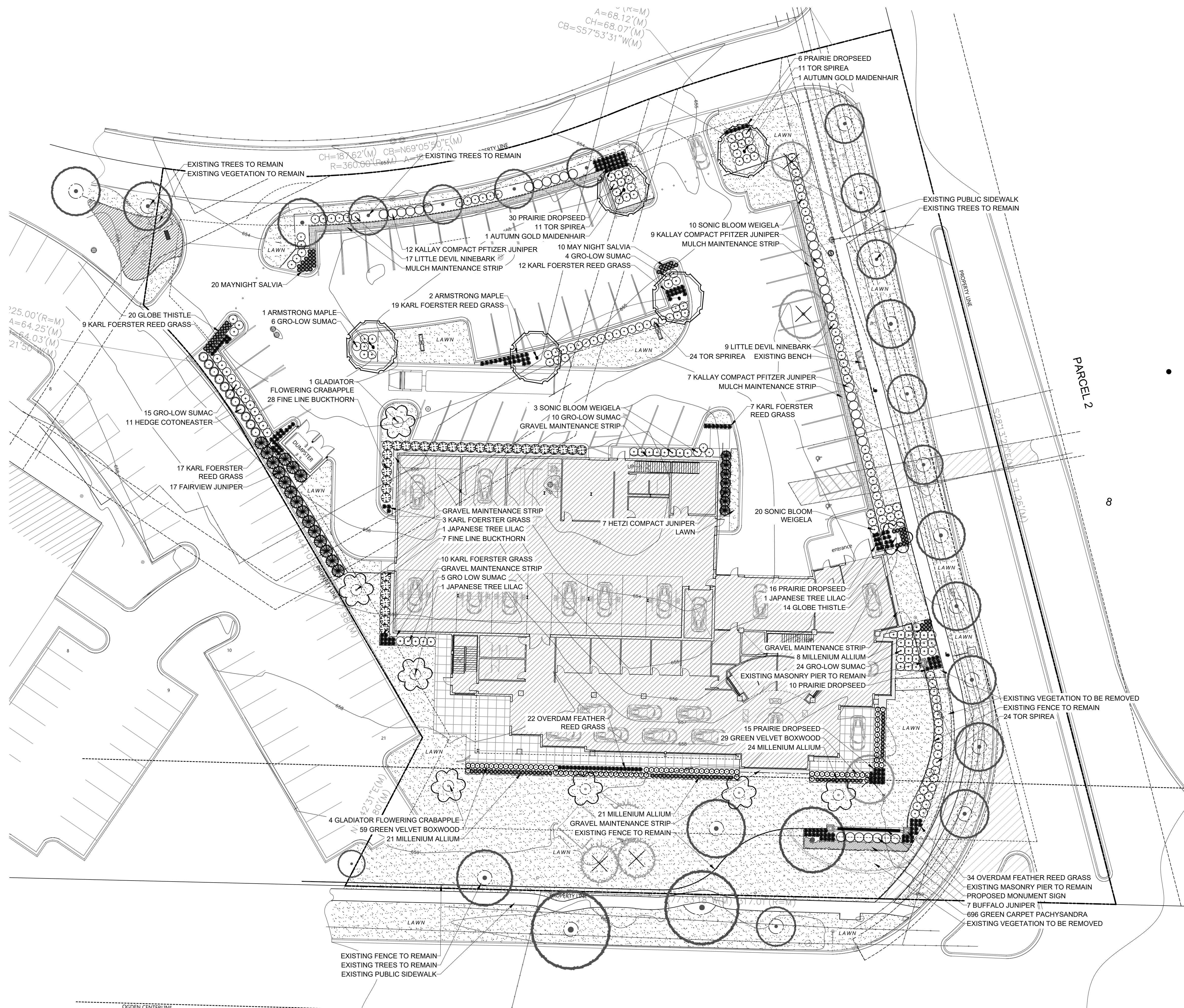
PROJECT MANAGER WDH

PROJECT NUMBER 22-059

DATE 12.5.22

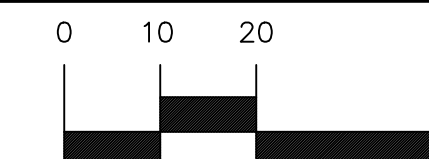
SHEET NUMBER

# L 1.0

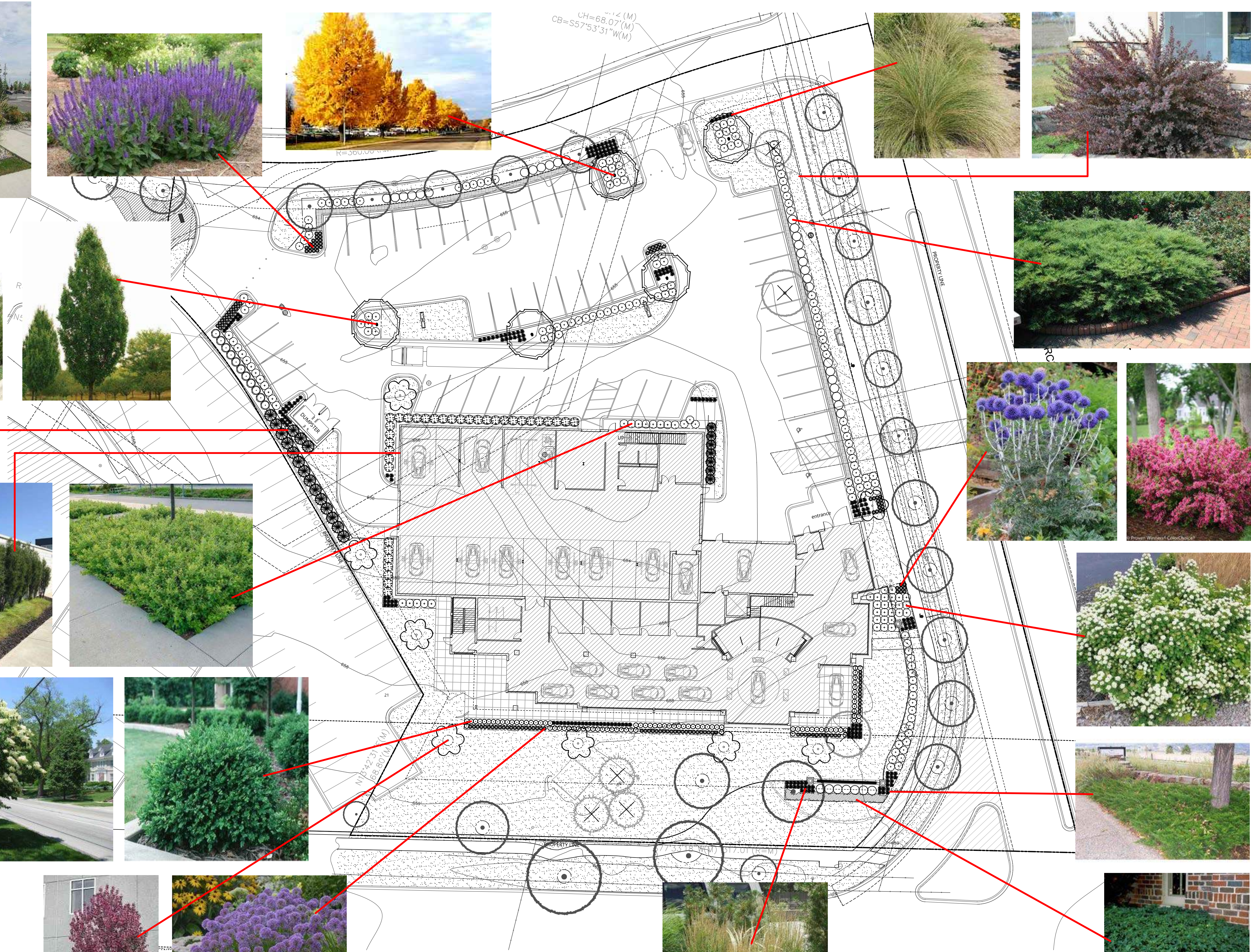


## OVERALL LANDSCAPE PLAN

Scale: 1" = 20'0"







HELLER &  
ASSOCIATES, LLC  
LANDSCAPE ARCHITECTURE  
P.O. Box 1359  
Lake Geneva, Wisconsin 53147-1359  
ph 262.639.9733  
david@wdavidheller.com  
www.wdavidheller.com



PROJECT

# McLAREN MOTORS

East Ogden Ave.  
Hinsdale, IL

## ISSUANCE AND REVISIONS

DATE	DESCRIPTION
10.14.22	CONCEPT ISSUE
10.21.22	PLANTING PLAN
11.3.22	REVISED SITE PLAN
11.22.22	REVISED SITE PLAN



These plans were prepared by:  
W. David Heller, ASLA  
Registered Landscape Architect  
#157-000558

Information contained herein is based on survey information, field inspection, and believed to be accurate.

## SHEET TITLE

# OVERALL LANDSCAPE PLAN: IMAGES

PROJECT MANAGER WDH

PROJECT NUMBER 22-059

DATE 12.5.22

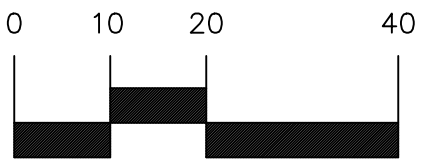
SHEET NUMBER

# L 1.05



## OVERALL LANDSCAPE PLAN

Scale: 1" = 20'0"



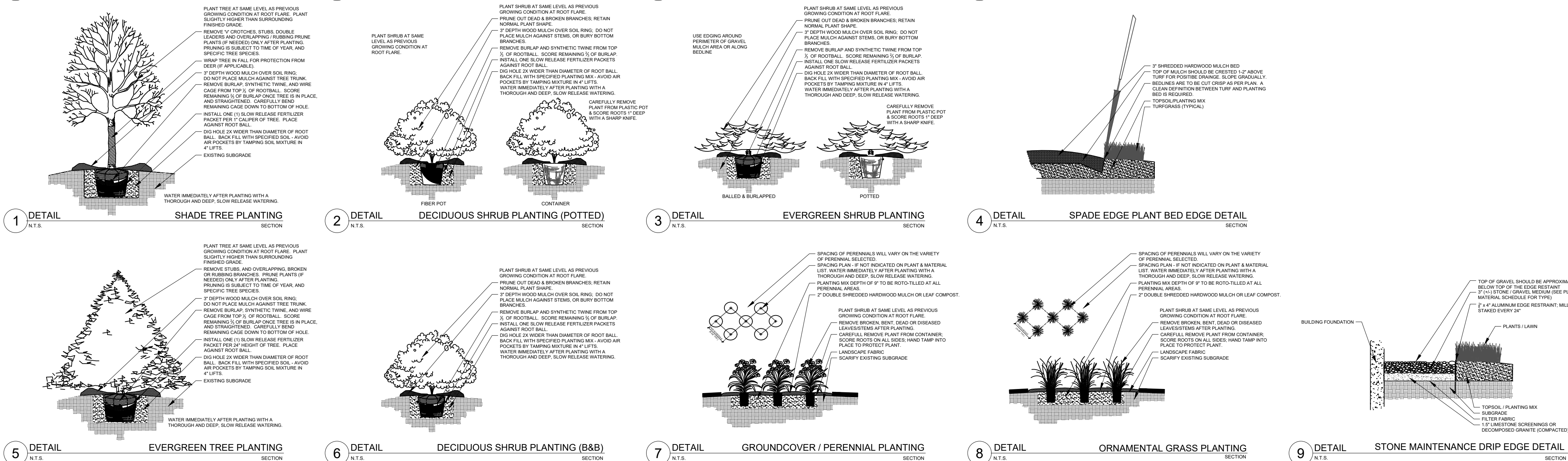






- An acceptable quality seed installation is defined as having:
- No bare spots larger than one (1) square foot
  - No more than 10% of the total area with bare areas larger than one (1) square foot
  - A uniform coverage over all turf areas
14. No-Mow seed areas: "No-Mow" fine fescue seed mix with annual ryegrass (available at Reinder's Landscape Supply 800-785-3301; or Prairie Nursery 800-476-9453) or approved equivalent mix from a reputable seed mix provider. Apply at rate recommended by supplier. Prepare seed bed and soil as specified in item #13 above.
15. Native Prairie Seed Mix / Stormwater Seed Mix / Infiltration Swale Seed Mix: Native seed mixes and plants as listed on the Plant and Material List or other seeding schedules outlined on the landscape plan. Seed mixes available from Agrecol Native Seed and Plains Nursery 608-223-3571 or approved equivalent seed mix from a reputable seed mix provider. Apply at rates specified herein, or per supplier recommendation. Prepare soil and seed bed as in item #13 above.
16. Warranty and Replacements: All plantings are to be watered thoroughly at the time of planting, through construction and upon completion of project as required. Trees, Evergreens, and Shrubs (deciduous and evergreen) shall be guaranteed (100% replacement) for a minimum of one (1) year from the date of project completion. Perennials, groundcovers, and ornamental grasses shall be guaranteed for a minimum of one (1) growing season. Perennials, groundcovers, and ornamental grasses planted after September 15th shall be guaranteed through May 31st of the following year. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Watering and general ongoing maintenance instructions are to be supplied by the Landscape Contractor to the Owner upon completion of the project.
17. The Landscape Contractor is responsible for the watering and maintenance of all landscape areas for a period of 45 days after the substantial completion of the landscape installation. This shall include all trees, shrubs, evergreens, perennials, ornamental grasses, turf grass, no-mow grass, and native prairie seed mix. Stormwater seed mix. Work also includes weeding, edging, mulching (only if required), fertilizing, trimming, sweeping up grass clippings, pruning and deadheading.
18. Project Completion: Landscape Contractor is responsible to conduct a final review of the project, upon completion, with the Landscape Architect, Client or Owner / Client Representative, and the General Contractor to answer questions, provide written care instructions for new plantings and turf, and insure that all specifications have been met.

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CAULIPER/HEIGHT	ROOT	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME	SIZE			
Proposed Landscape Materials							
SHADE TREES (DECIDUOUS)							
ARM	3	Acer freemanii 'Armstrong'	Armstrong Red Maple	3.0'	B&B	Straight central leader, full and even crown. Prune only after planting	
AGG	2	Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair	2.5'	B&B	Straight central leader, full and even crown. Prune only after planting	
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CAULIPER/HEIGHT	ROOT	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME	SIZE			
ORNAMENTAL TREES (DECIDUOUS)							
GFC	3	Mulx x astringsens 'Durlo'	Gladiator Flowering Crabapple	7-8' H	B&B	Well balanced multi-stemmed tree with minimum four canes, and full appearance	
ITL	5	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	7-8'	B&B	Well balanced multi-stemmed tree with minimum four canes, and full appearance	
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		HEIGHT	ROOT	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME	SIZE			
EVERGREEN TREES							
HCI	7	Juniperus chinensis 'Hetzl Columnaris'	Hetzl Columnar Juniper (upright)	5-6'	B&B	Evenly shaped tree with branching to the ground	42"
FVI	17	Juniperus scopulorum 'Fairview'	Fairview Upright Juniper (upright)	5-6'	B&B	Evenly shaped tree with branching to the ground	60"
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		SHRUB SIZE (HEIGHT)	ROOT/CONT.	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME	SIZE			
EVERGREEN SHRUBS							
GVB	60	Buxus 'Green Velvet'	Green Velvet Boxwood	24"	Cont.	Full rounded well branched shrub	24-30"
KCP	28	Juniperus chinensis 'Kallay'	Kallay Compact Pfitzer Juniper	#5	Cont.	Full rounded well branched shrub	48"
Bul	7	Juniperus sibirica 'Buffalo'	Buffalo Juniper	#3	Cont.	Full rounded well branched shrub	42"
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		SHRUB SIZE (HEIGHT)	ROOT/CONT.	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME	SIZE			
DECIDUOUS SHRUBS							
HC	11	Cotoneaster acutifolia	Peking (Hedge) Cotoneaster	42"	B&B	Full, well rounded plant with moist rootball and healthy appearance	30-42"
LDN	26	Physocarpus opulifolius 'Little Devil'	Little Devil Ninebark	30"	Cont.	Full, well rooted plant, evenly shaped	60"
FLB	35	Phytolacca frangula	Fine Line Buckthorn	#5	Cont.	Full, well rooted plant, evenly shaped	48"
GLS	64	Rhus aromatica 'Gro-Low'	Gro Low Fragrant Sumac	#5	Cont.	Full, well rooted plant, evenly shaped	42"
TBS	70	Spiraea betulifolia 'Tor'	Tor Spiraea	#3	Cont.	Full, well rooted plant, evenly shaped	36"
SBW	33	Weigela florida 'Sonic Bloom'	Sonic Bloom Weigela	24"	Cont.	Full, well rooted plant, evenly shaped	42"
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
ORNAMENTAL GRASSES							
KFRG	77	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1	Cont.	Full, well rooted plant	15-18"
ORG	56	Calamagrostis acutiflora 'Overdam'	Overdam Feather Reed Grass	#1	Cont.	Full, well rooted plant	15"
PDS	77	Sporobolus heterolepis	Prairie Dropseed	#1	Cont.	Full, well rooted plant	18"
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
HERBACEOUS PERENNIALS							
MA	74	Allium 'Millenium'	Millenium Allium	#1	Cont.	Full, well rooted plant, evenly shaped	18"
BGGT	34	Echinops bannaticus	Blue Glow Globe Thistle	#1	Cont.	Full, well rooted plant, evenly shaped	18"
MNS	30	Salvia xoeperia 'May Night'	May Night Salvia	#1	Cont.	Full, well rooted plant, evenly shaped	18"
PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
GROUNDCOVERS & VINES							
GCP	696	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	3"	Pot.	Full, well rooted plant.	6"
PLAN KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE	SPECIFICATION / NOTES	PLANT SPACING
		SPECIFIED SEED MIX / SOI					
LAWN	2786	Lawn Establishment Area / Grading Area				SY Reinder's Deluxe 50 Seed Mix (800-785-3301)	
	25075	Erosion Matting for sloped seeded areas	see plan for area delineation			SF EroTex D575 Erosion Control Blanket (or approved equal)	
SOD	2786	Sodded Areas (identified on plan)	see plan for area delineation			SY Fresh cut, weed free; Bluegrass Blend Sod; Water immediately after installation	
Hardscape Materials							
8	Heritage River Gravel Mulch (1.0-1.5" pieces)	Area: 740 SF		TN	2" depth		
500	Aluminum Edge Restraint (gravel areas)	Permaloc ProSlide 3/16"x5.5" Black Duraflex Finish		LF			
740	Landscape Fabric	SF		SF			
72	Shredded Hardwood Mulch (3" depth)	Area: 7,740 SF		CY	Install at Tree & Shrub Installations; apply Preemergent		
25	Double-Shredded Hardwood Mulch (2" depth)	Area: 4,020 SF		CY	Install at Perennial, Ornamental Grasses & Groundcover areas; apply Preemergent		
73	Soil Amendments (2" depth)	Area: 11,760 SF		CY	See Landscape General Notes for composition of Soil Amendments		
77	Pulverized Topsoil (1" at all seeded and sodded areas)	Area: 25,075 SF		CY			
73	Pulverized Topsoil (2" over bed areas)	Area: 11,760 SF		CY			
*Landscape counts & quantities are provided as a service to the Landscape Contractor; Landscape Contractor is responsible for verifying these counts and quantities in order to provide a complete landscape installation as outlined on this Landscape Master Plan. In the event that a discrepancy occurs between this schedule and the Landscape Master Plan, the Landscape Master Plan, including the graphics, and notations depicted therein, shall govern.							



East Ogden Ave  
Hinsdale, IL

DATE	DESCRIPTION
10.14.22	CONCEPT ISSUE
10.21.22	PLANTING PLAN
11.3.22	REVISED SITE PLAN
11.22.22	REVISED SITE PLAN



These plans were prepared by:  
W. David Heller, ASLA  
Registered Landscape Architect  
#157-000558

Information contained herein is based on survey information, field inspection, and believed to be accurate.

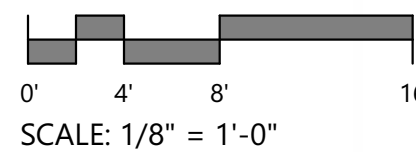
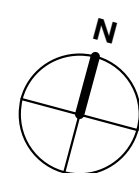
# LANDSCAPE DETAILS, NOTES, & SCHEDULE

PROJECT MANAGER	WDH
PROJECT NUMBER	22-059
DATE	12.5.22
SHEET NUMBER	



# Mouse Motors

First Floor - Salt Creek LN



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



22036

December 5th, 2022

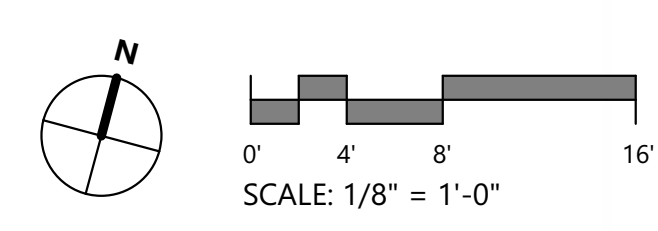
© 2022 The Redmond Company



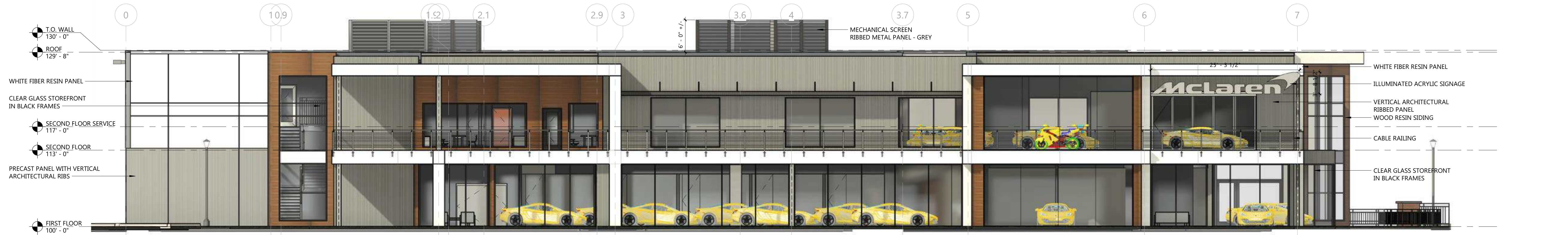


# Mouse Motors

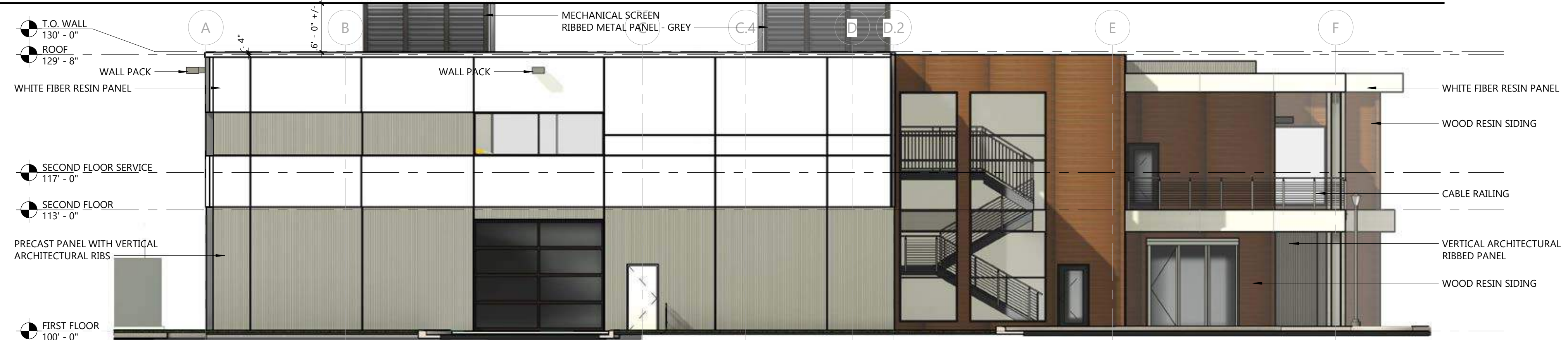
Second Floor - Salt Creek LN







**D1** South Elevation  
1/8" = 1'-0"



**C3** West Elevation  
1/8" = 1'-0"

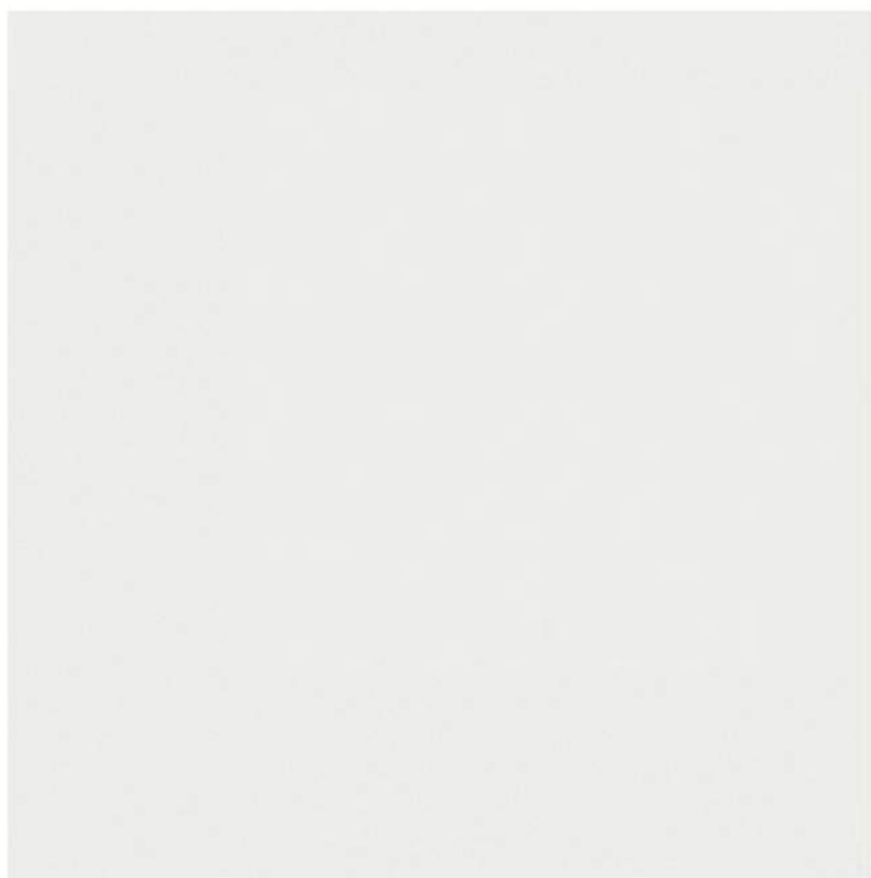


**B3** East Elevation  
1/8" = 1'-0"



**A1** North Elevation  
1/8" = 1'-0"





C1 WHITE FIBER RESIN PANEL  
1/8" = 1'-0"



C2 WOOD RESIN PANEL  
1/8" = 1'-0"



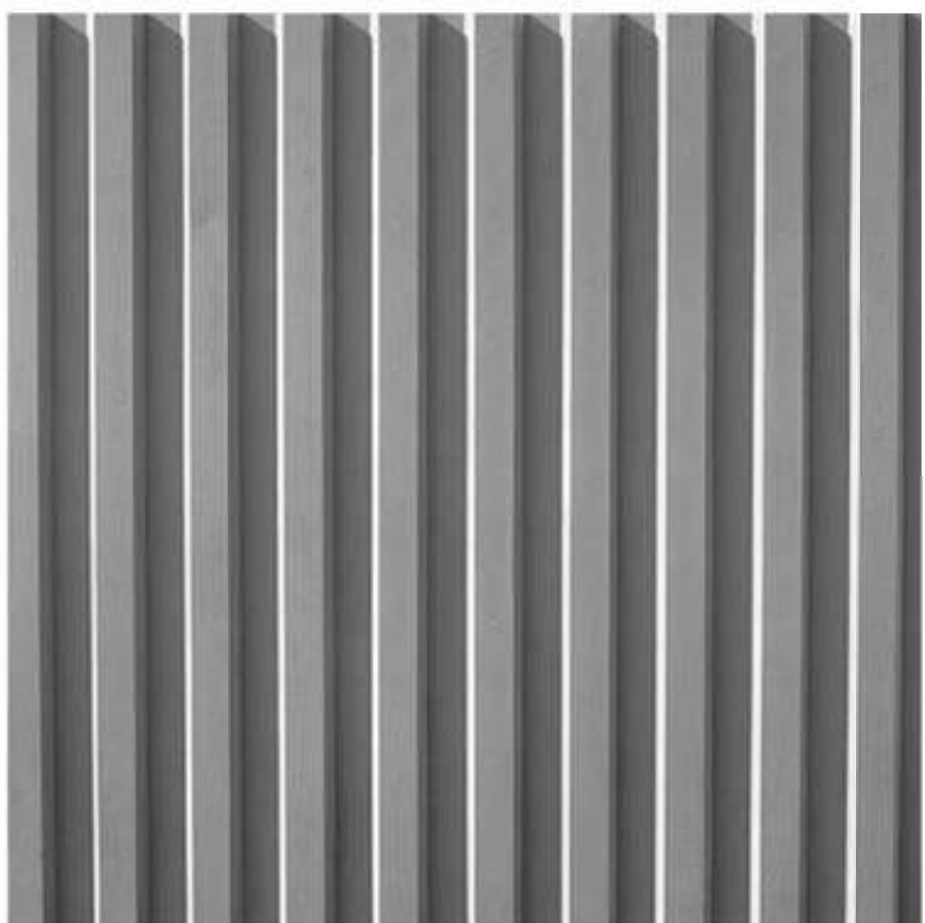
C3 VERTICAL ARCHITECTURAL RIBBED PANEL  
1/8" = 1'-0"



B1 GLASS STOREFRONT IN BLACK FRAME  
1/8" = 1'-0"



B2 CABLE RAILING  
1/8" = 1'-0"

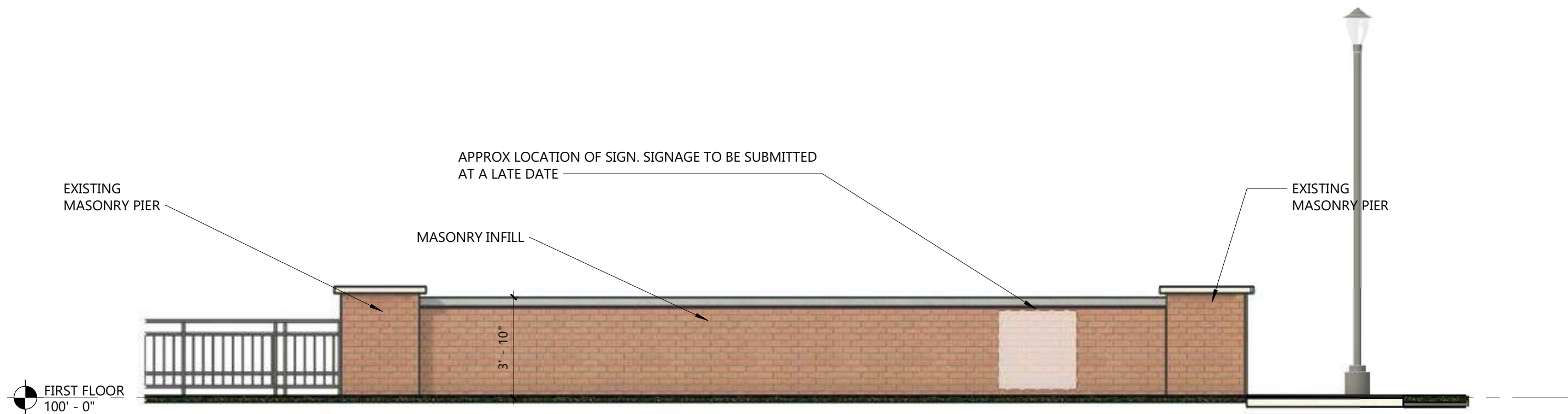


A1 PRECAST PANEL  
1/8" = 1'-0"

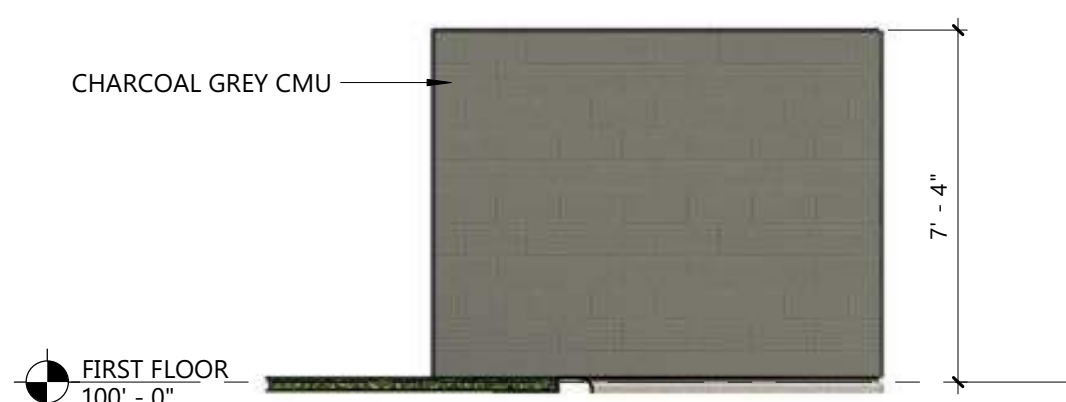


A2 MECHANICAL SCREEN RIBBED PANEL  
1/8" = 1'-0"

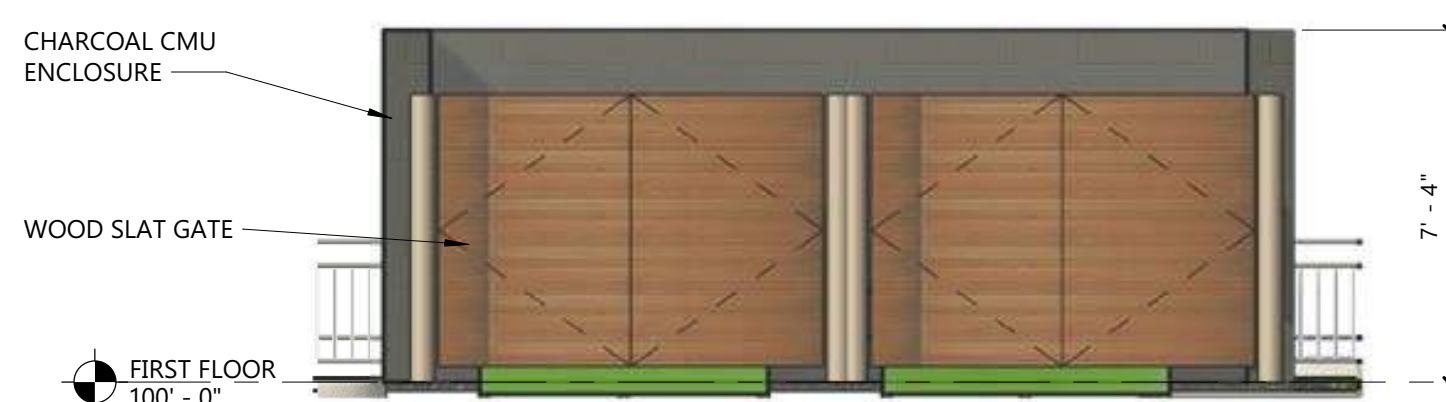
- **Material:** Smooth aluminum, 3003 H14 alloy
- **Thickness:** .063"
- **Finish:** 4000 Series powder finish on both sides



C4 MASONRY WALL INFILL  
1/4" = 1'-0"



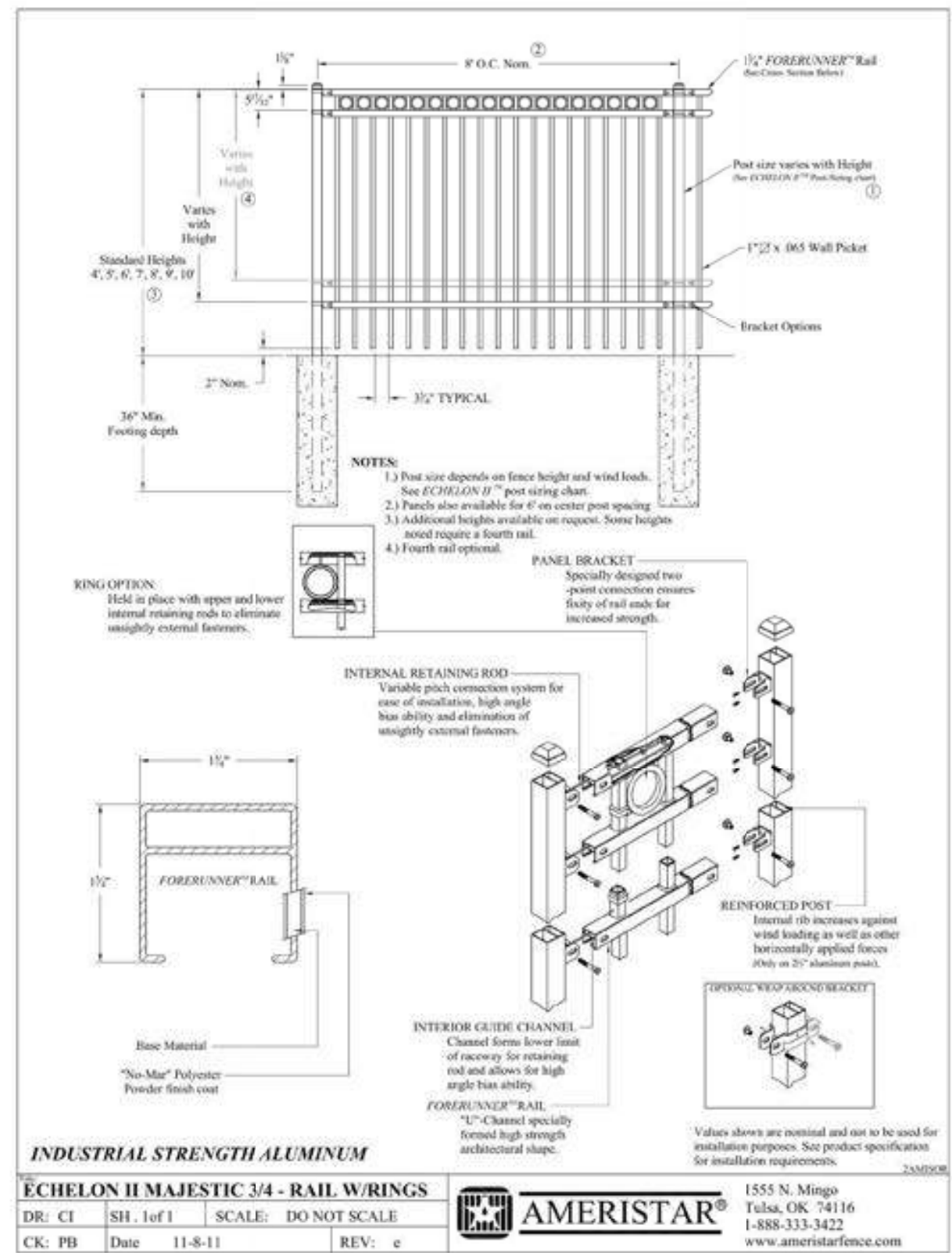
B4 ENCLOSURE SIDE ELEVATION  
1/4" = 1'-0"



B5 ENCLOSURE FRONT ELEVATION  
1/4" = 1'-0"



A4 36" ORNAMENTAL FENCE  
1/8" = 1'-0"







D2 OGDEN AVE



C2 SALT CREEK



B2 REAR



A2 CORNER



TALON  
Area Light



Project: \_\_\_\_\_

Performance Data

CRI 70+ Dimming 0-10v, 10% to 100%  
CCT 4000K Operating Temp -40°C to +55°C  
Lifetime L80 100,000+ IP Rating IP 65

Description

The Talon is Unite's most popular area light offering both fantastic efficiency and reliability to provide the best one for one replacement value in the market.

Multiple mounting options and distribution types make this a highly versatile solution for parking lots, sites and roadways. The Talon is always part of Unite Ltg's 2 day quick ship program for ultimate convenience.

Features

- Highly durable powder coat finish over chromatic conversion coating
- Die cast aluminum IP65 housing UL listed with integral heatsink
- 4 convenient mounting types for all installations
- Thermal and shock resistant 3G tested for roadways and crane mounting



Ordering Information

Example: TL-150-5K-U-T4-BRZ-P/I-3PIN-PC-HSS

Series	Wattage	Optic	Color Temp	Voltage	Color	Mounting
TL Talon	100 150 200 240 300	H3 Type 3 H4 Type 4 H5 Type 5	4K 4000K	U 120-277 H 277-480	BZ Bronze BK Black WH White	SF Slip Fit Mount PM Pole Mount TRN Trunion Mount

Performance Data

CRI 70+ Dimming 0-10v, 10% to 100%  
CCT 4000K, 5000K Operating Temp -40°C to +55°C  
Lifetime L80 100,000+ IP Rating IP 65

Description

The Galaxy's clean lines provide a fantastic versatile cutoff wall pack for those in search of a more modern look to their projects. The three wattage and three kelvin adjustability delivers all of your stocking needs in one package. The IP65 powder coat finish and high impact lens delivers highly durable maintenance free lighting for years to come.

Features

- Highly durable powder coat finish over chromatic conversion coating
- Die cast aluminum IP65 housing UL listed with integral heatsink
- 1/2" threaded conduit entry in 4 convenient locations
- Fully adjustable Wattage and Color Temperature for one SKU convenience



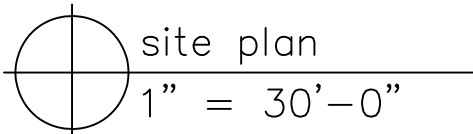
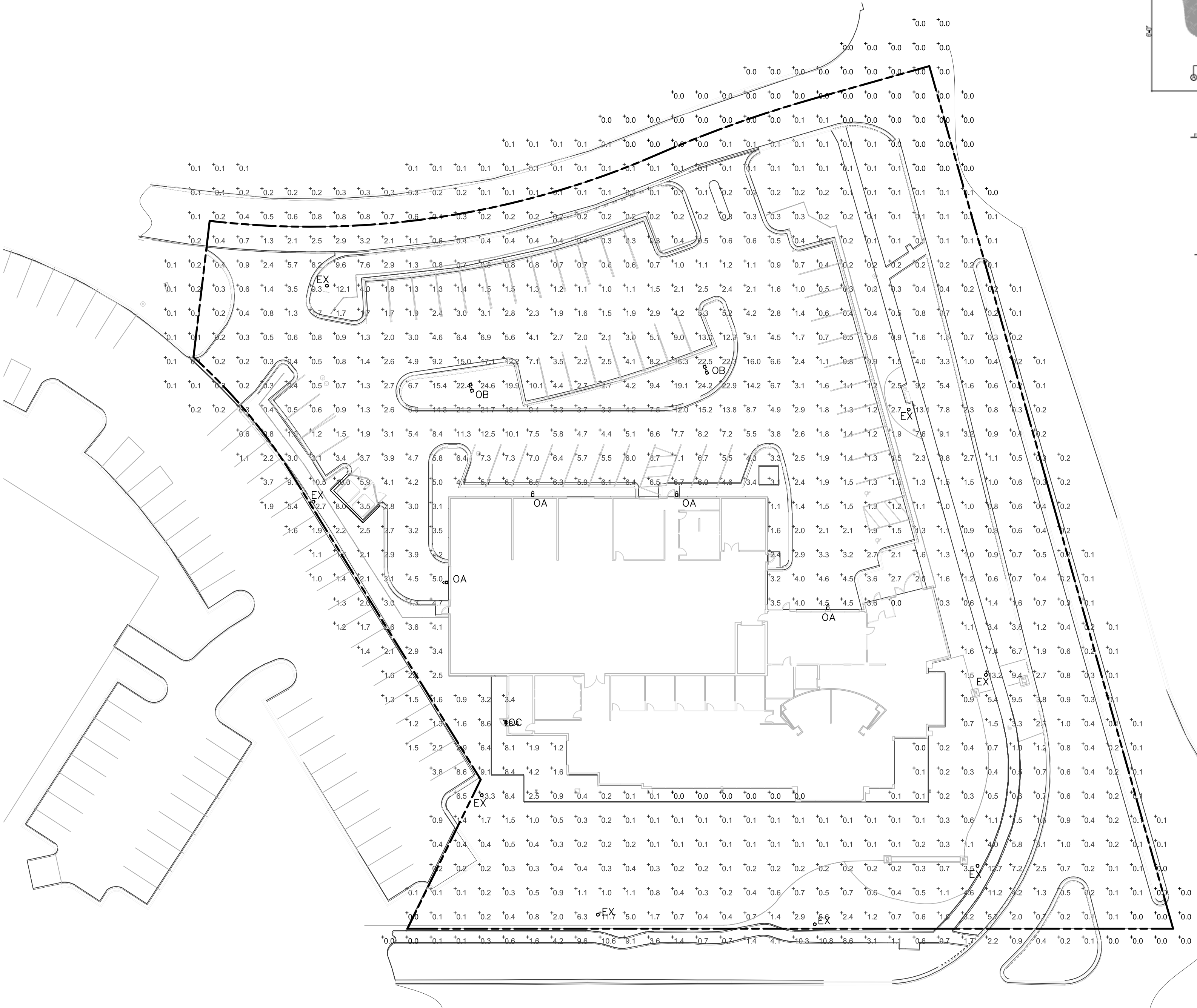
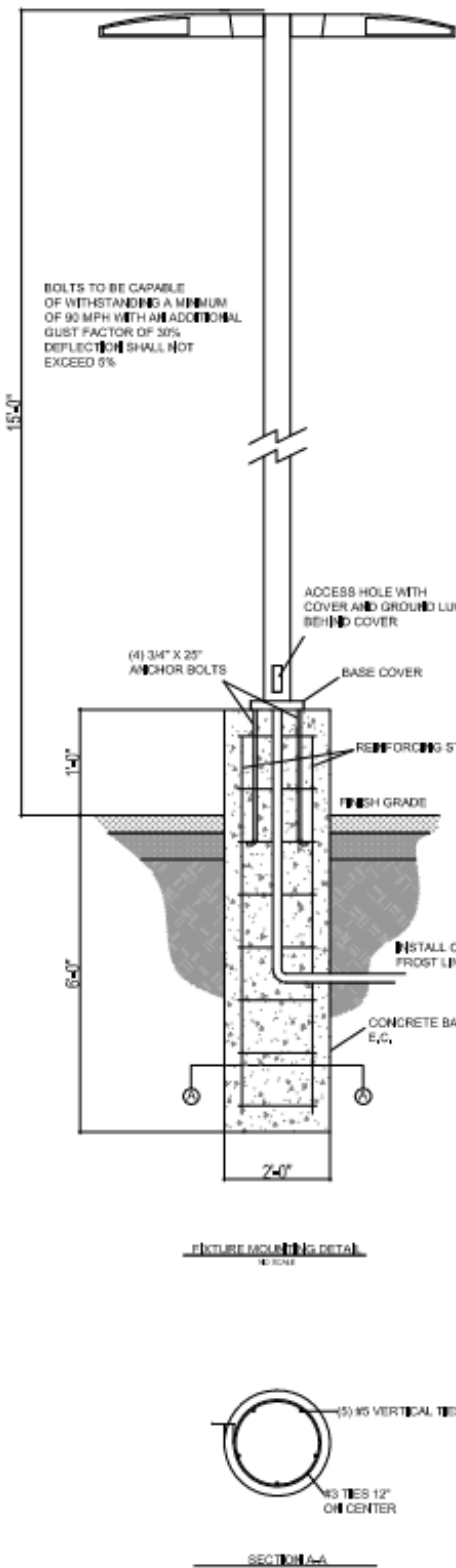
Ordering Information

Example: GX MW MK U CL BZ

Series	Wattage	Color Temp	Voltage	Lens	Color	Accessories
GX Galaxy	MW Adjustable 45W/60W/75W	MK Adjustable 3K/4K/5K	U 120-277	CL Clear	BZ Bronze BK Black WH White CU Custom	PC Photocell (included) 10kv 10KV Surge Protector

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	OA	4	UNITE	TALON 150W TYPE IV	BUILDING MOUNTED 28" AFG	4000K LED	1	Talon 150W Type 4 4000K.IES	21044	1	150
	OB	2	UNITE	TALON 150W TYPE IV	TWIN 180 TYPE IV MOUNTED ON A 14" POLE ON A 1' BASE	4000K LED	1	Talon 150W Type 4 4000K.IES	21044	1	300
	OC	1	UNITE	Galaxy 45W 4000K	BUILDING MOUNTED 10" AFG	4000K LED	1	Galaxy 45W 4K.IES	6140	1	45
	EX	8	EXISTING	EXISTING DECORATIVE POLE	EXISTING DECORATIVE PENDANT LIGHT POLE	4000K LED	1	ESL3_LTDRL3_P20S_40 K_XXXXX_TG3.Ies	11346	1	72.77

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE PHOTOMETRICS	+	2.2 fc	28.4 fc	0.0 fc	N/A	N/A



REMARKS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PROJECT:

M-MOTORS

PROJECT LOCATION:

HINSDALE, IL

DATE:

12 / 5 / 2022

DRAWN BY:

J. PRUSINSKI

PROJECT NUMBER:

00688

SITE PHOTOMETRIC DRAWING

SCALE:

NTS

SLE



# EXHIBIT 3



# Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271  
www.dnr.illinois.gov

JB Pritzker, Governor  
Colleen Callahan, Director

DuPage County  
Hinsdale  
2 Salt Creek Lane  
Section:1-Township:38N-Range:11E  
IEPA, SPACECO-12286  
\*New construction, car dealership

PLEASE REFER TO: SHPO LOG #021082922

October 1, 2022

Jim Kapustiak  
Spaceco Inc.  
9575 W. Higgins Road, Suite 700  
Rosemont, IL 60018

Dear Mr. Kapustiak:

The Illinois State Historic Preservation Office is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state funded, permitted or licensed undertakings for their effect on cultural resources. Pursuant to this, we have received information regarding the referenced project for our comment.

Our staff has reviewed the specifications under the state law and assessed the impact of the project as submitted by your office. We have determined, based on the available information, that no significant historic, architectural or archaeological resources are located within the proposed project area.

According to the information you have provided concerning your proposed project, apparently there is no federal involvement in your project. However, please note that the state law is less restrictive than the federal cultural resource laws concerning archaeology. If your project will use federal loans or grants, need federal agency permits, use federal property, or involve assistance from a federal agency, then your project must be reviewed under the National Historic Preservation Act of 1966, as amended. Please notify us immediately if such is the case.

This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the IL Human Skeletal Remains Protection Act (20 ILCS 3440).

Please retain this letter in your files as evidence of compliance with the Illinois State Agency Historic Resources Preservation Act.

If further assistance is needed please contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or [Jeffery.kruchten@illinois.gov](mailto:Jeffery.kruchten@illinois.gov).

Sincerely,

Carey L. Mayer, AIA  
Deputy State Historic  
Preservation Officer



# **EXHIBIT GROUP 4**

September 20, 2022

Bethany Salmon  
Village Planner  
Village of Hinsdale  
19 E Chicago Ave  
Hinsdale, IL 60521

Dear Ms. Salmon,

Please be advised that McLaren Automotive, Inc. (MAI) has duly authorized LaSarte Partners LLC, d/b/a McLaren Chicago to relocate their McLaren Sales and Service operation from 645 W. Randolph Street, Chicago, IL 60661 to 2 Salt Creek Hinsdale, IL 60521.

Upon approval of this purchase by the Village of Hinsdale, please provide MAI with a written copy of the approval for our internal records at the address below.

Sincerely,

A handwritten signature in black ink, appearing to read "Alex C. Salamone".

Alex C. Salamone  
Head of Network and  
Business Development

cc: Nicolas Brown

9/19/2022

Bethany Salmon  
Village Planner  
Village of Hinsdale  
19 E. Chicago Ave.  
Hinsdale, IL 60521  
Via email: [bsalmon@villageofhinsdale.org](mailto:bsalmon@villageofhinsdale.org)

Re: 2 Salt Creek Lane (Premises)  
Mouse Motors / McLaren Chicago (Applicant)

Dear Ms. Salmon:

I represent the owners of JLR Hinsdale, common address 336 E Ogden Ave., located in Hinsdale. We approve and support the applications of Mouse Motors Inc., / McLaren Chicago for the operation of an automotive dealership at the Premises under the submitted plans. This dealership will be a beneficial addition to our community and business.

Please feel free to reach out with any questions.

By:

A handwritten signature in black ink, appearing to read "Kevin Jacobs", is written over a horizontal line.

Kevin Jacobs

2 Salt Creek LLC  
c/o Vequity LLC  
226 North Morgan Street, Suite 300  
Chicago, Illinois 60607  
Attn: Christopher Ileakis  
Email: [c.ileakis@vequity.com](mailto:c.ileakis@vequity.com)

9/18/2022

Bethany Salmon  
Village Planner  
Village of Hinsdale  
19 E. Chicago Ave.  
Hinsdale, IL 60521  
Via email: [bsalmon@villageofhinsdale.org](mailto:bsalmon@villageofhinsdale.org)

Re: 2 Salt Creek Lane, Hinsdale, IL (Premises)  
Mouse Motors / McLaren Chicago (Applicant)

Dear Ms. Salmon:

I represent the owner of Lot 7, common address 2 Salt Creek Ln, located in Office Park of Hinsdale Owners Association. Seller approves and supports the applications of Mouse Motors Inc., / McLaren Chicago for the operation of an automotive dealership at the Premises under the submitted plans. This dealership will be a beneficial addition to our community.

Please feel free to reach out with any questions.



By:  
Chris Ileakis-Manager

# **EXHIBIT 5**

# Traffic Impact Study Luxury Car Dealership

Hinsdale, Illinois



Prepared For:



November 29, 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 luxury car dealership to be located in Hinsdale, Illinois. The site is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue (U.S. Route 34) on the south and currently contains a vacant parcel and that previously contained an approximate 30,000 square-foot office building. As proposed, the two-story dealership will occupy an approximately 19,500 square-foot building footprint totaling approximately 38,400 square feet. In addition, the dealership will provide a total of approximately 45 outdoor parking spaces and 70 indoor parking spaces. Access to the dealership will be provided via the two existing access drives located on Tower Drive serving the site.

The purposes of this study are to (1) examine background traffic conditions, (2) assess the impact that the proposed luxury dealership will have on traffic conditions in the area, and (3) determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed luxury dealership.

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

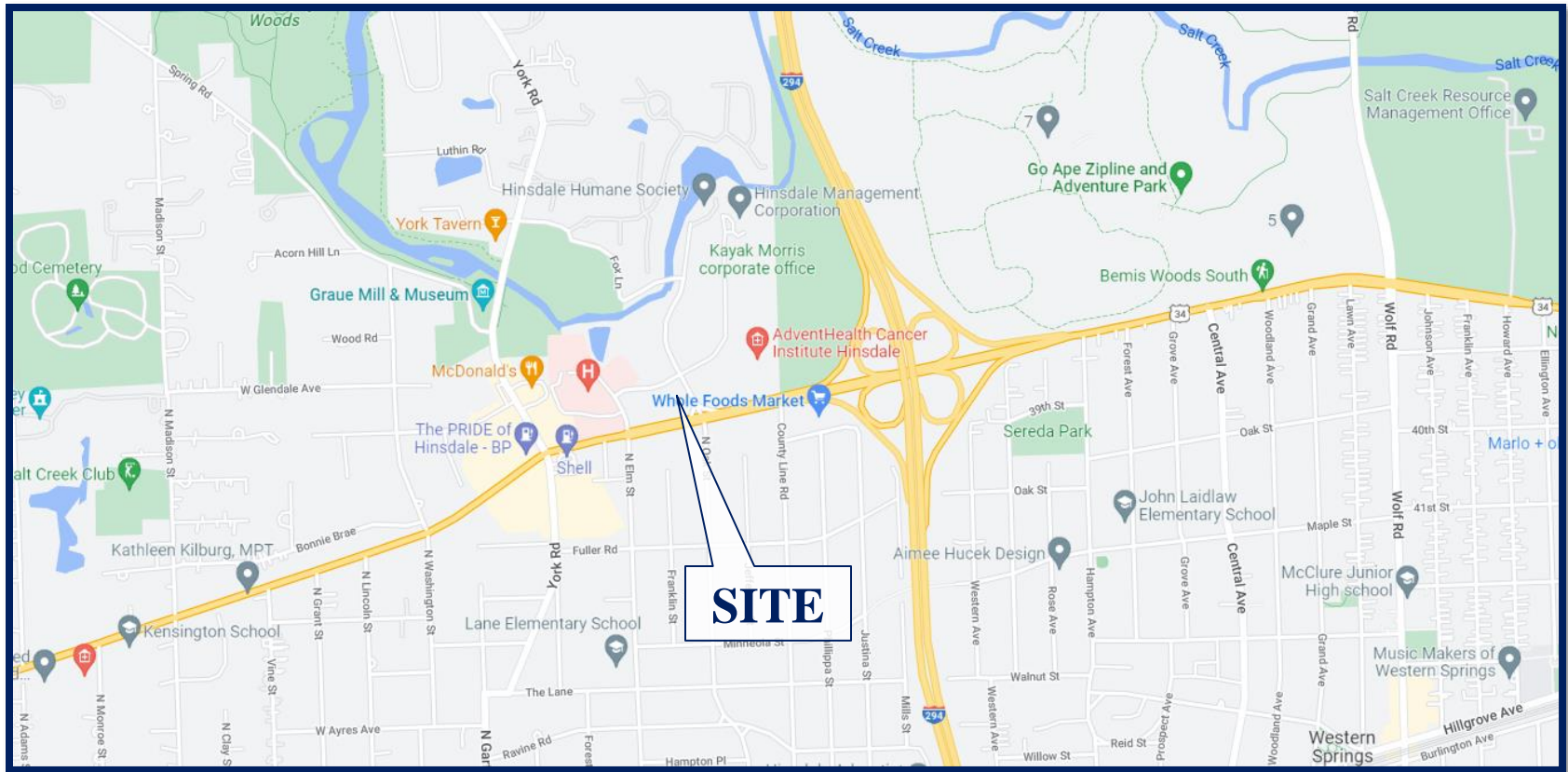
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Year 2022 Base Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes adjusted to reflect typical conditions.
2. Year 2028 No-Build Conditions – Analyzes the capacity of the existing roadway system using base peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development.
3. Year 2028 Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the net increase in traffic estimated to be generated by the proposed luxury dealership.

## Executive Summary

Based on the results of the traffic study, the following conclusions have been made:

- Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.
- The access drives on Tower Drive will provide flexible and efficient access to and from the site and will be adequate in accommodating site traffic.
- The proposed luxury dealership is estimated to generate less peak hour and daily traffic than an approximate 30,000 square-foot office building that previously occupied the site and can contain a similar size building under the existing zoning.
- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed luxury dealership and no additional roadway improvements or traffic control modifications are required.



**Site Location**

**Figure 1**





Aerial View of Site

Figure 2

*Luxury Car Dealership  
Hinsdale, Illinois*

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented 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

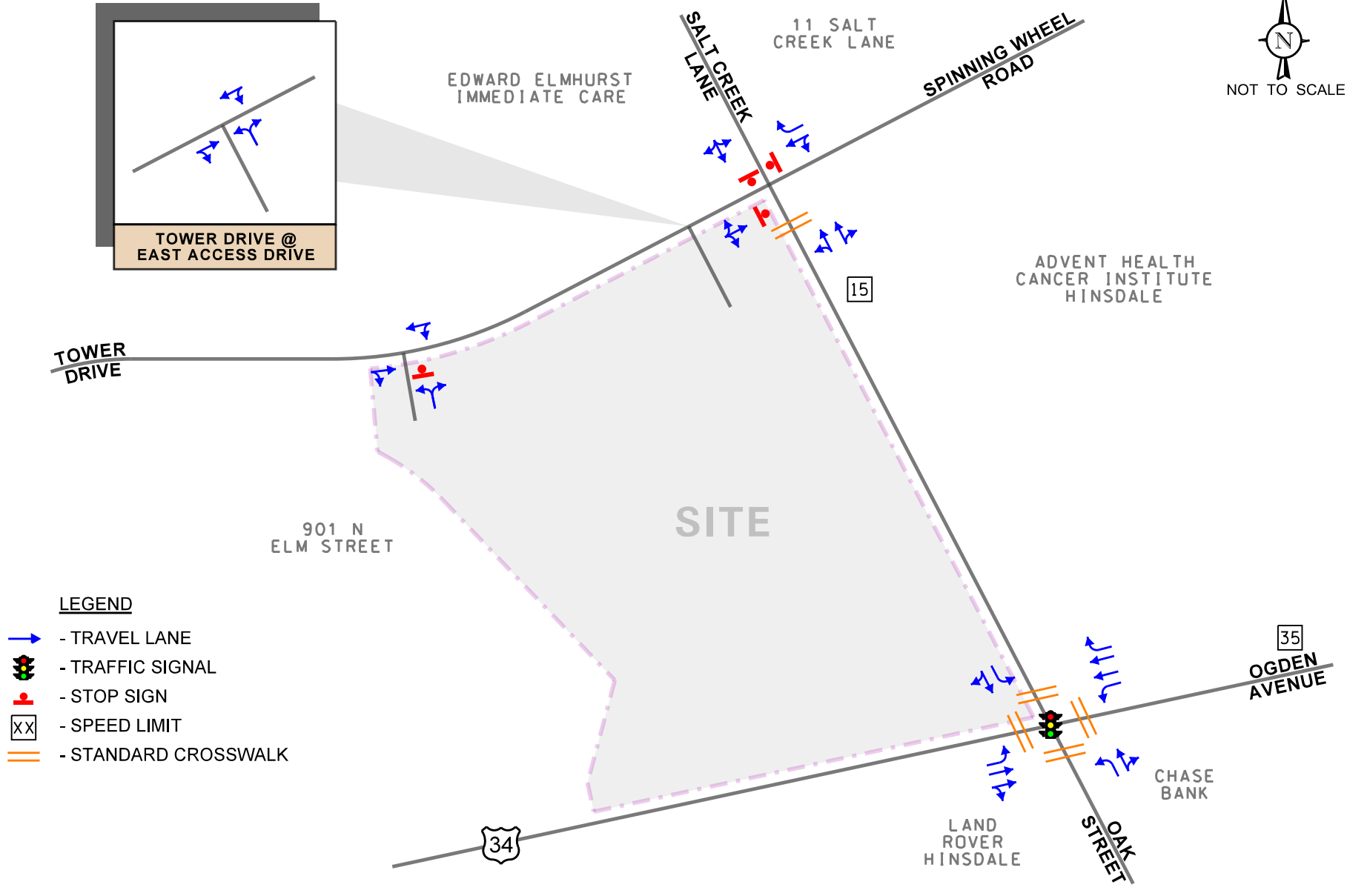
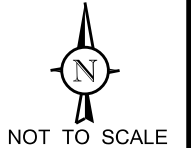
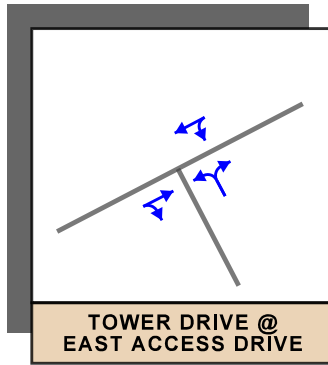
The site is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. The 901 Elm Street office building is located directly west of the site. Land uses further to the north are primarily medical office buildings, along Ogden Avenue are commercial uses, and south of Ogden Avenue is a residential area. An interchange with Interstate 294 is located approximately 0.35 miles east of the intersection of Ogden Avenue with Salt Creek Lane/Oak Street.

### Existing Roadway System Characteristics

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

*Ogden Avenue (U.S. Route 34)* is generally a northeast-to-southwest, other principal arterial roadway which generally provides two lanes in each direction divided by a striped median in the vicinity of the site. At its signalized intersection with Salt Creek Lane/Oak Street, Ogden Avenue provides a separate left-turn lane, a through lane, and a combined through/right-turn lane on the eastbound approach and a separate left-turn lane, two through lanes, and a channelized right-turn lane on the westbound approach. Standard-style crosswalks are provided on both legs of the intersection. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA), carries an Annual Average Daily Traffic (AADT) volume of approximately 33,400 vehicles (IDOT 2019), and has a posted speed limit of 35 miles per hour.

*Salt Creek Lane/Oak Street* is a north-south, local roadway that generally provides one lane in each direction in the vicinity of the site. The road is designated as Salt Creek Lane north of Ogden Avenue and Oak Street south of Ogden Avenue. Between Ogden Avenue and Tower Drive, Salt Creek Lane provides two lanes in each direction divided by a median. At their signalized intersection with Ogden Avenue, Salt Creek Lane and Oak Street each provide a separate left-turn lane, a combined through/right-turn lane, and a standard-style crosswalk. At its unsignalized intersection with Tower Drive/Spinning Wheel Road, Salt Creek Lane provides a combined left-turn/through lane, a combined through/right-turn lane, and a standard-style crosswalk on the northbound approach and a combined left-turn/through/right-turn lane on the southbound approach. The southbound approach of Salt Creek Lane, Tower Drive, and Spinning Wheel Road are under stop sign control while the northbound approach of Salt Creek Lane operates under free-flow conditions. Salt Creek Lane and Oak Street are under the jurisdiction of the Village of Hinsdale. Salt Creek Lane has a posted speed limit of 15 miles per hour and Oak Street has a posted speed limit of 25 miles per hour.



**LEGEND**

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- STANDARD CROSSWALK

Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

Existing Roadway Characteristics



Job No: 22-336

Figure: 3



*Tower Drive/Spinning Wheel Road* is generally an east-west, local roadway that provides one lane in each direction. West of Salt Creek Lane the road is designated as Tower Drive and east of Salt Creek Lane the road is designated as Spinning Wheel Road. At their unsignalized intersection with Salt Creek Lane, Tower Drive provides a combined left-turn/through/right-turn lane and Spinning Wheel Road provides a combined left-turn/through lane and a separate right-turn lane. The southbound approach of Salt Creek Lane, Tower Drive, and Spinning Wheel Road are under stop sign control while the northbound approach of Salt Creek Lane operates under free-flow conditions. At the unsignalized intersections with the two access drives serving the site, Tower Drive provides combined through/right-turn lanes on the eastbound approaches and combined left-turn/through lanes on the westbound approaches. Tower Drive is under private jurisdiction and Spinning Wheel Road is under the jurisdiction of the Village of Hinsdale.

## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections on Wednesday, October 26, 2022:

- Tower Drive with the site east access drive
- Tower Drive with the site west access drive, which also provides access to the 901 Elm Street office building

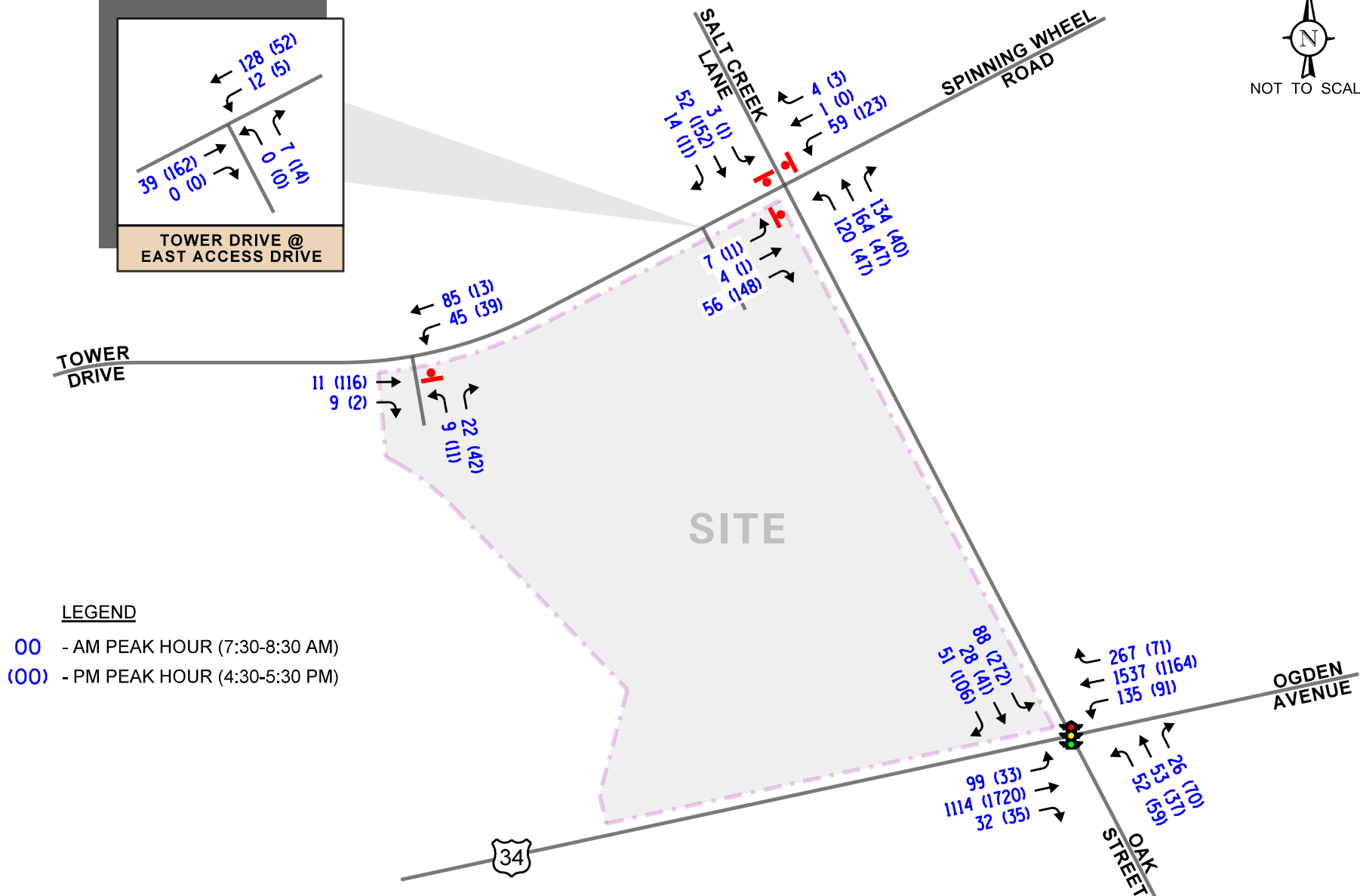
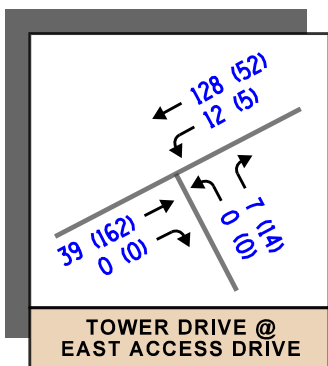
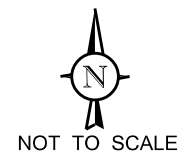
These counts were supplemented with previously conducted counts on Tuesday, March 1, 2022 at the following intersections:

- Ogden Avenue with Salt Creek Lane/Oak Street
- Salt Creek Lane with Tower Drive/Spinning Wheel Road

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

To ensure that the traffic volumes reflect normal traffic conditions, the 2022 traffic counts along Ogden Avenue were compared with the 2019 AADT volumes available from IDOT, increased to 2022 volumes with an annual growth rate to be discussed later. The comparison determined that the existing traffic volumes along Ogden Avenue were approximately 20 percent lower than the IDOT counts adjusted to 2022. Therefore, the through volumes along Ogden Avenue were increased by 20 percent to reflect normal traffic conditions and provide the Year 2022 base volumes.

**Figure 4** illustrates the Year 2022 base traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

Year 2022 Base Traffic Volumes



Job No: 22-336

Figure: 4



## Crash Data Summary

KLOA, Inc. obtained crash data<sup>1</sup> from IDOT for the most recent available five years (2017 to 2021) for the intersections of Ogden Avenue with Salt Creek Lane and Oak Street, Salt Creek Lane with Tower Drive and Spinning Wheel Drive, and Tower Drive with the east and west access drives serving the site. The crash data for the intersection of Ogden Avenue with Salt Creek Lane and Oak Street is summarized in **Table 1**. No crashes were reported at any of the other intersections during the review period. Further, a review of the crash data indicated that no fatalities were reported at the intersections during the review period.

Table 1

### OGDEN AVENUE (US 34) WITH SALT CREEK LANE/OAK STREET – CRASH SUMMARY

Year	Type of Crash Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	2	1	3	0	7
2018	0	0	1	0	1	0	2
2019	0	1	3	0	2	0	6
2020	0	0	1	0	0	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
<b>Total</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>18</b>
<b>Average</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>1.4</b>	<b>&lt;1.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.6</b>

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

### 3. Traffic Characteristics of the Proposed Dealership

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

#### Proposed Site and Development Plan

As discussed earlier, the site of the luxury dealership is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. As proposed, the two-story building will have a footprint of approximately 19,500 square feet with a total of approximately 38,400 square feet. The building will consist of a showroom, offices, indoor parking, and a service area with maintenance bays. A loading zone for trucks will be on the north side of the building. Based on the information provided by the operator, the dealership will have a total of approximately 16 employees and 10 to 20 customers are expected per month. The dealership will provide 45 outdoor parking spaces and 70 indoor parking spaces.

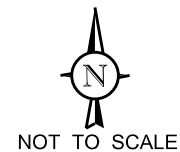
Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. The east access drive is located approximately 75 feet west of Salt Creek Lane and the west access drive is located approximately 285 feet west of Salt Creek Lane. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.

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

#### Directional Distribution

The directions from which patrons and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic generated by the proposed luxury dealership.





Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

Directional Distribution



Job No: 22-336

Figure: 5

## Peak Hour Traffic Volumes

The volume of traffic estimated to be generated by the proposed luxury car dealership was based on Automobile Sales (New) trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. However, it is important to note that the ITE rates are based on larger, standard dealerships as opposed to the proposed luxury dealership, which is smaller, unique, and nontraditional compared to standard dealerships. The proposed luxury dealership is projected to generate much lower traffic volumes as it will have an exceptionally low number of on-site unit sales and service appointments. As discussed above, the proposed luxury dealership will have approximately 16 employees and only approximately 10 to 20 customers per month, as approximately 80 percent of vehicle sales take place online and an enclosed vehicle hauler handles 90 to 95 percent of their service business. The operator has indicated that the proposed luxury dealership is only anticipated to have approximately 25 percent of the sales/service appointments of a standard dealership. As such, the ITE trip rates were reduced by 75 percent. The trip generation estimates are shown in **Table 2**.

Table 2  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Luxury Car Dealership (44,500 s.f.)	15	8	23	10	15	25	156	156	312

The subject site previously contained an approximately 30,000 square-foot office building and can contain a similar size building under the existing zoning. To provide a comparison of the traffic to be generated by the proposed luxury dealership and an office building that can occupy the site, the traffic to be generated by a 30,000 square-foot office building was determined based on trip rates provided in the ITE *Trip Generation Manual*. **Table 3** illustrates the traffic to be generated by the proposed luxury dealership and an approximate 30,000 square-foot office building. From the table it can be seen that the proposed luxury dealership will generate less peak hour and daily traffic than an approximate 30,000 square-foot office building and, as such, is a less traffic intense use than the office building.

Table 3  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Luxury Car Dealership (44,500 s.f.)	15	8	23	10	15	25	156	156	312
Office Building (30,000 s.f.)	52	7	59	10	51	61	203	204	407



## 4. Projected Traffic Conditions

The total projected traffic volumes include the base traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed luxury dealership.

### Dealership Traffic Assignment

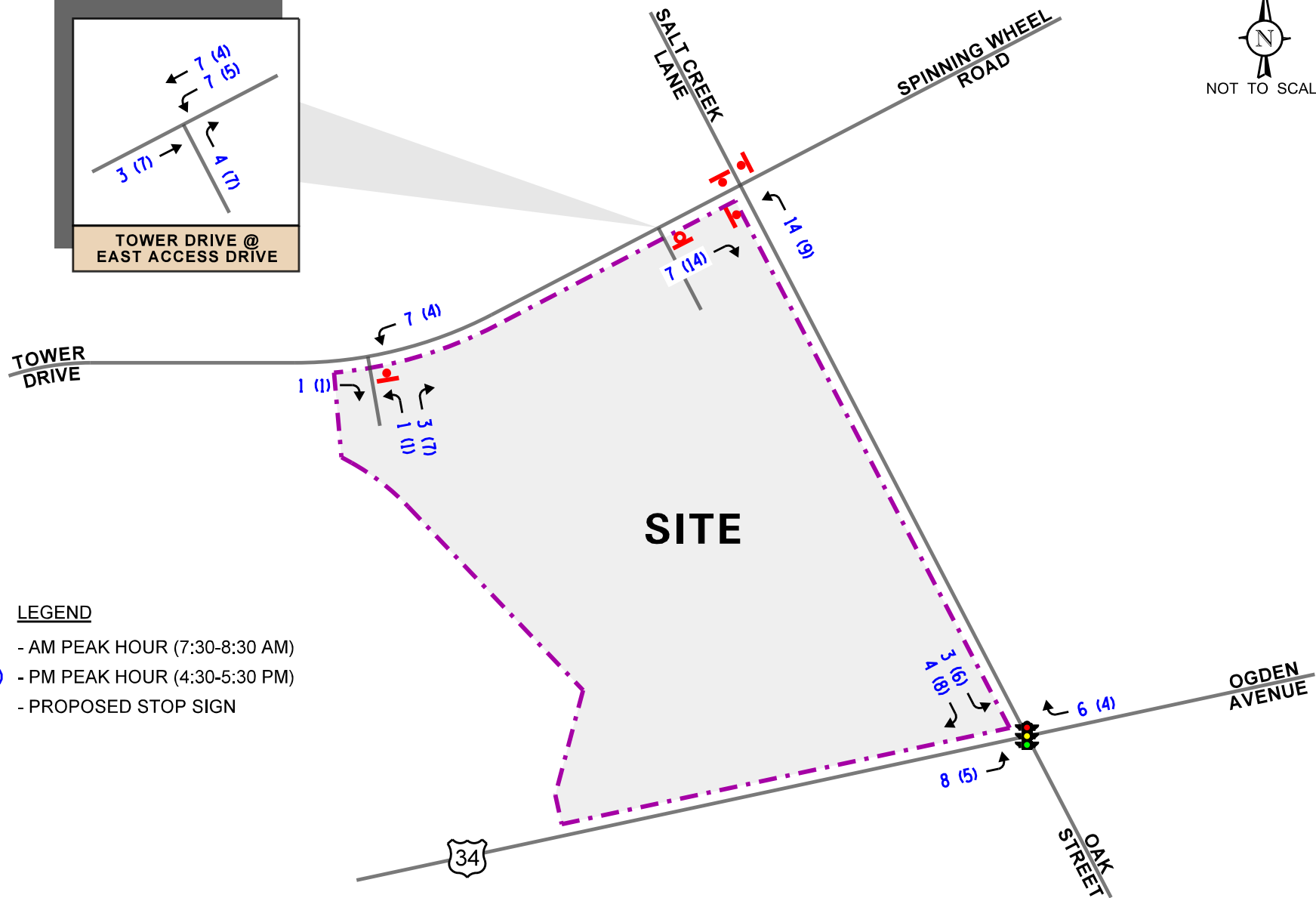
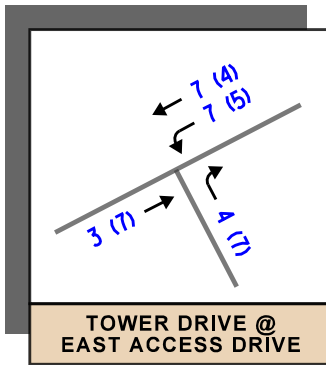
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed luxury dealership were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the total new trips.

### Background (No-Build) Traffic Conditions

The base traffic volumes were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by CMAP in a letter dated October 26, 2022, the base traffic volumes are projected to increase by a compound annual growth rate of 0.4 percent per year. As such, traffic volumes were increased by approximately two percent total to represent Year 2028 conditions (one-year buildout plus five years). A copy of the CMAP projections letter is included in the Appendix. The Year 2028 no-build traffic volumes, which include the base traffic volumes increased by the regional growth factor, are illustrated in **Figure 7**.

### Total Projected Traffic Volumes

The traffic to be generated by the proposed luxury dealership (Figure 6) was added to the no-build traffic volumes (Figure 7) to determine the Year 2028 total projected traffic volumes, as shown in **Figure 8**.



Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

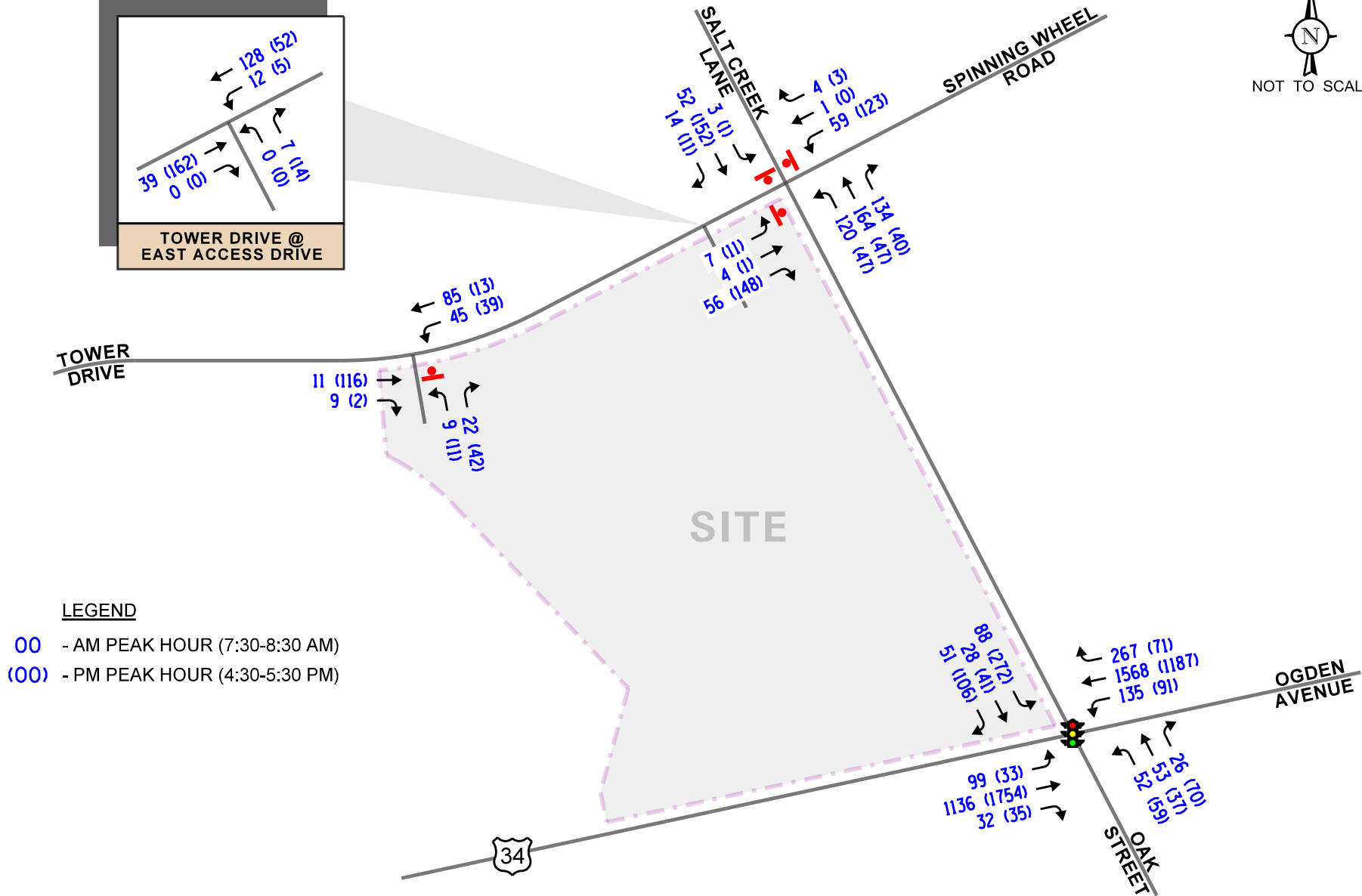
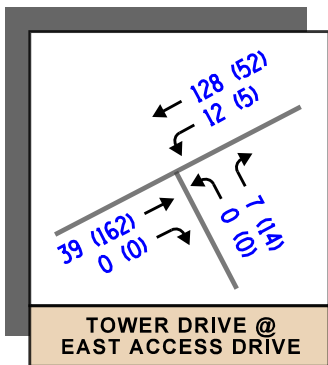
Site-Generated Traffic Volumes



Job No: 22-336

Figure: 6





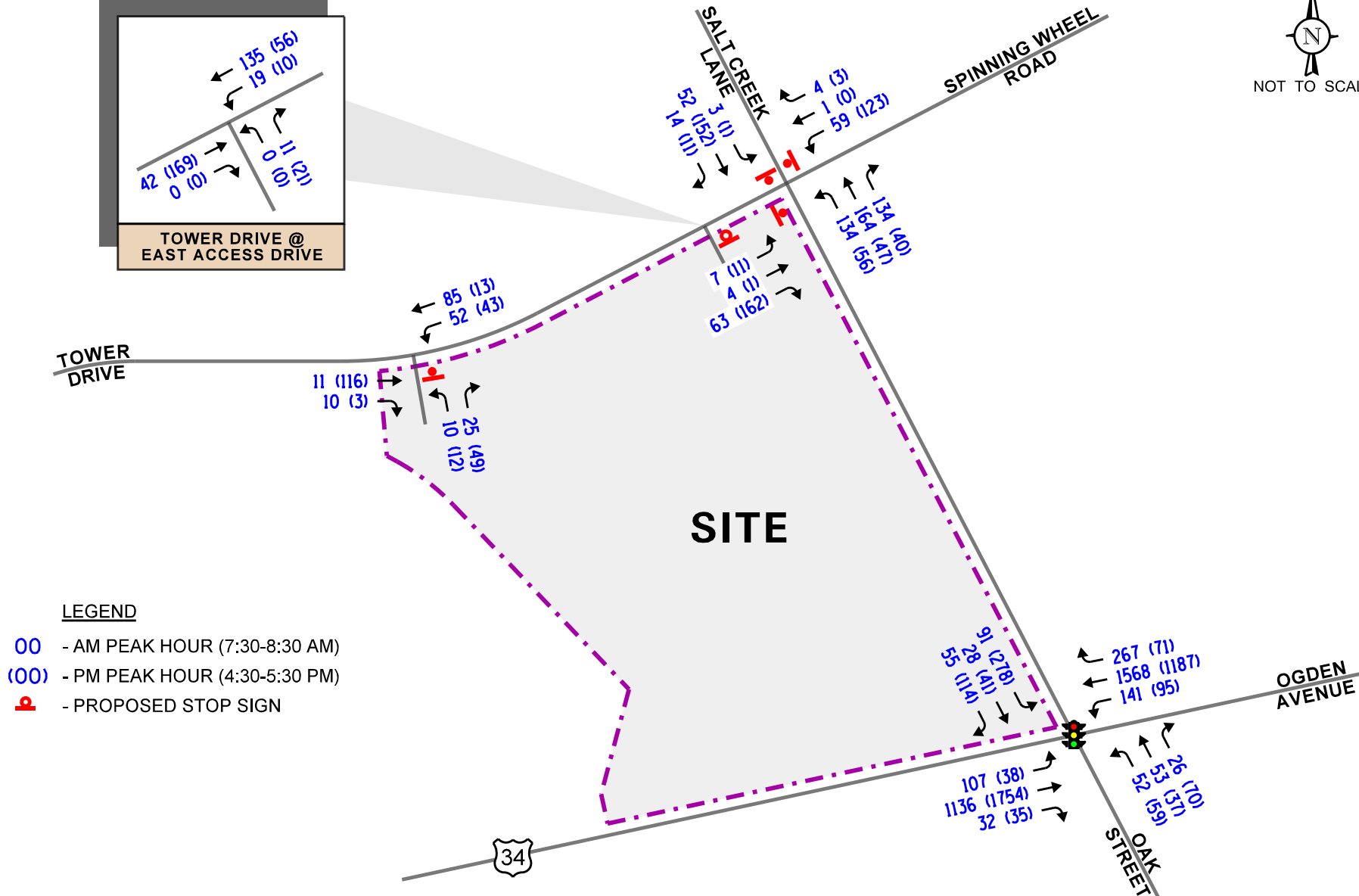
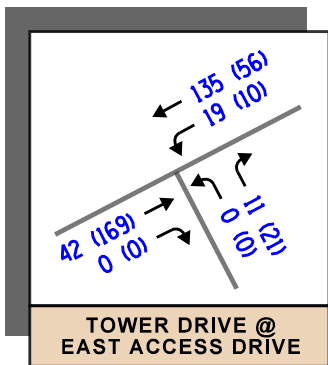
Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

Year 2028 No-Build Traffic Volumes



Job No: 22-336

Figure: 7



Proposed Salt Creek  
Auto Dealership  
Hinsdale, Illinois

Year 2028 Total Projected Traffic Volumes



Job No: 22-336

Figure: 8



## 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<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual 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 4 through 7**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4

## OGDEN AVENUE WITH SALT CREEK LANE/OAK STREET – SIGNALIZED

Year 2022 Base Conditions	Peak Hour	Eastbound		Westbound			Northbound		Southbound		Overall	
		L	T/R	L	T	R	L	T/R	L	T/R		
	Weekday Morning	C 29.3	C 20.8	B 13.2	C 24.8	A 8.5	D 37.8	D 53.9	D 39.4	D 52.5	C 23.8	
		C – 21.5		C – 21.8			D – 47.5		D – 45.6			
	Weekday Evening	A 8.7	C 33.1	C 33.5	B 17.0	A 6.2	D 39.9	E 58.4	E 69.6	E 59.6	C 31.9	
C – 32.7		B – 17.5			D – 51.8		E – 66.1					
Year 2028 No-Build Conditions	Weekday Morning	C 32.4	C 21.0	B 13.6	C 25.3	A 8.4	D 37.8	D 54.0	D 39.5	D 52.6	C 24.2	
		C – 21.9		C – 22.2			D – 47.5		D – 45.6			
	Weekday Evening	A 8.7	C 34.6	C 33.5	B 17.2	A 6.2	D 39.9	E 58.4	E 69.6	E 59.6	C 32.6	
		C – 34.2		B – 17.7			D – 51.8		E – 66.1			
Year 2028 Projected Conditions	Weekday Morning	C 32.5	C 21.2	B 14.3	C 25.3	A 8.4	D 37.8	D 54.0	D 39.6	D 52.9	C 24.3	
		C – 22.1		C – 22.3			D – 47.6		D – 45.9			
	Weekday Evening	A 8.8	D 35.2	D 35.3	B 17.2	A 6.2	D 40.0	E 58.4	E 72.3	E 60.7	C 33.3	
		C – 34.7		B – 17.9			D – 51.8		E – 68.1			
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn		R – Right Turn								
		T – Through										



Table 5

## CAPACITY ANALYSIS RESULTS - BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Salt Creek Lane with Tower Drive/Spinning Wheel Road<sup>1</sup></b>				
• Overall	A	9.8	B	10.1
• Eastbound Approach	A	9.1	A	9.9
• Westbound Approach	A	10.0	B	10.7
• Southbound Approach	A	9.0	B	10.8
<b>Tower Drive with West Access Drive<sup>2</sup></b>				
• Northbound Approach	A	9.0	A	9.4
• Westbound Left Turn	A	7.3	A	7.5
<b>Tower Drive with East Access Drive<sup>2</sup></b>				
• Northbound Approach	A	8.5	A	9.4
• Westbound Left Turn	A	7.3	A	7.6
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Table 6

## CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Salt Creek Lane with Tower Drive/Spinning Wheel Road<sup>1</sup></b>				
• Overall	A	9.8	B	10.1
• Eastbound Approach	A	9.1	A	9.9
• Westbound Approach	A	10.0	B	10.7
• Southbound Approach	A	9.0	B	10.8
<b>Tower Drive with West Access Drive<sup>2</sup></b>				
• Northbound Approach	A	9.0	A	9.4
• Westbound Left Turn	A	7.3	A	7.5
<b>Tower Drive with East Access Drive<sup>2</sup></b>				
• Northbound Approach	A	8.5	A	9.4
• Westbound Left Turn	A	7.3	A	7.6
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		



Table 7

## CAPACITY ANALYSIS RESULTS - PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Salt Creek Lane with Tower Drive/Spinning Wheel Road<sup>1</sup></b>				
• Overall	A	10.0	B	10.4
• Eastbound Approach	A	9.2	B	10.3
• Westbound Approach	B	10.1	B	10.9
• Southbound Approach	A	9.1	B	11.1
<b>Tower Drive with West Access Drive<sup>2</sup></b>				
• Northbound Approach	A	9.1	A	9.5
• Westbound Left Turn	A	7.3	A	7.6
<b>Tower Drive with East Access Drive<sup>2</sup></b>				
• Northbound Approach	A	8.6	A	9.5
• Westbound Left Turn	A	7.3	A	7.6
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

## 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 traffic to be generated by the proposed luxury dealership.

### *Ogden Avenue (U.S. Route 34) with Salt Creek Lane and Oak Street*

The results of the capacity analysis indicate that the intersection currently operates at an overall Level of Service (LOS) C during the weekday morning and weekday evening peak hours. All the movements currently operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which currently operate on the threshold between LOS D/E. This is common and expected when a minor roadway intersects a major roadway, as the major roadway is assigned a majority of the green time.

Under Year 2028 no-build conditions, the intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. All the movements are projected to operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which are projected to operate at LOS E.

Under Year 2028 total projected conditions, the intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. All the movements are projected to operate at LOS D or better except a few movements along Salt Creek Lane and Oak Street, which are projected to continue to operate at LOS E. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed luxury dealership and no roadway improvements or traffic control modifications are required at this intersection.

### *Salt Creek Lane with Tower Drive and Spinning Wheel Road*

The results of the capacity analysis indicate that the intersection currently operates overall at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All the approaches currently operate at LOS B or better during the peak hours. Under Year 2028 no-build conditions, the intersection and its approaches are projected to continue to operate at the current levels of service during both peak hours. Under Year 2028 total projected conditions, the intersection is projected to continue to operate at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. The approaches are projected to continue to operate at LOS B or better during the peak hours. As such, this intersection has sufficient capacity to accommodate traffic estimated to be generated by the proposed luxury dealership and no roadway improvements or traffic control modifications are required.



### *Tower Drive with Site Access Drives*

The results of the capacity analysis indicate that the northbound approaches of both access drives currently operate at LOS A during the weekday morning and weekday evening peak hours. The westbound left-turn movements at both access drives currently operate at LOS A during the peak hours. Under Year 2028 no-build and total projected conditions, the critical approaches and movements at both access drives are projected to continue to operate at LOS A during the weekday morning and weekday evening peak hours. As such, both access drives have sufficient capacity to accommodate traffic estimated to be generated by the proposed dealership and no roadway improvements or traffic control modifications are required.

## 6. Conclusion

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

- Access to the dealership will be provided via the two existing full access drives located on Tower Drive serving the site. It should be noted that the west access drive also provides access to the 901 North Elm Street office building. Both access drives provide full access to/from Tower Drive and have one inbound lane and one outbound lane. The outbound lanes are under stop sign control.
- The access drives on Tower Drive will provide flexible and efficient access to and from the site and will be adequate in accommodating site traffic.
- The proposed luxury dealership is estimated to generate less peak hour and daily traffic than an approximate 30,000 square-foot office building that previously occupied the site and a similar size building that could be developed on the site under the existing zoning.
- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed luxury dealership and no additional roadway improvements or traffic control modifications are required.



# Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

## Traffic Count Summary Sheets





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: E Ogden Ave with N Oak St  
Site Code:  
Start Date: 02/27/2022  
Page No: 1

## Turning Movement Data

Start Time	E Ogden Ave Eastbound						E Ogden Ave Westbound						N Oak St Northbound						Salt Creek Ln Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:30 AM	4	200	4	0	0	208	12	226	7	1	0	246	7	0	9	0	0	16	6	1	7	0	0	14	484
11:45 AM	3	208	7	0	0	218	19	246	3	0	0	268	10	2	8	0	0	20	10	1	3	0	0	14	520
Hourly Total	7	408	11	0	0	426	31	472	10	1	0	514	17	2	17	0	0	36	16	2	10	0	0	28	1004
12:00 PM	4	209	6	0	0	219	16	226	6	0	1	248	8	2	9	0	1	17	7	3	7	0	0	17	503
12:15 PM	6	248	6	0	0	260	15	231	6	0	0	252	6	2	9	0	0	17	6	2	3	0	0	11	540
12:30 PM	3	228	5	0	0	236	16	239	8	0	1	263	10	2	4	0	0	16	9	2	3	0	0	14	529
12:45 PM	8	210	3	0	0	221	16	237	6	0	0	259	8	0	10	0	0	18	6	0	6	0	0	12	510
Hourly Total	21	895	20	0	0	936	63	933	26	0	2	1022	32	6	32	0	1	70	28	7	19	0	0	54	2082
1:00 PM	5	225	6	0	0	236	19	226	6	0	0	251	8	0	6	0	0	14	11	5	12	0	0	28	529
1:15 PM	3	235	4	0	0	242	25	228	11	0	0	264	12	1	11	0	0	24	5	1	6	0	0	12	542
1:30 PM	2	206	4	0	0	212	13	216	4	0	2	233	15	1	10	0	0	26	6	2	10	0	0	18	489
1:45 PM	7	209	7	0	0	223	12	220	5	0	0	237	8	1	9	0	2	18	4	2	8	0	0	14	492
Hourly Total	17	875	21	0	0	913	69	890	26	0	2	985	43	3	36	0	2	82	26	10	36	0	0	72	2052
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	15	179	2	0	0	196	22	250	40	0	0	312	7	4	7	0	0	18	9	1	5	0	0	15	541
7:15 AM	25	212	3	0	0	240	22	285	48	0	0	355	11	8	4	0	0	23	17	3	4	0	0	24	642
7:30 AM	24	245	3	0	0	272	31	299	52	0	1	382	12	9	6	0	0	27	20	5	7	0	0	32	713
7:45 AM	29	258	11	0	0	298	42	314	60	0	1	416	11	11	9	0	0	31	19	8	10	0	0	37	782
Hourly Total	93	894	19	0	0	1006	117	1148	200	0	2	1465	41	32	26	0	0	99	65	17	26	0	0	108	2678
8:00 AM	23	199	8	0	0	230	26	331	69	0	0	426	18	16	3	0	0	37	30	6	19	0	0	55	748
8:15 AM	23	226	10	0	0	259	36	337	86	0	1	459	11	17	8	0	0	36	19	9	15	0	0	43	797
8:30 AM	25	199	4	0	0	228	27	315	59	0	0	401	13	12	11	0	0	36	25	4	13	0	0	42	707
8:45 AM	26	177	12	0	3	215	27	353	64	0	0	444	11	12	8	0	0	31	23	8	9	0	0	40	730
Hourly Total	97	801	34	0	3	932	116	1336	278	0	1	1730	53	57	30	0	0	140	97	27	56	0	0	180	2982
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	24	200	10	0	0	234	25	215	22	0	0	262	15	5	11	0	0	31	25	7	33	1	0	66	593
11:15 AM	15	218	13	0	0	246	21	242	31	0	0	294	14	3	14	0	0	31	31	2	37	0	0	70	641
11:30 AM	19	212	10	0	0	241	19	223	38	0	0	280	24	6	16	0	0	46	31	4	30	0	0	65	632
11:45 AM	20	218	10	0	0	248	28	240	20	0	0	288	16	11	15	0	0	42	39	6	28	0	0	73	651
Hourly Total	78	848	43	0	0	969	93	920	111	0	0	1124	69	25	56	0	0	150	126	19	128	1	0	274	2517
12:00 PM	18	212	12	0	0	242	21	201	19	0	1	241	13	5	16	0	1	34	31	6	33	0	0	70	587
12:15 PM	25	187	18	0	0	230	26	228	25	0	1	279	19	5	12	0	1	36	36	5	33	0	0	74	619
12:30 PM	18	203	19	0	1	240	22	200	38	0	0	260	16	9	18	0	0	43	25	10	33	0	0	68	611
12:45 PM	39	212	16	0	1	267	27	228	42	0	0	297	22	6	17	0	1	45	27	4	15	0	0	46	655
Hourly Total	100	814	65	0	2	979	96	857	124	0	2	1077	70	25	63	0	3	158	119	25	114	0	0	258	2472





9575 W. Higgins Rd., Suite 400

347)518-9990 knachowicz@kloajnc.com

Page No.: 5

E Qaden Ave  
N Oak St

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: E Ogden Ave with N Oak St  
Site Code:  
Start Date: 02/27/2022  
Page No: 4

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	E Ogden Ave Eastbound						E Ogden Ave Westbound						N Oak St Northbound						Salt Creek Ln Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	9	322	6	0	0	337	26	235	24	0	0	285	14	9	21	0	1	44	70	10	35	0	0	115	781
4:45 PM	10	359	8	0	0	377	23	251	20	0	0	294	16	6	15	0	0	37	55	10	23	0	0	88	796
5:00 PM	6	376	9	0	2	391	19	229	14	0	0	262	14	13	10	0	0	37	96	15	31	0	0	142	832
5:15 PM	8	376	12	0	1	396	23	255	13	0	2	291	15	9	24	0	0	48	51	6	17	0	0	74	809
Total	33	1433	35	0	3	1501	91	970	71	0	2	1132	59	37	70	0	1	166	272	41	106	0	0	419	3218
Approach %	2.2	95.5	2.3	0.0	-	-	8.0	85.7	6.3	0.0	-	-	35.5	22.3	42.2	0.0	-	-	64.9	9.8	25.3	0.0	-	-	-
Total %	1.0	44.5	1.1	0.0	-	46.6	2.8	30.1	2.2	0.0	-	35.2	1.8	1.1	2.2	0.0	-	5.2	8.5	1.3	3.3	0.0	-	13.0	-
PHF	0.825	0.953	0.729	0.000	-	0.948	0.875	0.951	0.740	0.000	-	0.963	0.922	0.712	0.729	0.000	-	0.865	0.708	0.683	0.757	0.000	-	0.738	0.967
Lights	33	1417	34	0	-	1484	91	958	70	0	-	1119	59	37	70	0	-	166	270	41	106	0	-	417	3186
% Lights	100.0	98.9	97.1	-	-	98.9	100.0	98.8	98.6	-	-	98.9	100.0	100.0	100.0	-	-	100.0	99.3	100.0	100.0	-	-	99.5	99.0
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	8	1	0	-	9	0	5	1	0	-	6	0	0	0	0	-	0	1	0	0	0	-	1	16
% Single-Unit Trucks	0.0	0.6	2.9	-	-	0.6	0.0	0.5	1.4	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	-	-	0.2	0.5
Articulated Trucks	0	7	0	0	-	7	0	7	0	0	-	7	0	0	0	0	-	0	1	0	0	0	-	1	15
% Articulated Trucks	0.0	0.5	0.0	-	-	0.5	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	-	-	0.2	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: Salt Creek Ln with Spinning wheel  
Rd  
Site Code:  
Start Date: 02/27/2022  
Page No: 1

## Turning Movement Data

Start Time	Tower Dr Eastbound						Spinning Wheel Rd Westbound						Salt Creek Ln Northbound						Salt Creek Ln Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
7:00 AM	1	0	3	0	0	4	10	1	0	0	0	11	8	13	26	47	2	8	0	0	0	0	10	72	
7:15 AM	1	1	8	0	0	10	8	0	1	0	0	9	25	32	38	95	0	5	3	0	0	0	8	122	
7:30 AM	3	1	6	0	0	10	16	0	1	0	1	17	28	24	31	83	0	3	2	0	0	0	5	115	
7:45 AM	3	0	16	0	1	19	17	0	1	0	1	18	22	44	43	109	0	15	6	0	0	0	21	167	
Hourly Total	8	2	33	0	1	43	51	1	3	0	2	55	83	113	138	334	2	31	11	0	0	0	44	476	
8:00 AM	0	3	18	0	0	21	12	1	0	0	0	13	30	52	25	107	0	16	5	0	0	0	21	162	
8:15 AM	1	0	16	0	0	17	14	0	2	0	1	16	40	44	35	119	3	18	1	0	0	0	22	174	
8:30 AM	2	1	11	0	0	14	13	1	0	0	0	14	28	37	35	100	0	19	6	0	2	25	153		
8:45 AM	2	1	12	0	1	15	12	0	2	0	0	14	30	37	31	98	1	11	3	0	0	15	142		
Hourly Total	5	5	57	0	1	67	51	2	4	0	1	57	128	170	126	424	4	64	15	0	2	83	631		
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
11:00 AM	1	0	11	0	0	12	26	1	0	0	0	27	5	21	19	45	1	34	2	0	0	0	37	121	
11:15 AM	3	1	11	0	0	15	27	1	2	0	0	30	9	30	15	54	1	32	3	0	0	0	36	135	
11:30 AM	1	0	10	0	1	11	17	1	1	0	0	19	9	33	18	60	2	38	0	0	0	0	40	130	
11:45 AM	2	0	18	0	0	20	27	1	1	0	1	29	9	23	13	45	1	27	3	0	0	0	31	125	
Hourly Total	7	1	50	0	1	58	97	4	4	0	1	105	32	107	65	204	5	131	8	0	0	0	144	511	
12:00 PM	6	3	8	0	0	17	25	1	0	0	1	26	11	19	15	45	2	40	0	0	0	0	42	130	
12:15 PM	4	1	16	0	0	21	23	1	0	0	0	24	7	27	24	58	1	32	2	0	1	1	35	138	
12:30 PM	1	0	6	0	3	7	23	0	1	0	0	24	14	29	24	67	0	31	4	0	0	0	35	133	
12:45 PM	4	2	14	0	2	20	16	0	0	0	1	16	16	34	33	83	1	19	5	0	0	0	25	144	
Hourly Total	15	6	44	0	5	65	87	2	1	0	2	90	48	109	96	253	4	122	11	0	1	1	137	545	

*** BREAK *** 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  6:00 PM 6:15 PM 6:30 PM 6:45 PM  Hourly Total  Grand Total Approach %  Total % Lights % Lights Buses % Buses Single-Unit Trucks % Single-Unit Trucks Articulated Trucks % Articulated Trucks Bicycles on Road % Bicycles on Road Pedestrians % Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---





Site Code:  
Start Date: 02/27/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:30 AM)

Start Time	Tower Dr Eastbound						Spinning Wheel Rd Westbound						Salt Creek Ln Northbound				Salt Creek Ln Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	3	1	6	0	0	10	16	0	1	0	1	17	28	24	31	83	0	3	2	0	0	5	115
7:45 AM	3	0	16	0	1	19	17	0	1	0	1	18	22	44	43	109	0	15	6	0	0	21	167
8:00 AM	0	3	18	0	0	21	12	1	0	0	0	13	30	52	25	107	0	16	5	0	0	21	162
8:15 AM	1	0	16	0	0	17	14	0	2	0	1	16	40	44	35	119	3	18	1	0	0	22	174
Total	7	4	56	0	1	67	59	1	4	0	3	64	120	164	134	418	3	52	14	0	0	69	618
Approach %	10.4	6.0	83.6	0.0	-	-	92.2	1.6	6.3	0.0	-	-	28.7	39.2	32.1	-	4.3	75.4	20.3	0.0	-	-	-
Total %	1.1	0.6	9.1	0.0	-	10.8	9.5	0.2	0.6	0.0	-	10.4	19.4	26.5	21.7	67.6	0.5	8.4	2.3	0.0	-	11.2	-
PHF	0.583	0.333	0.778	0.000	-	0.798	0.868	0.250	0.500	0.000	-	0.889	0.750	0.788	0.779	0.878	0.250	0.722	0.583	0.000	-	0.784	0.888
Lights	7	4	55	0	-	66	55	1	3	0	-	59	120	164	132	416	3	52	14	0	-	69	610
% Lights	100.0	100.0	98.2	-	-	98.5	93.2	100.0	75.0	-	-	92.2	100.0	100.0	98.5	99.5	100.0	100.0	100.0	-	-	100.0	98.7
Buses	0	0	0	0	0	-	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	25.0	-	-	1.6	0.0	0.0	0.7	0.2	0.0	0.0	0.0	-	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	0	1	4	0	0	0	0	4	0	0	1	1	0	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	1.8	-	-	1.5	6.8	0.0	0.0	-	-	6.3	0.0	0.0	0.7	0.2	0.0	0.0	0.0	-	-	0.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Site Code:  
Start Date: 02/27/2022  
Page No: 4

## Turning Movement Peak Hour Data (4:30 PM)

Start Time	Tower Dr Eastbound						Spinning Wheel Rd Westbound						Salt Creek Ln Northbound				Salt Creek Ln Southbound				Int. Total		
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn		Peds	App. Total
4:30 PM	1	0	38	0	0	39	42	0	1	0	0	43	14	10	14	38	1	43	0	0	0	44	164
4:45 PM	3	0	35	0	0	38	30	0	0	0	0	30	8	21	9	38	0	36	3	0	0	39	145
5:00 PM	5	0	44	0	0	49	30	0	2	0	2	32	12	13	8	33	0	46	4	0	0	50	164
5:15 PM	2	1	31	0	3	34	21	0	0	0	0	21	13	3	9	25	0	27	4	0	0	31	111
Total	11	1	148	0	3	160	123	0	3	0	2	126	47	47	40	134	1	152	11	0	0	164	584
Approach %	6.9	0.6	92.5	0.0	-	-	97.6	0.0	2.4	0.0	-	-	35.1	35.1	29.9	-	0.6	92.7	6.7	0.0	-	-	-
Total %	1.9	0.2	25.3	0.0	-	27.4	21.1	0.0	0.5	0.0	-	21.6	8.0	8.0	6.8	22.9	0.2	26.0	1.9	0.0	-	28.1	-
PHF	0.550	0.250	0.841	0.000	-	0.816	0.732	0.000	0.375	0.000	-	0.733	0.839	0.560	0.714	0.882	0.250	0.826	0.688	0.000	-	0.820	0.890
Lights	11	1	147	0	-	159	122	0	3	0	-	125	47	46	40	133	1	151	10	0	-	162	579
% Lights	100.0	100.0	99.3	-	-	99.4	99.2	-	100.0	-	-	99.2	100.0	97.9	100.0	99.3	100.0	99.3	90.9	-	-	98.8	99.1
Buses	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	1	1	0	0	0	0	-	0	0	1	0	1	0	1	1	0	-	2	4
% Single-Unit Trucks	0.0	0.0	0.7	-	-	0.6	0.0	-	0.0	-	-	0.0	0.0	2.1	0.0	0.7	0.0	0.7	9.1	-	-	1.2	0.7
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	-	1	0	0	0	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.8	-	0.0	-	-	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	-	0	0	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	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with West Access Drive  
Site Code:  
Start Date: 10/26/2022  
Page No: 1

## Turning Movement Data

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	1	0	0	1	0	0	4	0	4	0	0	2	0	7
7:15 AM	0	2	3	0	5	0	2	8	0	10	0	3	0	0	3
7:30 AM	0	0	2	0	2	0	15	16	1	31	0	2	6	0	8
7:45 AM	0	0	2	0	2	0	12	22	0	34	0	0	3	0	3
Hourly Total	0	3	7	0	10	0	29	50	1	79	0	5	11	0	16
8:00 AM	0	5	4	0	9	0	7	15	0	22	0	5	8	0	13
8:15 AM	0	6	1	5	7	0	11	32	0	43	0	2	5	0	7
8:30 AM	0	5	2	0	7	0	12	14	0	26	0	2	7	0	9
8:45 AM	0	10	0	0	10	0	7	18	0	25	0	3	4	0	7
Hourly Total	0	26	7	5	33	0	37	79	0	116	0	12	24	0	36
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	0	0	23	0	6	2	0	8	0	0	9	0	9
4:15 PM	0	33	1	0	34	0	6	3	0	9	0	1	5	0	6
4:30 PM	0	47	0	0	47	0	7	3	0	10	0	2	6	0	8
4:45 PM	0	21	0	0	21	0	9	6	0	15	0	5	14	0	19
Hourly Total	0	124	1	0	125	0	28	14	0	42	0	8	34	0	42
5:00 PM	0	32	2	0	34	0	13	0	0	13	0	1	7	0	8
5:15 PM	0	16	0	0	16	0	10	4	0	14	0	3	15	0	18
5:30 PM	0	13	0	0	13	0	5	1	0	6	0	3	8	0	11
5:45 PM	0	6	0	0	6	0	0	3	0	3	0	0	9	0	9
Hourly Total	0	67	2	0	69	0	28	8	0	36	0	7	39	0	46
Grand Total	0	220	17	5	237	0	122	151	1	273	0	32	108	0	140
Approach %	0.0	92.8	7.2	-	-	0.0	44.7	55.3	-	-	0.0	22.9	77.1	-	-
Total %	0.0	33.8	2.6	-	36.5	0.0	18.8	23.2	-	42.0	0.0	4.9	16.6	-	21.5
Lights	0	218	17	-	235	0	122	150	-	272	0	32	107	-	139
% Lights	-	99.1	100.0	-	99.2	-	100.0	99.3	-	99.6	-	100.0	99.1	-	99.3
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	2
% Buses	-	0.5	0.0	-	0.4	-	0.0	0.7	-	0.4	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	1	-	2
% Single-Unit Trucks	-	0.5	0.0	-	0.4	-	0.0	0.0	-	0.0	-	0.0	0.9	-	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	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	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400  
Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with West Access Drive  
Site Code:  
Start Date: 10/26/2022  
Page No: 2

## Turning Movement Peak Hour Data (7:30 AM)

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:30 AM	0	0	2	0	2	0	15	16	1	31	0	2	6	0	41
7:45 AM	0	0	2	0	2	0	12	22	0	34	0	0	3	0	39
8:00 AM	0	5	4	0	9	0	7	15	0	22	0	5	8	0	44
8:15 AM	0	6	1	5	7	0	11	32	0	43	0	2	5	0	57
Total	0	11	9	5	20	0	45	85	1	130	0	9	22	0	181
Approach %	0.0	55.0	45.0	-	-	0.0	34.6	65.4	-	-	0.0	29.0	71.0	-	-
Total %	0.0	6.1	5.0	-	11.0	0.0	24.9	47.0	-	71.8	0.0	5.0	12.2	-	17.1
PHF	0.000	0.458	0.563	-	0.556	0.000	0.750	0.664	-	0.756	0.000	0.450	0.688	-	0.596
Lights	0	9	9	-	18	0	45	84	-	129	0	9	22	-	31
% Lights	-	81.8	100.0	-	90.0	-	100.0	98.8	-	99.2	-	100.0	100.0	-	100.0
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	2
% Buses	-	9.1	0.0	-	5.0	-	0.0	1.2	-	0.8	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	1
% Single-Unit Trucks	-	9.1	0.0	-	5.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	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
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-



Rosemont, Illinois, United States 60018  
(847)518-9990 [kpachowicz@kloainc.com](mailto:kpachowicz@kloainc.com)

Start Date: 10/26/2022  
Page No: 3

## Turning Movement Peak Hour Data (4:30 PM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400  
Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with East Access Drive  
Site Code:  
Start Date: 10/26/2022  
Page No: 1

## Turning Movement Data

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	3	0	0	3	0	0	4	0	4	0	0	0	0	7
7:15 AM	0	2	0	0	2	0	5	10	0	15	0	0	0	0	17
7:30 AM	0	7	0	0	7	0	0	28	0	28	0	0	3	0	38
7:45 AM	0	7	0	0	7	0	4	35	0	39	0	0	4	0	50
Hourly Total	0	19	0	0	19	0	9	77	0	86	0	0	7	0	112
8:00 AM	0	14	0	0	14	0	4	24	0	28	0	0	0	0	42
8:15 AM	0	11	0	0	11	0	4	41	0	45	0	0	0	1	56
8:30 AM	0	10	0	0	10	0	1	24	0	25	0	0	8	2	43
8:45 AM	0	11	0	0	11	0	1	27	0	28	0	1	4	0	44
Hourly Total	0	46	0	0	46	0	10	116	0	126	0	1	12	3	185
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	33	0	0	33	0	0	8	0	8	0	0	0	0	41
4:15 PM	0	36	0	0	36	0	0	8	1	8	0	0	2	1	46
4:30 PM	0	56	0	0	56	0	1	11	0	12	0	0	5	0	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	47
Hourly Total	0	158	0	0	158	0	2	39	1	41	0	0	8	1	207
5:00 PM	0	42	0	0	42	0	1	16	1	17	0	0	3	1	62
5:15 PM	0	31	0	0	31	0	2	13	1	15	0	0	5	0	51
5:30 PM	0	19	0	0	19	0	1	7	1	8	0	0	3	0	30
5:45 PM	0	17	0	0	17	0	1	3	0	4	0	0	0	0	21
Hourly Total	0	109	0	0	109	0	5	39	3	44	0	0	11	1	164
Grand Total	0	332	0	0	332	0	26	271	4	297	0	1	38	5	668
Approach %	0.0	100.0	0.0	-	-	0.0	8.8	91.2	-	-	0.0	2.6	97.4	-	-
Total %	0.0	49.7	0.0	-	49.7	0.0	3.9	40.6	-	44.5	0.0	0.1	5.7	-	5.8
Lights	0	329	0	-	329	0	24	270	-	294	0	1	37	-	38
% Lights	-	99.1	-	-	99.1	-	92.3	99.6	-	99.0	-	100.0	97.4	-	97.4
Buses	0	1	0	-	1	0	1	1	-	2	0	0	0	-	3
% Buses	-	0.3	-	-	0.3	-	3.8	0.4	-	0.7	-	0.0	0.0	-	0.4
Single-Unit Trucks	0	2	0	-	2	0	1	0	-	1	0	0	1	-	4
% Single-Unit Trucks	-	0.6	-	-	0.6	-	3.8	0.0	-	0.3	-	0.0	2.6	-	2.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	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	-	-	-	-	4	-	-	-	-	5	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-

Rosemont, Illinois, United States 60018  
(847)518-9990 [kpachowicz@kloainc.com](mailto:kpachowicz@kloainc.com)

Rosemont, Illinois, United States 60018  
(847)518-9990 [kpachowicz@kloainc.com](mailto:kpachowicz@kloainc.com)

## Turning Movement Peak Hour Data (7:30 AM)

[illegible]





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with East Access Drive  
Site Code:  
Start Date: 10/26/2022  
Page No: 3

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:30 PM	0	56	0	0	56	0	1	11	0	12	0	0	5	0	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	47
5:00 PM	0	42	0	0	42	0	1	16	1	17	0	0	3	1	62
5:15 PM	0	31	0	0	31	0	2	13	1	15	0	0	5	0	51
Total	0	162	0	0	162	0	5	52	2	57	0	0	14	1	233
Approach %	0.0	100.0	0.0	-	-	0.0	8.8	91.2	-	-	0.0	0.0	100.0	-	-
Total %	0.0	69.5	0.0	-	69.5	0.0	2.1	22.3	-	24.5	0.0	0.0	6.0	-	6.0
PHF	0.000	0.723	0.000	-	0.723	0.000	0.625	0.813	-	0.838	0.000	0.000	0.700	-	0.700
Lights	0	162	0	-	162	0	5	52	-	57	0	0	14	-	14
% Lights	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0
Buses	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
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	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
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-

## Site Plan





## CMAP 2050 Projections Letter



Chicago Metropolitan  
Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

October 26, 2022

Kelly Pachowicz  
Consultant  
Kenig, Lindgren, O'Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

**Subject: Ogden Avenue (US 34) @ Salt Creek Lane**  
IDOT

Dear Mr. Pachowicz:

In response to a request made on your behalf and dated October 26, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Ogden Ave (US 34), @ Salt Creek Lane	33,400	37,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)  
2022\_ForecastTraffic\Hinsdale\du-51-22\du-51-22.docx

## Level of Service Criteria



## LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	






















Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Future Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996				0.850		0.951			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3455	0	1787	3725	1599	1770	1807	0	1787	1669	0
Flt Permitted	0.059			0.152			0.703			0.630		
Satd. Flow (perm)	111	3455	0	286	3725	1599	1310	1807	0	1185	1669	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	6%	1%	2%	1%	2%	0%	0%	1%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1207	0	142	1618	281	55	83	0	93	83	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	78.0		14.0	78.0	14.0	14.0	24.0		14.0	24.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	10.8%	10.8%	18.5%		10.8%	18.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	84.5	73.4		85.2	73.8	89.3	30.0	19.1		32.7	22.1	
Actuated g/C Ratio	0.65	0.56		0.66	0.57	0.69	0.23	0.15		0.25	0.17	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.62		0.49	0.77	0.26	0.17	0.31		0.27	0.29	
Control Delay	29.3	20.8		13.2	24.8	8.5	37.8	53.9		39.4	52.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.3	20.8		13.2	24.8	8.5	37.8	53.9		39.4	52.5	
LOS	C	C		B	C	A	D	D		D	D	
Approach Delay		21.5			21.8			47.5			45.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	27	342		38	522	79	35	64		61	63	
Queue Length 95th (ft)	87	425		62	640	124	71	117		108	118	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	209	1951		311	2114	1110	360	265		349	283	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.50	0.62		0.46	0.77	0.25	0.15	0.31		0.27	0.29	

### Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 22 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 23.8









Intersection LOS: C

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

			
Ø1	Ø2 (R)	Ø3	Ø4
14 s	78 s	14 s	24 s
			
Ø5	Ø6 (R)	Ø7	Ø8
14 s	78 s	14 s	24 s

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔			↔	
Traffic Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Future Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mvmt Flow	8	4	63	66	1	4	135	184	151	3	58	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.1	10	10	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	59%	0%	10%	98%	0%	4%
Vol Thru, %	41%	38%	6%	2%	0%	75%
Vol Right, %	0%	62%	84%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	216	67	60	4	69
LT Vol	120	0	7	59	0	3
Through Vol	82	82	4	1	0	52
RT Vol	0	134	56	0	4	14
Lane Flow Rate	227	243	75	67	4	78
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.334	0.308	0.112	0.121	0.006	0.114
Departure Headway (Hd)	5.296	4.562	5.344	6.469	5.145	5.3
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	679	786	668	552	691	674
Service Time	3.035	2.3	3.402	4.232	2.907	3.354
HCM Lane V/C Ratio	0.334	0.309	0.112	0.121	0.006	0.116
HCM Control Delay	10.7	9.3	9.1	10.1	7.9	9
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.5	1.3	0.4	0.4	0	0.4




# HCM 6th TWSC

## 3: West Access Drive & Tower Drive

11/09/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	9	45	85	9	22
Future Vol, veh/h	11	9	45	85	9	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	18	0	0	1	0	0
Mvmt Flow	14	11	57	108	11	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	242	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1603	-	751	1064
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	722	1064
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	789	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.5		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	935	-	-	1603	-	
HCM Lane V/C Ratio	0.042	-	-	0.036	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	
























Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	0	12	128	0	7
Future Vol, veh/h	39	0	12	128	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	47	0	14	154	0	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	229	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1573	-	759	1028
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1573	-	751	1028
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	841	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		8.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1028	-	-	1573	-	
HCM Lane V/C Ratio	0.008	-	-	0.009	-	
HCM Control Delay (s)	8.5	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1720	35	91	1164	71	59	37	70	272	41	106
Future Volume (vph)	33	1720	35	91	1164	71	59	37	70	272	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.902			0.892	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3562	0	1805	3762	1599	1805	1714	0	1787	1695	0
Flt Permitted	0.175			0.048			0.606			0.571		
Satd. Flow (perm)	332	3562	0	91	3762	1599	1151	1714	0	1074	1695	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	3%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1809	0	94	1200	73	61	110	0	280	151	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	84.0		14.0	84.0	14.0	27.0	28.0		14.0	15.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	10.0%	19.3%	20.0%		10.0%	10.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	88.9	80.0		94.1	85.8	102.3	33.6	22.0		36.2	25.3	
Actuated g/C Ratio	0.64	0.57		0.67	0.61	0.73	0.24	0.16		0.26	0.18	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.89		0.57	0.52	0.06	0.19	0.41		0.85	0.49	
Control Delay	8.7	33.1		33.5	17.0	6.2	39.9	58.4		69.6	59.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.7	33.1		33.5	17.0	6.2	39.9	58.4		69.6	59.6	
LOS	A	C		C	B	A	D	E		E	E	
Approach Delay		32.7			17.5			51.8			66.1	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	10	723		30	333	19	42	91		220	127	
Queue Length 95th (ft)	21	880		90	402	36	80	154		#398	209	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	330	2035		189	2306	1168	426	269		331	306	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.89		0.50	0.52	0.06	0.14	0.41		0.85	0.49	

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 112 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 31.9

Intersection LOS: C

Intersection Capacity Utilization 92.1%
















ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

														
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)		Ø7	Ø8				
14 s	84 s		14 s	28 s		14 s	84 s		27 s	15 s				

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	11	1	148	123	0	3	47	47	40	1	152	11
Future Vol, veh/h	11	1	148	123	0	3	47	47	40	1	152	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	1	1	2	0	0	2	0	0	1	9
Mvmt Flow	12	1	166	138	0	3	53	53	45	1	171	12
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.9	10.7	9.1	10.8
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	67%	0%	7%	100%	0%	1%
Vol Thru, %	33%	37%	1%	0%	0%	93%
Vol Right, %	0%	63%	93%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	64	160	123	3	164
LT Vol	47	0	11	123	0	1
Through Vol	24	24	1	0	0	152
RT Vol	0	40	148	0	3	11
Lane Flow Rate	79	71	180	138	3	184
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.13	0.103	0.253	0.235	0.005	0.283
Departure Headway (Hd)	5.92	5.173	5.074	6.109	4.915	5.537
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	685	699	583	719	643
Service Time	3.715	2.966	3.163	3.901	2.705	3.628
HCM Lane V/C Ratio	0.132	0.104	0.258	0.237	0.004	0.286
HCM Control Delay	9.6	8.6	9.9	10.8	7.7	10.8
HCM Lane LOS	A	A	A	B	A	B
HCM 95th-tile Q	0.4	0.3	1	0.9	0	1.2




# HCM 6th TWSC

## 3: West Access Drive & Tower Drive

11/09/2022

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	2	39	13	11	42
Future Vol, veh/h	116	2	39	13	11	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	135	2	45	15	13	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	241	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1459	-	752	918
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	729	918
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	895	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	871	-	-	1459	-	
HCM Lane V/C Ratio	0.071	-	-	0.031	-	
HCM Control Delay (s)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	
























Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	5	52	0	14
Future Vol, veh/h	162	0	5	52	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	203	0	6	65	0	18
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	203	0	280	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1381	-	710	843
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	706	843
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	941	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.7		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	843	-	-	1381	-	
HCM Lane V/C Ratio	0.021	-	-	0.005	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Capacity Analysis Summary Sheets  
Year 2028 No-Build Weekday Morning Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1136	32	135	1568	267	52	53	26	88	28	51
Future Volume (vph)	99	1136	32	135	1568	267	52	53	26	88	28	51
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996				0.850		0.951			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3455	0	1787	3725	1599	1770	1807	0	1787	1669	0
Flt Permitted	0.055			0.146			0.703			0.630		
Satd. Flow (perm)	103	3455	0	275	3725	1599	1310	1807	0	1185	1669	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	6%	1%	2%	1%	2%	0%	0%	1%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1230	0	142	1651	281	55	83	0	93	83	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	78.0		14.0	78.0	14.0	14.0	24.0		14.0	24.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	10.8%	10.8%	18.5%		10.8%	18.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	84.7	73.6		85.3	73.9	89.4	29.8	19.0		32.6	22.0	
Actuated g/C Ratio	0.65	0.57		0.66	0.57	0.69	0.23	0.15		0.25	0.17	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.58	0.63		0.50	0.78	0.26	0.17	0.32		0.27	0.29	
Control Delay	32.4	21.0		13.6	25.3	8.4	37.8	54.0		39.5	52.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.4	21.0		13.6	25.3	8.4	37.8	54.0		39.5	52.6	
LOS	C	C		B	C	A	D	D		D	D	
Approach Delay		21.9			22.2			47.5			45.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	31	352		38	541	79	35	64		61	63	
Queue Length 95th (ft)	92	437		62	664	124	71	117		108	118	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	204	1956		305	2118	1112	359	263		348	282	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.51	0.63		0.47	0.78	0.25	0.15	0.32		0.27	0.29	

### Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 22 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 24.2









Intersection LOS: C

Intersection Capacity Utilization 71.5%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

 Ø1	 Ø2 (R)	 Ø3	 Ø4
14 s	78 s	14 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
14 s	78 s	14 s	24 s

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Future Vol, veh/h	7	4	56	59	1	4	120	164	134	3	52	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mvmt Flow	8	4	63	66	1	4	135	184	151	3	58	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.1	10	10	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	59%	0%	10%	98%	0%	4%
Vol Thru, %	41%	38%	6%	2%	0%	75%
Vol Right, %	0%	62%	84%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	216	67	60	4	69
LT Vol	120	0	7	59	0	3
Through Vol	82	82	4	1	0	52
RT Vol	0	134	56	0	4	14
Lane Flow Rate	227	243	75	67	4	78
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.334	0.308	0.112	0.121	0.006	0.114
Departure Headway (Hd)	5.296	4.562	5.344	6.469	5.145	5.3
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	679	786	668	552	691	674
Service Time	3.035	2.3	3.402	4.232	2.907	3.354
HCM Lane V/C Ratio	0.334	0.309	0.112	0.121	0.006	0.116
HCM Control Delay	10.7	9.3	9.1	10.1	7.9	9
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.5	1.3	0.4	0.4	0	0.4

# HCM 6th TWSC

## 3: West Access Drive & Tower Drive




11/09/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	9	45	85	9	22
Future Vol, veh/h	11	9	45	85	9	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	18	0	0	1	0	0
Mvmt Flow	14	11	57	108	11	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	242	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1603	-	751	1064
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	722	1064
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	789	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.5		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	935	-	-	1603	-	
HCM Lane V/C Ratio	0.042	-	-	0.036	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	



**Intersection**

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	0	12	128	0	7
Future Vol, veh/h	39	0	12	128	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	47	0	14	154	0	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	47
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1573
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1573
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	8.5
HCM LOS			A






















Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1028	-	-	1573	-
HCM Lane V/C Ratio	0.008	-	-	0.009	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Capacity Analysis Summary Sheets  
Year 2028 No-Build Weekday Evening Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Future Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.902			0.892	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3562	0	1805	3762	1599	1805	1714	0	1787	1695	0
Flt Permitted	0.169			0.048			0.606			0.571		
Satd. Flow (perm)	321	3562	0	91	3762	1599	1151	1714	0	1074	1695	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	3%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1844	0	94	1224	73	61	110	0	280	151	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	84.0		14.0	84.0	14.0	27.0	28.0		14.0	15.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	10.0%	19.3%	20.0%		10.0%	10.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	88.9	80.0		94.1	85.8	102.3	33.6	22.0		36.2	25.3	
Actuated g/C Ratio	0.64	0.57		0.67	0.61	0.73	0.24	0.16		0.26	0.18	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.91		0.57	0.53	0.06	0.19	0.41		0.85	0.49	
Control Delay	8.7	34.6		33.5	17.2	6.2	39.9	58.4		69.6	59.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.7	34.6		33.5	17.2	6.2	39.9	58.4		69.6	59.6	
LOS	A	C		C	B	A	D	E		E	E	
Approach Delay		34.2			17.7			51.8			66.1	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	10	752		30	343	19	42	91		220	127	
Queue Length 95th (ft)	21	914		90	413	36	80	154		#398	209	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	323	2035		189	2306	1168	426	269		331	306	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.91		0.50	0.53	0.06	0.14	0.41		0.85	0.49	

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 112 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 93.0%































ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

														
Ø1	Ø2 (R)					Ø3	Ø4							
14 s	84 s					14 s	28 s							
														
Ø5	Ø6 (R)					Ø7						Ø8		
14 s	84 s					27 s						15 s		

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	11	1	148	123	0	3	47	47	40	1	152	11
Future Vol, veh/h	11	1	148	123	0	3	47	47	40	1	152	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	1	1	2	0	0	2	0	0	1	9
Mvmt Flow	12	1	166	138	0	3	53	53	45	1	171	12
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.9	10.7	9.1	10.8
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	67%	0%	7%	100%	0%	1%
Vol Thru, %	33%	37%	1%	0%	0%	93%
Vol Right, %	0%	63%	93%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	64	160	123	3	164
LT Vol	47	0	11	123	0	1
Through Vol	24	24	1	0	0	152
RT Vol	0	40	148	0	3	11
Lane Flow Rate	79	71	180	138	3	184
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.13	0.103	0.253	0.235	0.005	0.283
Departure Headway (Hd)	5.92	5.173	5.074	6.109	4.915	5.537
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	685	699	583	719	643
Service Time	3.715	2.966	3.163	3.901	2.705	3.628
HCM Lane V/C Ratio	0.132	0.104	0.258	0.237	0.004	0.286
HCM Control Delay	9.6	8.6	9.9	10.8	7.7	10.8
HCM Lane LOS	A	A	A	B	A	B
HCM 95th-tile Q	0.4	0.3	1	0.9	0	1.2

# HCM 6th TWSC

## 3: West Access Drive & Tower Drive

11/09/2022




Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	2	39	13	11	42
Future Vol, veh/h	116	2	39	13	11	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	135	2	45	15	13	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	241	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1459	-	752	918
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	729	918
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	895	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	871	-	-	1459	-	
HCM Lane V/C Ratio	0.071	-	-	0.031	-	
HCM Control Delay (s)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	



# HCM 6th TWSC

## 4: East Access Drive & Tower Drive

11/09/2022






















Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	5	52	0	14
Future Vol, veh/h	162	0	5	52	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	203	0	6	65	0	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	280	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1381	-	710	843
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	706	843
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	941	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	843	-	-	1381	-	
HCM Lane V/C Ratio	0.021	-	-	0.005	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Capacity Analysis Summary Sheets  
Year 2028 Total Projected Weekday Morning Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Future Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.850		0.951			0.900	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3452	0	1787	3725	1599	1770	1807	0	1787	1666	0
Flt Permitted	0.055			0.143			0.701			0.626		
Satd. Flow (perm)	103	3452	0	269	3725	1599	1306	1807	0	1178	1666	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	6%	1%	2%	1%	2%	0%	0%	1%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1238	0	148	1651	281	55	83	0	96	87	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	78.0		14.0	78.0	14.0	14.0	24.0		14.0	24.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	10.8%	10.8%	18.5%		10.8%	18.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	84.5	73.5		85.5	73.9	89.5	29.8	18.9		32.6	22.0	
Actuated g/C Ratio	0.65	0.57		0.66	0.57	0.69	0.23	0.15		0.25	0.17	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.58	0.63		0.52	0.78	0.26	0.17	0.32		0.28	0.31	
Control Delay	32.5	21.2		14.3	25.3	8.4	37.8	54.0		39.6	52.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.5	21.2		14.3	25.3	8.4	37.8	54.0		39.6	52.9	
LOS	C	C		B	C	A	D	D		D	D	
Approach Delay		22.1			22.3			47.6			45.9	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	31	357		40	541	79	35	64		63	66	
Queue Length 95th (ft)	92	442		64	664	124	71	117		111	122	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	204	1950		302	2118	1112	357	263		347	281	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.51	0.63		0.49	0.78	0.25	0.15	0.32		0.28	0.31	

### Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 22 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 24.3









Intersection LOS: C

Intersection Capacity Utilization 71.7%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

 Ø1	 Ø2 (R)	 Ø3	 Ø4
14 s	78 s	14 s	24 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
14 s	78 s	14 s	24 s

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	7	4	63	59	1	4	134	164	134	3	52	14
Future Vol, veh/h	7	4	63	59	1	4	134	164	134	3	52	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	2	7	0	25	0	0	1	0	0	0
Mvmt Flow	8	4	71	66	1	4	151	184	151	3	58	16
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.2	10.1	10.3	9.1
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	62%	0%	9%	98%	0%	4%
Vol Thru, %	38%	38%	5%	2%	0%	75%
Vol Right, %	0%	62%	85%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	216	74	60	4	69
LT Vol	134	0	7	59	0	3
Through Vol	82	82	4	1	0	52
RT Vol	0	134	63	0	4	14
Lane Flow Rate	243	243	83	67	4	78
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.36	0.309	0.124	0.122	0.006	0.115
Departure Headway (Hd)	5.334	4.586	5.37	6.521	5.197	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	675	781	664	547	684	668
Service Time	3.074	2.326	3.429	4.288	2.962	3.401
HCM Lane V/C Ratio	0.36	0.311	0.125	0.122	0.006	0.117
HCM Control Delay	11.1	9.4	9.2	10.2	8	9.1
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.6	1.3	0.4	0.4	0	0.4

# HCM 6th TWSC

## 3: West Access Drive & Tower Drive

11/10/2022




Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	10	52	85	10	25
Future Vol, veh/h	11	10	52	85	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	18	0	0	1	0	0
Mvmt Flow	14	13	66	108	13	32
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	261	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1600	-	732	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	700	1062
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	770	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.8		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	925	-	-	1600	-	
HCM Lane V/C Ratio	0.048	-	-	0.041	-	
HCM Control Delay (s)	9.1	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	



# HCM 6th TWSC

## 4: East Access Drive & Tower Drive

11/10/2022






















Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	19	135	0	11
Future Vol, veh/h	42	0	19	135	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	51	0	23	163	0	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	260	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1568	-	729	1023
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1568	-	717	1023
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	813	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1023	-	-	1568	-	
HCM Lane V/C Ratio	0.013	-	-	0.015	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Capacity Analysis Summary Sheets  
Year 2028 Total Projected Weekday Evening Peak Hour

# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Future Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	195		0	50		90	145		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.902			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3562	0	1805	3762	1599	1805	1714	0	1787	1689	0
Flt Permitted	0.169			0.048			0.581			0.571		
Satd. Flow (perm)	321	3562	0	91	3762	1599	1104	1714	0	1074	1689	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			15	
Link Distance (ft)		575			796			548			429	
Travel Time (s)		11.2			15.5			14.9			19.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	3%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1849	0	98	1224	73	61	110	0	287	160	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	5	2		1	6	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	27.0		9.5	32.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	14.0	84.0		14.0	84.0	14.0	27.0	28.0		14.0	15.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	10.0%	19.3%	20.0%		10.0%	10.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	None	None	Max		None	None	
Act Effect Green (s)	88.7	79.9		94.2	85.8	102.3	33.6	22.0		36.2	25.3	
Actuated g/C Ratio	0.63	0.57		0.67	0.61	0.73	0.24	0.16		0.26	0.18	



# Lanes, Volumes, Timings

## 1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.91		0.59	0.53	0.06	0.20	0.41		0.87	0.52	
Control Delay	8.8	35.2		35.3	17.2	6.2	40.0	58.4		72.3	60.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.8	35.2		35.3	17.2	6.2	40.0	58.4		72.3	60.7	
LOS	A	D		D	B	A	D	E		E	E	
Approach Delay		34.7			17.9			51.8			68.1	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	10	760		34	343	19	42	91		227	136	
Queue Length 95th (ft)	21	#923		96	413	36	80	154		#414	220	
Internal Link Dist (ft)		495			716			468			349	
Turn Bay Length (ft)	195			50		90	145					
Base Capacity (vph)	323	2031		189	2306	1168	421	269		331	305	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.91		0.52	0.53	0.06	0.14	0.41		0.87	0.52	

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 112 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 33.3

Intersection LOS: C

Intersection Capacity Utilization 93.8%
















ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 1: Oak Street/Salt Creek Lane & Ogden Avenue

														
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)		Ø7	Ø8				
14 s	84 s		14 s	28 s		14 s	84 s		27 s	15 s				

**Intersection**

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	11	1	162	123	0	3	56	47	40	1	152	11
Future Vol, veh/h	11	1	162	123	0	3	56	47	40	1	152	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	1	1	2	0	0	2	0	0	1	9
Mvmt Flow	12	1	182	138	0	3	63	53	45	1	171	12
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	10.3	10.9	9.4	11.1
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	0%	6%	100%	0%	1%
Vol Thru, %	30%	37%	1%	0%	0%	93%
Vol Right, %	0%	63%	93%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	64	174	123	3	164
LT Vol	56	0	11	123	0	1
Through Vol	24	24	1	0	0	152
RT Vol	0	40	162	0	3	11
Lane Flow Rate	89	71	196	138	3	184
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.151	0.105	0.283	0.241	0.005	0.292
Departure Headway (Hd)	6.089	5.321	5.218	6.283	5.087	5.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	590	674	692	575	707	632
Service Time	3.815	3.047	3.222	3.989	2.793	3.721
HCM Lane V/C Ratio	0.151	0.105	0.283	0.24	0.004	0.291
HCM Control Delay	9.9	8.7	10.3	11	7.8	11.1
HCM Lane LOS	A	A	B	B	A	B
HCM 95th-tile Q	0.5	0.4	1.2	0.9	0	1.2

# HCM 6th TWSC

## 3: West Access Drive & Tower Drive

11/10/2022




Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	3	43	13	12	49
Future Vol, veh/h	116	3	43	13	12	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	135	3	50	15	14	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	138	0	252	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1458	-	741	917
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1458	-	715	917
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	883	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	869	-	-	1458	-	
HCM Lane V/C Ratio	0.082	-	-	0.034	-	
HCM Control Delay (s)	9.5	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	



# HCM 6th TWSC

## 4: East Access Drive & Tower Drive

11/10/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	0	10	56	0	21
Future Vol, veh/h	169	0	10	56	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	2	0	0	2	0
Mvmt Flow	211	0	13	70	0	26
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	307	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1372	-	685	834
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1372	-	678	834
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	919	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	834	-	-	1372	-	
HCM Lane V/C Ratio	0.031	-	-	0.009	-	
HCM Control Delay (s)	9.5	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	



## MEMORANDUM

**DATE:** January 6, 2023

**TO:** Chairman Cashman and Plan Commissioners

**CC:** Kathleen A. Gargano, Village Manager  
Robb McGinnis, Director of Community Development/Building Commissioner

**FROM:** Bethany Salmon, Village Planner

**RE:** Case A-1-2023 – Sign Permit Review – 50 S. Washington Street, Unit 101 – Caviar & Chevre – Installation of One (1) Permanent Window Sign

**FOR:** January 11, 2023 Plan Commission Meeting

---

### Summary

The Village of Hinsdale has received a sign permit application from Virgil Catherine Gallery requesting approval to install new permanent window signs and a projecting sign at 50 S. Washington Street. The signs were previously installed without a permit. The existing three-story building is located in the B-2 Central Business District and the Downtown Historic District.

### Request and Analysis

The applicant is requesting to install one (1) permanent window sign on the storefront window of the tenant space. The proposed signs are vinyl decals in a white and gold color. The window sign measures 50" wide and 31" tall, with an overall sign face area of 10.76 square feet.

Per Section 9-106(J), in the B-2 District, two (2) awning valance, canopy valance, wall, or permanent window signs are allowed per user. A maximum gross surface area of all awning valance, canopy valance, wall, and permanent window signs for the entire building shall not exceed the greater of: 1) one square foot per foot of building frontage, up to a maximum of one hundred (100) square feet, or 2) twenty five (25) square feet for each business that has a separate ground level principal entrance directly to the outside of the building onto a street, alley, courtyard, or parking lot. The proposed sign meets the Village's sign code requirements.

### Meeting History

Historic Preservation Commission Meeting – January 4, 2023 – At the HPC meeting, Smreti and Vishal Didwania, representing Caviar & Chevre, provided an overview of the proposed signage and answered questions from the Commissioners. The applicant was asked to clarify the sign plan rendering, where it was unclear if the black area shown on the drawing was to be installed to cover the glass or if the glass was to remain clear. Mr. Didwania confirmed that the window glass was to remain clear and this was just how the rendering was drawn to better show the proposed sign. The sign logo will be gold and the text below will be white. Ms. Didwania confirmed that the business will largely sell handbags and costume jewelry. The Overall, the Commissioners expressed general support of the proposed window sign.



## MEMORANDUM

The Historic Preservation Commission, by a vote of five (5) ayes and zero (0) nays, with two (2) absent, recommended approval of Case A-1-2023, a Sign Permit to allow for the installation of One (1) Permanent Window Sign for Caviar & Chevre located at 50 S. Washington Street, Unit 101.

### **Process**

Per Section 11-607(D) and the nature of the request, this application shall be reviewed and approved by the Plan Commission and does not require public notification. Per Village Code Section 14-5-1(B), the Historic Preservation Commission shall review signage in the Historic District. The final decision of the Historic Preservation Commission shall be advisory only. The Plan Commission maintains final authority on signage with no further action required by the Board of Trustees.

Per Section 11-607(E), no sign permit shall be granted pursuant to this section unless the applicant shall establish that:

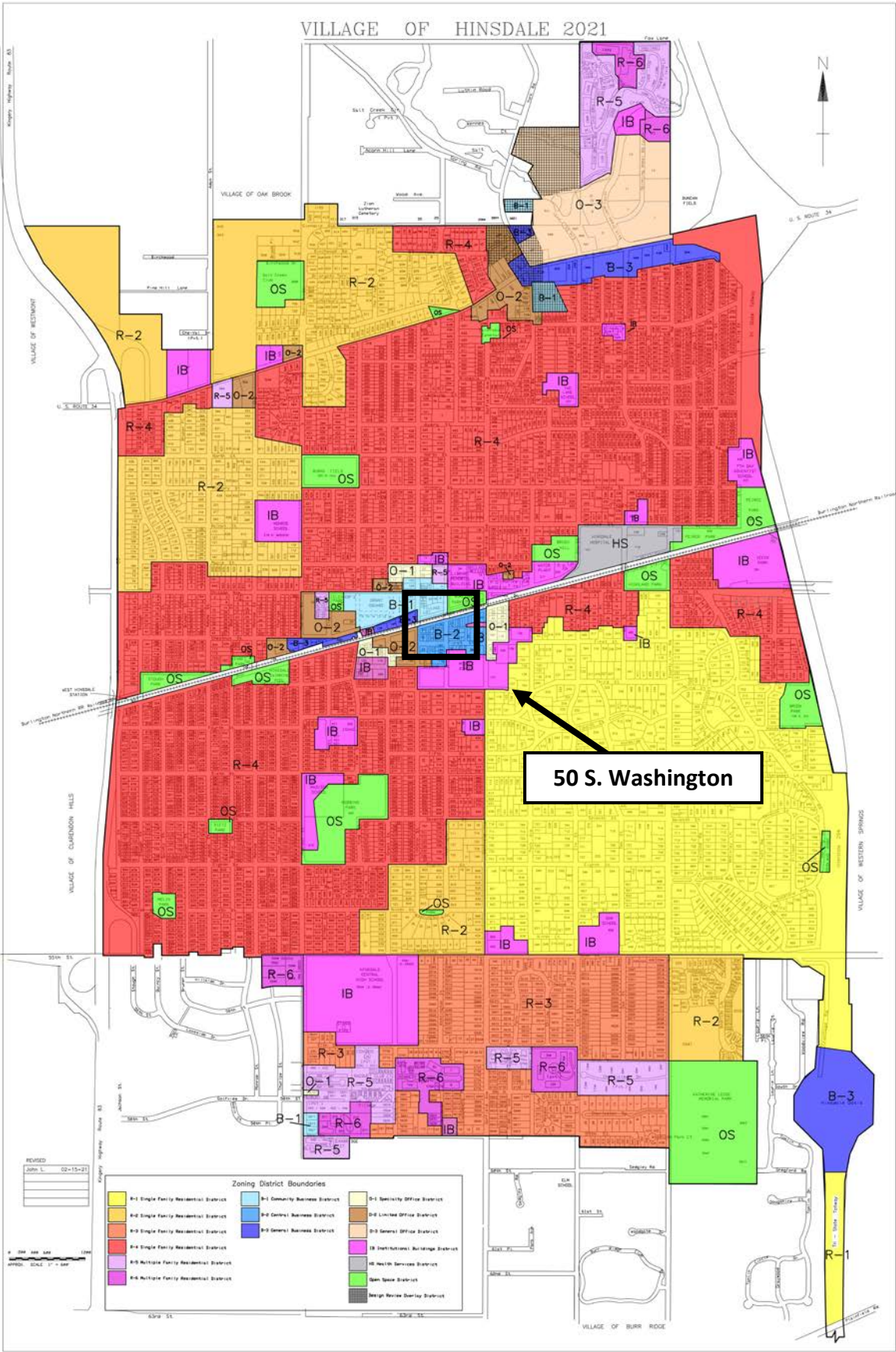
1. Visual Compatibility: The proposed sign will be visually compatible with the building on which the sign is proposed to be located and surrounding buildings and structures in terms of height, size, proportion, scale, materials, texture, colors, and shapes.
2. Quality of Design and Construction: The proposed sign will be constructed and maintained with a design and materials of high quality and good relationship with the design and character of the neighborhood.
3. Appropriateness to Activity: The proposed sign is appropriate to and necessary for the activity to which it pertains.
4. Appropriateness to Site: The proposed sign will be appropriate to its location in terms of design, landscaping, and orientation on the site, and will not create a hazard to pedestrian or vehicular traffic, detract from the value or enjoyment of neighboring properties, or unduly increase the number of signs in the area.

### **Attachments**

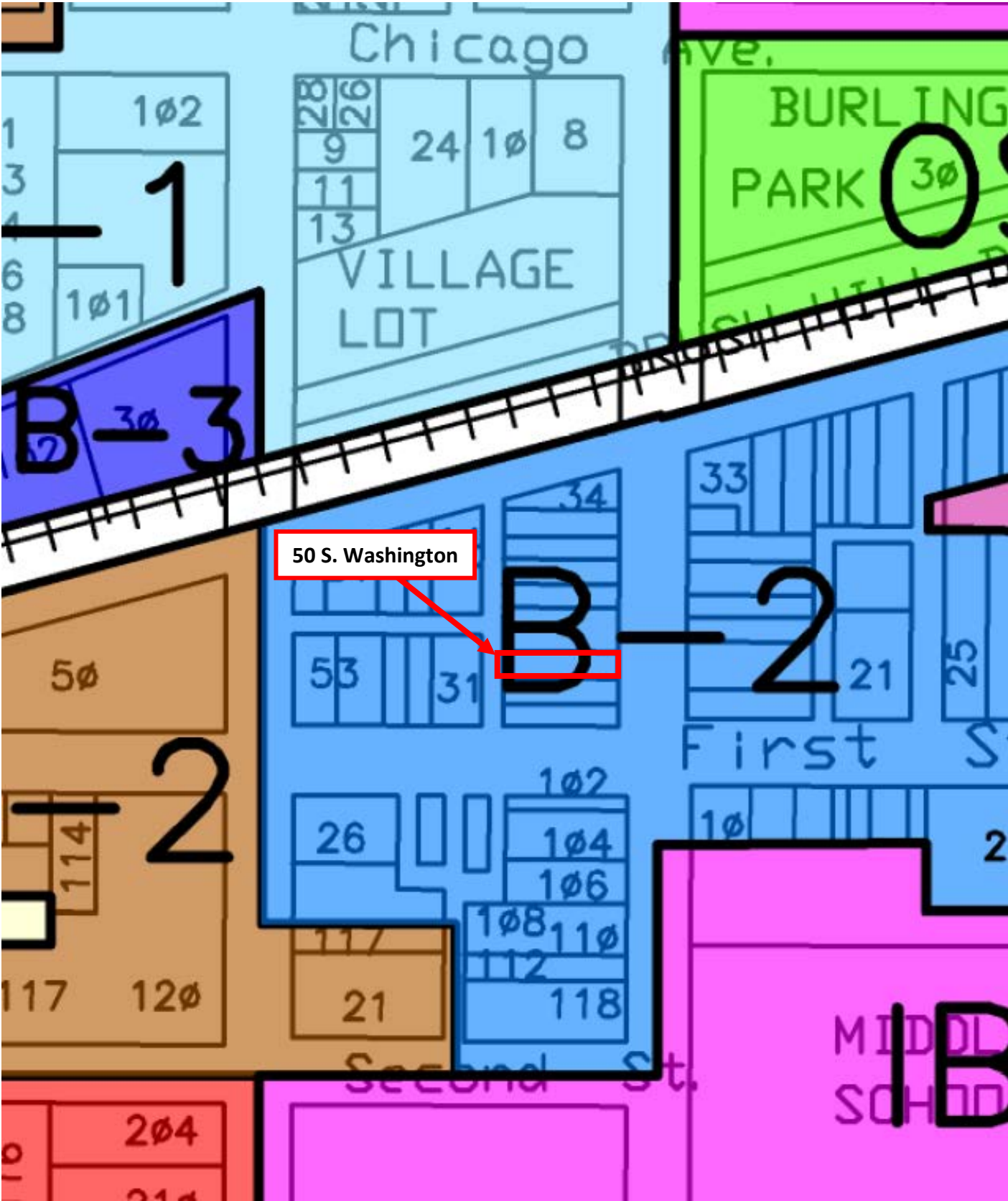
1. Zoning Map and Project Location
2. Birds Eye View
3. Street View
4. Sign Application and Exhibits



Village of Hinsdale Zoning Map and Project Location



Village of Hinsdale Zoning Map and Project Location





## Birds Eye View – 50 S. Washington





## Street View – 50 S. Washington

---





VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT DEPARTMENT  
APPLICATION FOR SIGN PERMIT

**Applicant**

Name: Smrethi Didwania  
Address: 620 N Washington St  
City/Zip: Hinsdale 60521  
Phone/Fax: (815) 514-8940  
E-Mail: contact@caviarandchevre.com  
Contact Name: Smrethi Didwania

**Contractor**

Name: Mike Kovar  
Address: 401 Cass Avenue  
City/Zip: Westmont, IL 60559  
Phone/Fax: (630) 901-4176  
E-Mail: michaelkovar91@hotmail.com  
Contact Name: Michael Kovar

**ADDRESS OF SIGN LOCATION:**

**ZONING DISTRICT:** Please Select One B-2

**SIGN TYPE:** Please Select One Window

**ILLUMINATION** Please Select One None

**Sign Information:**

Overall Size (Square Feet): 15 ( 36 x 60 in )  
Overall Height from Grade: 0 Ft.  
Proposed Colors (Maximum of Three Colors): Window Sign  
① White  
② Gold  
③ N/A

**Site Information:**

Lot/Street Frontage: 125 x 160  
Building/Tenant Frontage: 1,000  
Existing Sign Information:  
Business Name: N/A  
Size of Sign: N/A Square Feet  
Business Name: N/A  
Size of Sign: N/A Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.

Smrethi Didwania  
Signature of Applicant

12/4/22  
Date

[Signature]  
Signature of Building Owner

12/4/22  
Date

**FOR OFFICE USE ONLY - DO NOT WRITE BELOW THIS LINE**

Total square footage: 0 x \$4.00 = 0 (Minimum \$75.00)

Plan Commission Approval Date: \_\_\_\_\_ Administrative Approval Date: \_\_\_\_\_

# WISCH RENTAL PROPERTIES LLC.

P.O. Box 269 | Hinsdale, IL | 630-606-0980

12/7/2022

Bethany Salmon  
Village Planner  
Village of Hinsdale  
19 E Chicago Avenue  
Hinsdale, IL 60521

**Dear Bethany Salmon:**

I, Lee Wisch, am the owner of 50 S. Washington St, Suite 101, Hinsdale, IL 60521. I give permission to Smreti Didwania of Caviar & Chèvre to lease the location for her store starting 12/1/2022. I authorize her to put the window sign for her business, Caviar & Chèvre.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lee Wisch', with a large, stylized circular flourish on the left side.

**Wisch Rental Properties LLC.**



50 south washington



vinyl cut window lettering  
and gold foil polyester film  
Installed \$350



[kovar signs.com](http://kovar signs.com) 630.901.4176





## MEMORANDUM

**DATE:** January 6, 2023

**TO:** Chairman Cashman and Plan Commissioners

**CC:** Kathleen A. Gargano, Village Manager  
Robb McGinnis, Director of Community Development/Building Commissioner

**FROM:** Bethany Salmon, Village Planner

**RE:** Case A-2-2023 – Sign Permit Review – 14 W. First Street – Elevare MD – Installation of One (1) Wall Sign and One (1) Projecting Sign

**FOR:** January 11, 2023 Plan Commission Meeting

---

### Summary

The Village of Hinsdale received a sign permit application from Legacy Sign Group requesting approval to install one (1) new wall sign and one (1) new projecting sign on the building located at 14 W. First Street. The existing two-story, multi-tenant building is located in the B-2 Central Business District and the Downtown Historic District.

On September 6, 2022, by Ordinance No. O2022-25, the Village Board approved an Exterior Appearance and Site Plan to allow for various improvements to the existing building and site plan, which included changes to the front façade, the replacement of all windows and doors, and the installation of an elevator shaft, rooftop mechanical unit screening, and a dumpster enclosure for Elevare MD.

The Board approved plans showing the renderings of the front façade are attached for review. The applicant is proposing to paint the background of the primary sign band white instead of black. The trim will remain black. The secondary sign band above the entrance door on the right side of the front elevation is to remain black, which is how it was approved as part of the original plans.

### Request and Analysis

The applicant is requesting to install one (1) wall sign and one (1) projecting sign on the front façade of the building facing First Street. The proposed wall sign meets the Village's code requirements. The proposed signs are described below:

Wall Sign – The proposed wall sign will be located inside the existing sign band. The sign band background will be painted white and the trim will be painted black. The sign measures 1' 11-3/4" tall and 4' 10.5" wide, with an overall sign face area of 9.6 square feet. The sign consists of illuminated black halo-lit channel letters for "Elevare" with non-illuminated brass channel letters for "MD". An additional line of smaller, non-illuminated stud-mounted letters will be installed below the "Elevare MD" text. With the sign band area included as part of the sign face, the overall area is 19.3 square feet in size.

Per Section 9-106(J), in the B-2 District, two (2) awning valance, canopy valance, wall, or permanent window signs are allowed per user. A maximum gross surface area of all awning valance, canopy valance, wall, and permanent window signs for the entire building shall not exceed the greater of: 1) one square foot per foot of building frontage, up to a maximum of one hundred (100) square feet, or 2) twenty five



## MEMORANDUM

(25) square feet for each business that has a separate ground level principal entrance directly to the outside of the building onto a street, alley, courtyard, or parking lot.

Per Section 9-106, in no event shall the illumination of any sign, resulting from any internal or external artificial light source, exceed fifty (50) foot-candles when measured with a standard light meter held perpendicular to the sign face at a distance equal to the narrowest dimension of such sign face. All artificial illumination shall be so designed, located, shielded, and directed as to illuminate only the sign face or faces and to prevent the casting of glare or direct light upon adjacent property or streets. A rendering has been provided to show what the wall sign will look like illumined at night.

Projecting Sign – A non-illuminated projecting sign is proposed to be mounted on the secondary sign band above the entrance door on the right side of the front elevation. The proposed sign face measures 24" wide and 16" tall, with an overall sign face area of 2.6 square feet. The sign will be mounted onto a metal bracket that extends 36" from the building and provide an 8' clearance from the bottom of the sign to the adjacent sidewalk. The sign consists of a black background and mounting bracket, with white and brass lettering.

One (1) non-illuminated projecting sign is allowed for the tenant and is counted toward the maximum number of signs allowed. Projecting signs are not to exceed three (3) square feet per sign face, with each face having a horizontal dimension of twenty-four inches (24") and a vertical dimension of eighteen inches (18"), nor more than two (2) faces per sign. The bottom edge of the sign shall not be less than eight feet (8') in height and the top edge of the sign shall not be higher than twenty feet (20') or the bottom of any second floor window, whichever is less. Projecting signs shall not extend a distance of more than three feet (3') from the face of the building on which they are located. Projecting signs shall be mounted on a supporting structure of a style, type and material approved by the Village and shall not be mounted on awnings, canopies, or marquees.

### **Meeting History**

Historic Preservation Commission Meeting – January 4, 2023 – At the HPC meeting, Shaun O'Brien, representing Legacy Sign Group, and Michael Dewolfe, the property owner, provided an overview of the proposed signage and answered questions from the Commissioners.

The changes to the plans approved as part of the Exterior Appearance and Site Plan on September 6, 2022 were briefly discussed. The only change is that the applicant is requesting is to paint the inside background area of the primary sign band white instead of black. The outer trim will still be painted black.

One Commissioner stated concerns over the appearance of the proposed wall sign, noting the halo-lighting will project onto the bronze "MD" text behind the "Elevare" text and asked how it would look at night illuminated without a consistent, solid background. Mr. O'Brien stated the "Elevare" text would extend 1 inch from the white sign background area and the "MD" would extend a quarter inch from the background, so there should not be too much shadowing and then discussed other signs with variable backgrounds. Mr. O'Brien noted that the halo-lighting could have a more yellow appearance due to the polished brass finish for "MD", which he stated would actually shine and reflect less than another finish, but a white diffuser could be installed behind the letters.





## MEMORANDUM

Mr. Dewolfe showed the Commissioners a night-time photo of the existing sign for their business in Chicago, which is similar to the proposed wall sign. This photo has been included in the Plan Commission packet for review. Discussion continued on possible impacts to the streetscape and what the sign would look like illuminated at night.

There was a discussion on the proposed location of the projecting sign and it was determined during the meeting that the plans showed the sign in the wrong location. The sign was intended to be located near the secondary door on the right side of the front elevation as this door will serve as the entrance to the medical office on the second floor. One Commissioner noted that the sign looked busy on the building and asked if it was necessary.

The sign plans also did not show the secondary sign band above the entrance door on the right side of the front elevation in the rendering, which was approved as part of the Exterior Appearance and Site Plan on September 6, 2022. The applicant confirmed that the secondary sign band will still be installed and painted black in accordance with what was approved under the original Exterior Appearance and Site Plan plans. The Commission asked the applicant to provide revised plans that accurately show the location of the projecting sign and the appearance with the secondary sign band.

There was a discussion over the measurement of the wall sign and if the white background is included in the sign face area calculation. The sign is code compliant when measuring the area that includes the entire white background and when measuring the area directly around the perimeter of the proposed wall sign.

The Historic Preservation Commission, by a vote of four (4) ayes and one (1) nays, with two (2) absent, recommended approval of Case A-2-2023, a Sign Permit to allow for the installation of One (1) Wall Sign for Elevare MD located at 14 W. First Street.

The Historic Preservation Commission, by a vote of five (5) ayes and zero (0) nays, with two (2) absent, recommended approval of Case A-2-2023, a Sign Permit to allow for the installation of One (1) Projecting Sign for Elevare MD located at 14 W. First Street.

Since the meeting, the applicant has provided revised plans for the projecting sign for the Plan Commission to review that shows the correct location and final appearance. The proposed projecting sign will be mounted on the black secondary sign band above the entrance door on the right side of the front elevation. There are no other changes to the appearance or dimensions of the sign as proposed to the Historic Preservation Commission.

### **Process**

Per Section 11-607(D), sign permit applications shall be reviewed and approved by the Plan Commission and do not require public notification. Per Village Code Section 14-5-1(B), the Historic Preservation Commission shall review signage in the Historic District. The final decision of the Historic Preservation Commission shall be advisory only. The Plan Commission maintains final authority on signage with no further action required by the Board of Trustees.

Per Section 11-607(E), no sign permit shall be granted pursuant to this section unless the applicant shall establish that:



## MEMORANDUM

1. Visual Compatibility: The proposed sign will be visually compatible with the building on which the sign is proposed to be located and surrounding buildings and structures in terms of height, size, proportion, scale, materials, texture, colors, and shapes.
2. Quality of Design and Construction: The proposed sign will be constructed and maintained with a design and materials of high quality and good relationship with the design and character of the neighborhood.
3. Appropriateness to Activity: The proposed sign is appropriate to and necessary for the activity to which it pertains.
4. Appropriateness to Site: The proposed sign will be appropriate to its location in terms of design, landscaping, and orientation on the site, and will not create a hazard to pedestrian or vehicular traffic, detract from the value or enjoyment of neighboring properties, or unduly increase the number of signs in the area.

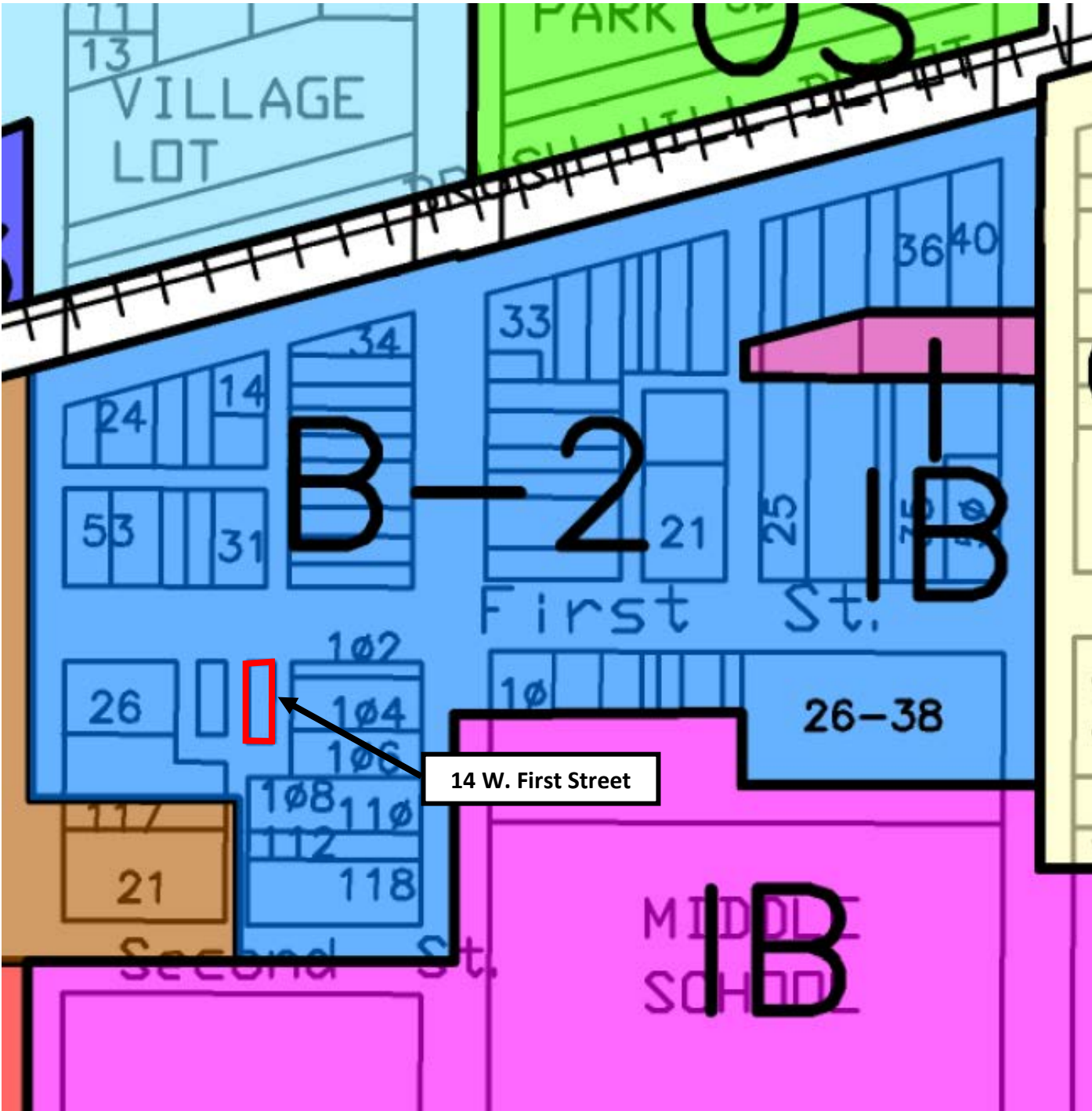
### **Attachments**

1. Zoning Map and Project Location
2. Birds Eye View
3. Street View
4. Sign Application and Exhibits

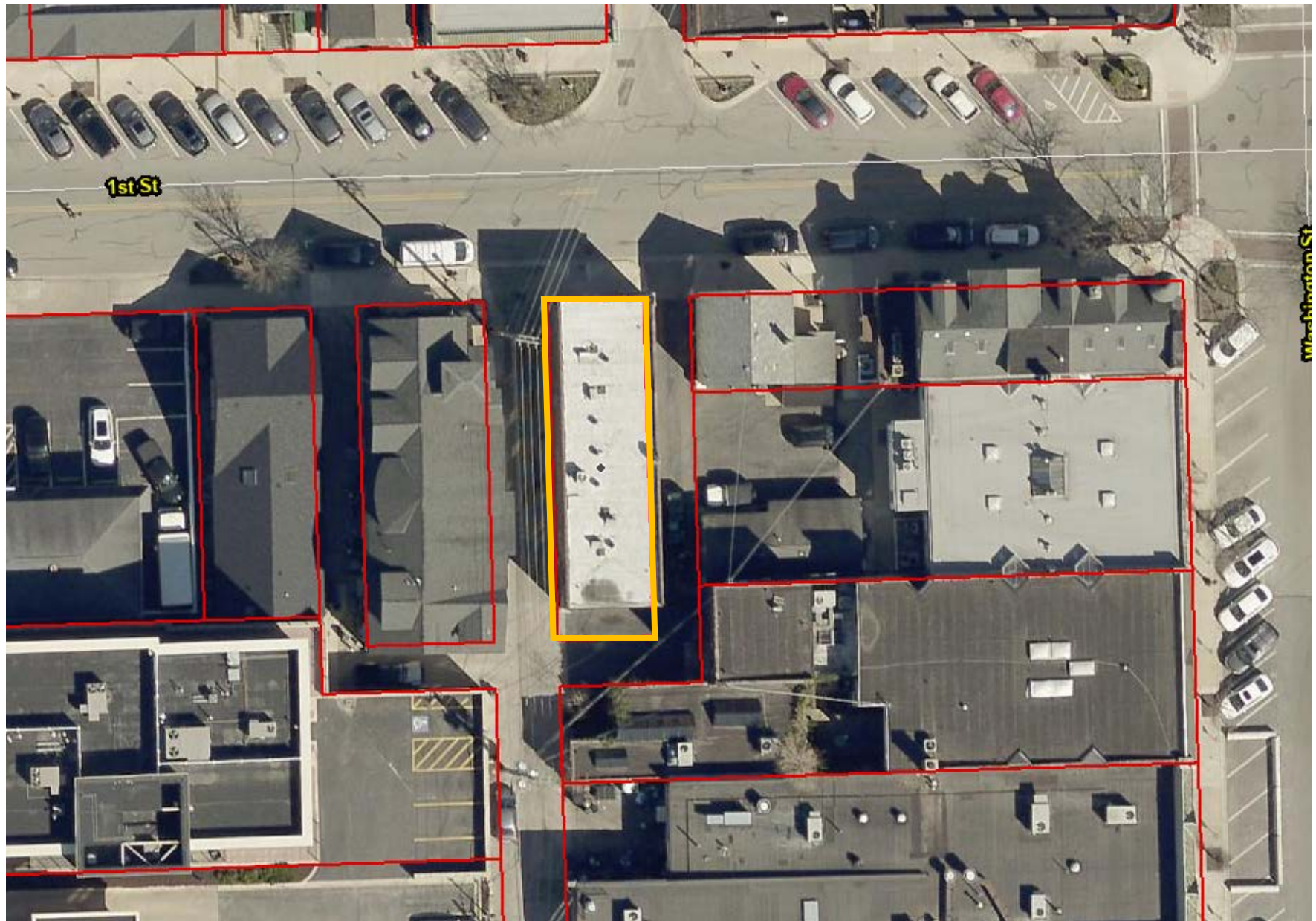
[illegible]



Village of Hinsdale Zoning Map and Project Location



Aerial View – 14 W. First Street





Birds Eye View – 14 W. First Street





## Street View – 14 W. First Street







Ordinance No. O2022-25 - Approved  
Plans of the Front Facade - Exterior  
Appearance / Site Plan Review



ARCHITECT + DESIGN  
**KEYSTONE**  
PLANNING + DESIGN  
418 CLINTON PLACE  
RIVER FOREST, IL 60305

CM + BUILDER  
**RWE**  
DESIGN BUILD  
1303 OGDEN AVE  
DOWNERS GROVE, IL 60515  
(630) 734 - 0883

HINSDALE MED SPA

14 W. 1ST ST., HINSDALE, IL

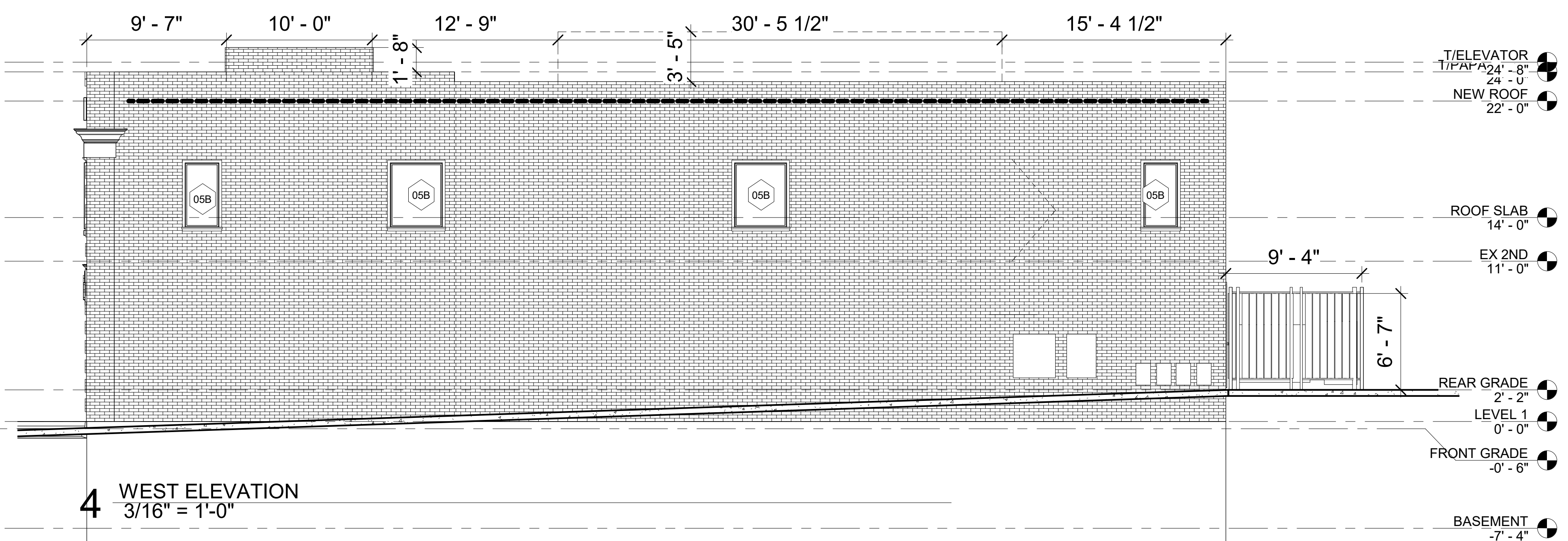
No.	Description	Date
2	IFZ DRAFT	5/16/2022
3	IFZ-HPC-PC	6/08/2022

EXTERIOR  
COLOR  
ELEVATIONS

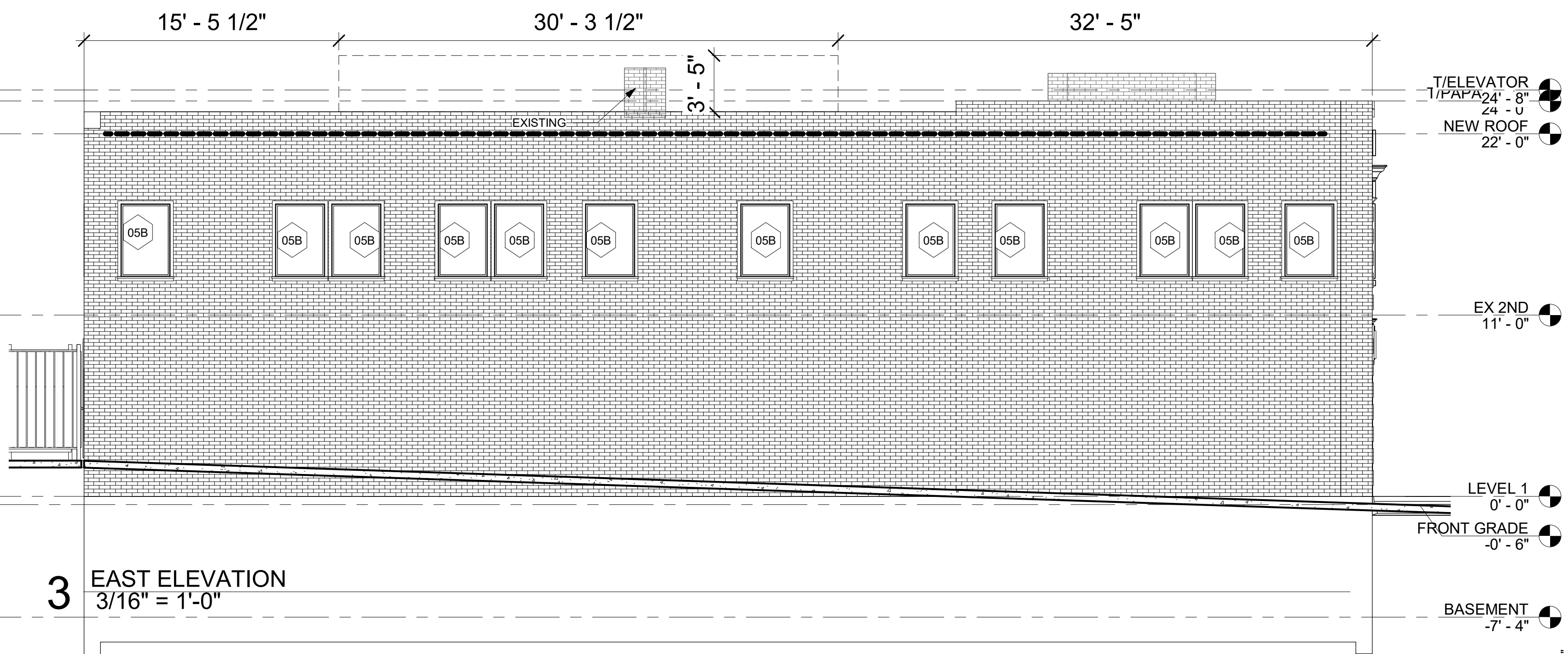
A299

Scale

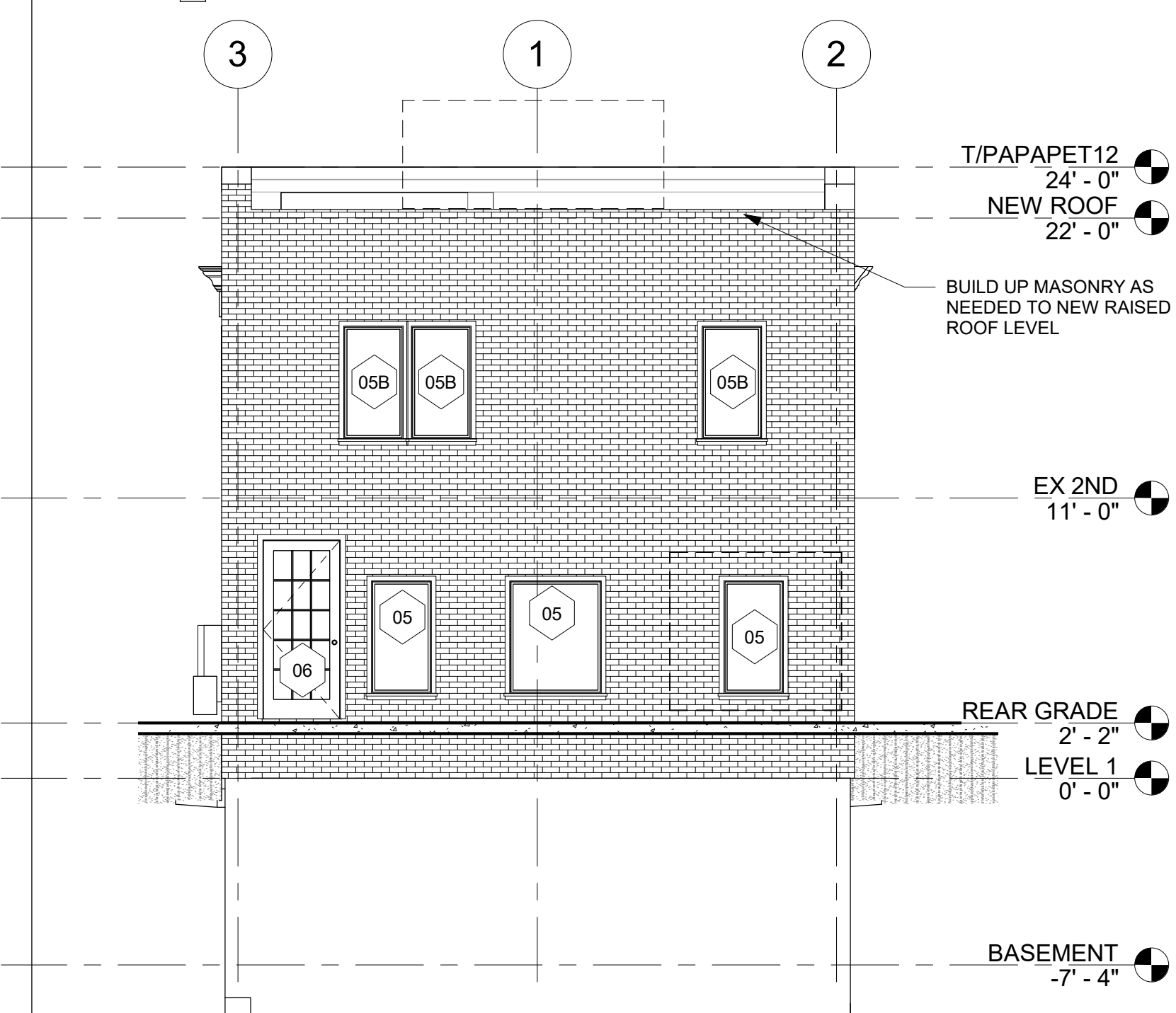




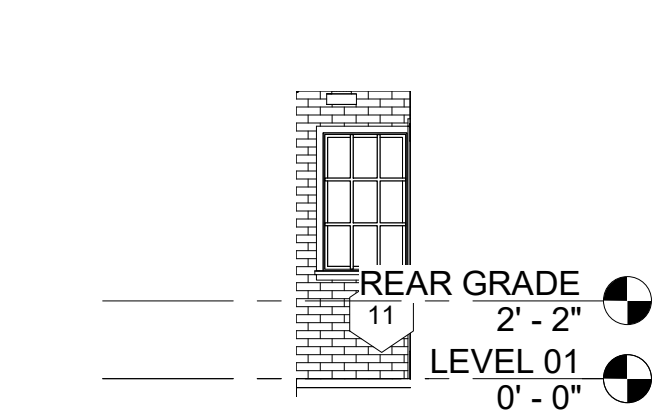
4 WEST ELEVATION  
3/16" = 1'-0"



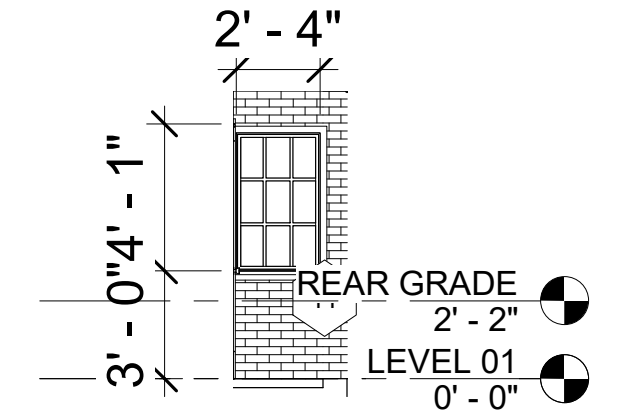
3 EAST ELEVATION  
3/16" = 1'-0"



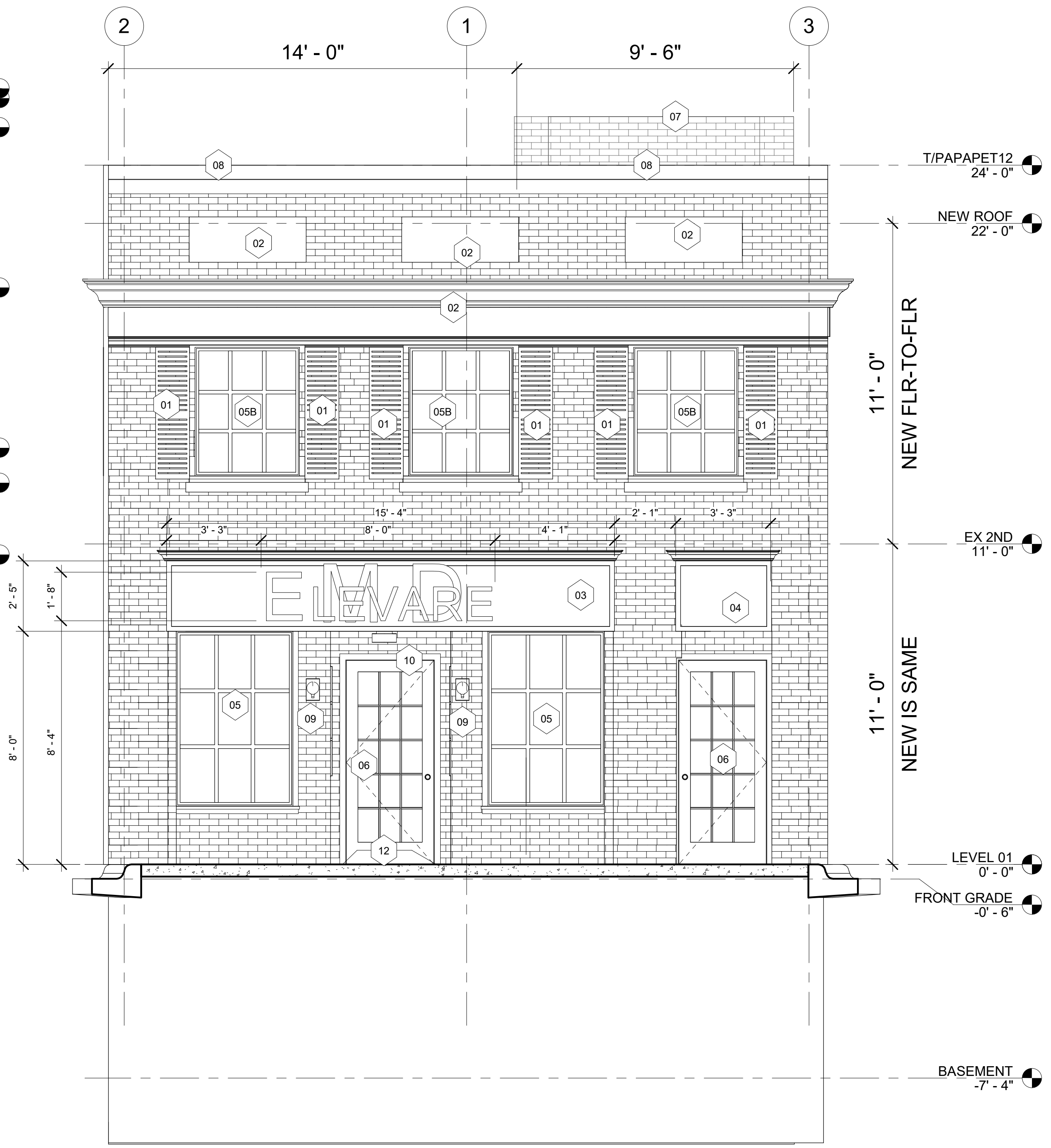
2 SOUTH ELEVATION  
3/16" = 1'-0"



5 ENTRYWAY WINDOWS EAST  
3/16" = 1'-0"



6 ENTRYWAY WINDOWS WEST  
3/16" = 1'-0"



1 NORTH ELEVATION  
3/8" = 1'-0"

KEYNOTES - EXT ELEVATIONS	
01	EXISTING SHUTTERS, REFINISH TO BLACK PER A310
02	EXISTING LIMESTONE TRIM TO REMAIN
03	EXISTING WOOD SIGNAGE BAND, REFINISH IN BLACK PER A310 AND ADD NEW BACKLIT SIGNAGE
04	NEW WOOD SIGNAGE BAND TO MATCH ADJACENT IN COLOR AND HEIGHT, AND DETAIL SUCH AS MOULDINGS AND DENTAL PATTERN
05	NEW EBONY WINDOWS BY MARVIN, OR EQUAL, TO REPLACE IN-PLACE EXISTING WINDOWS. FIXED GLAZING, DOUBLE PANE, LOW-E, VINTAGE LOOK
05B	NEW STONE WHITE WINDOWS BY MARVIN, OR EQUAL, TO REPLACE IN-PLACE EXISTING WINDOWS. FIXED GLAZING, DOUBLE PANE, LOW-E, VINTAGE LOOK
06	NEW DOORS IN EXISTING OPENINGS, REPLACE IN-KIND, BLACK FINISH COMMERCIAL DOORS, WITH VINTAGE GLASS LITES
07	NEW ELEVATOR SHAFT OVERRUN, AS SHOWN
08	EXISTING PARAPET HEIGHT AND COPING TO REMAIN
09	NEW EXTERIOR WALL SCONCES, GAS LAMPS WITH ACTIVE FLAME IN FIXTURE
10	NEW REPLACEMENT CEILING LIGHT IN ENTRY ALCOVE
11	NEW BLACK WINDOWS BY MARVIN, OR EQUAL, TO REPLACE IN-PLACE EXISTING DISPLAY CABINETS, FIXED GLAZING, DOUBLE PANE, LOW-E, VINTAGE LOOK
12	REPLACE EXISTING OUTDOOR STOOP WITH PORCELAIN PAVERS, BASALT BLACK, PER A310

Ordinance No. O2022-25 - Approved  
Plans of the Front Facade - Exterior  
Appearance / Site Plan Review

ARCHITECT + DESIGN  
**KEYSTONE**  
PLANNING + DESIGN  
418 CLINTON PLACE  
RIVER FOREST, IL 60305

CM + BUILDER  
**RWE**  
DESIGN BUILD  
1303 OGDEN AVE  
DOWNERS GROVE, IL 60515  
(630) 734 - 0883

ELEVARE HINSDALE

14 W. 1ST ST., HINSDALE, ILLINOIS

No.	Description	Date
1	IFZ DRAFT	5/16/2022
2	IFZ-HPC-PC	6/08/2022
3	IFPermit/IFBid	8/31/2022

EXTERIOR  
ELEVATIONS

A300

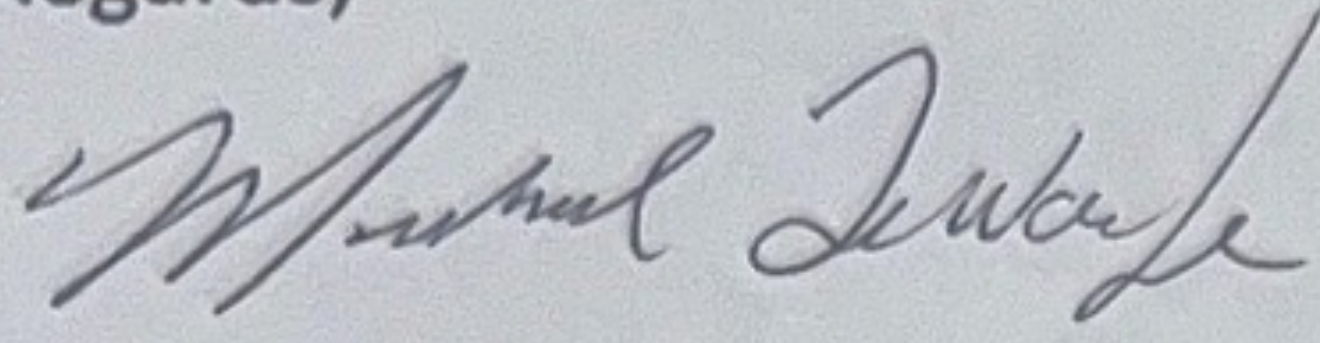
Scale As indicated



To Village of Hinsdale,

I authorize Legacy Sign Group to apply and install our sign at 14 W. 1<sup>st</sup> Street, LLC.

Regards,

A handwritten signature in black ink, appearing to read "Michael DeWolfe". The signature is fluid and cursive, with the first name "Michael" and last name "DeWolfe" clearly distinguishable.

Michael DeWolfe



**VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT DEPARTMENT  
APPLICATION FOR SIGN PERMIT**

**Applicant**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Zip: \_\_\_\_\_

Phone/Fax: (\_\_\_\_) \_\_\_\_\_/\_\_\_\_\_

E-Mail: \_\_\_\_\_

Contact Name: \_\_\_\_\_

**Contractor**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Zip: \_\_\_\_\_

Phone/Fax: (\_\_\_\_) \_\_\_\_\_/\_\_\_\_\_

E-Mail: \_\_\_\_\_

Contact Name: \_\_\_\_\_

**ADDRESS OF SIGN LOCATION:**

**ZONING DISTRICT:**

**SIGN TYPE:**

**ILLUMINATION**

**Sign Information:**

Overall Size (Square Feet): \_\_\_\_\_ ( \_\_\_\_\_ x \_\_\_\_\_ )

Overall Height from Grade: \_\_\_\_\_ Ft.

Proposed Colors (Maximum of Three Colors):

① \_\_\_\_\_

② \_\_\_\_\_

③ white background \_\_\_\_\_

**Site Information:**

Lot/Street Frontage: \_\_\_\_\_

Building/Tenant Frontage: \_\_\_\_\_

Existing Sign Information:

Business Name: \_\_\_\_\_

Size of Sign: \_\_\_\_\_ Square Feet

Business Name: \_\_\_\_\_

Size of Sign: \_\_\_\_\_ Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.

Mackenzie Davies  
Signature of Applicant

\_\_\_\_\_  
Date

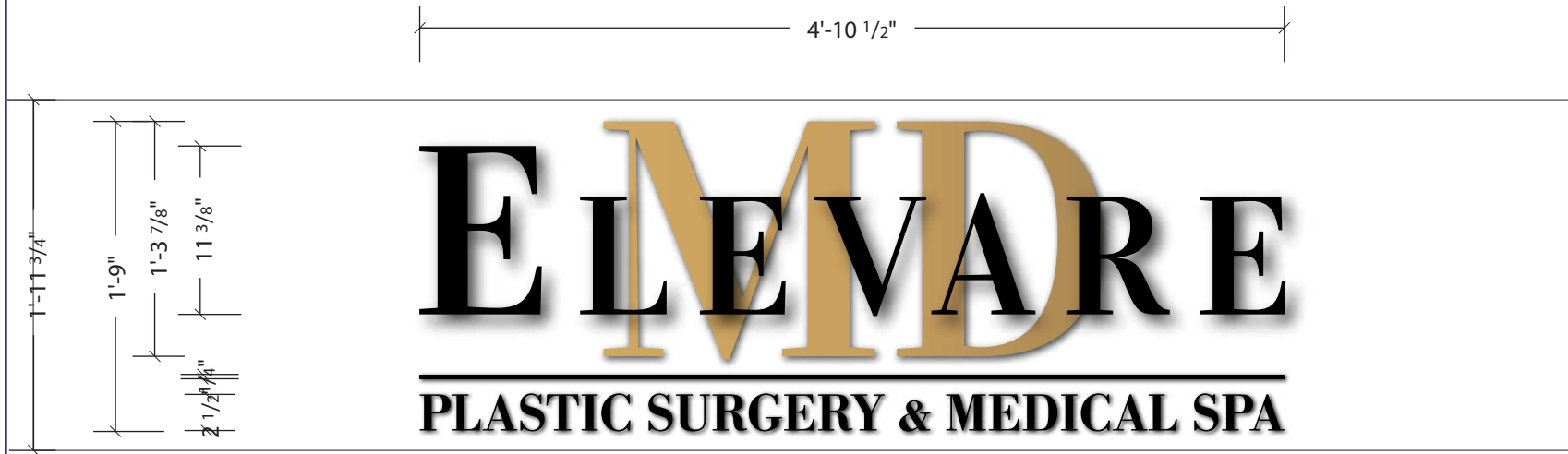
Mackenzie Davies (agent of owner)  
Signature of Building Owner

\_\_\_\_\_  
Date

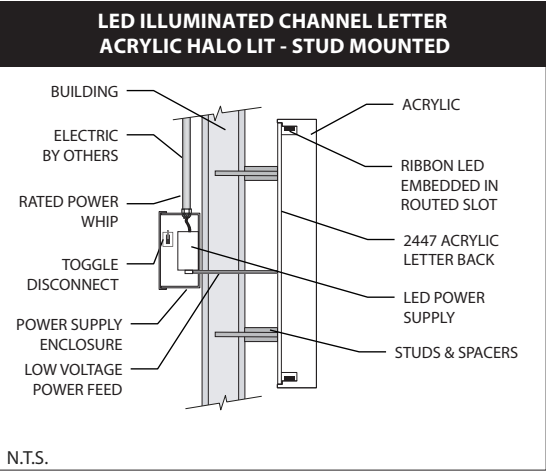
**FOR OFFICE USE ONLY – DO NOT WRITE BELOW THIS LINE**

Total square footage: \_\_\_\_\_ x \$4.00 = \_\_\_\_\_ (Minimum \$75.00)

Plan Commission Approval Date: \_\_\_\_\_ Administrative Approval Date: \_\_\_\_\_



- **ONE (1) SET OF REVERSE ILLUMINATED CHANNEL LETTERS ("ELEVARE") AND ONE (1) SET OF BRASS LETTERS, MOUNTED TO BUILDING FASCIA**
- "MD"** = 1/4" DEEP, POLISHED BRASS, STUD MOUNTED FLUSH
- "PLASTIC SURGERY..."** = 1/4" DEEP, PAINTED MATTE BLACK STUD MOUNTED FLUSH
- "ELEVARE"** = 1" DEEP PAINTED MATTE, MOUNTED WITH 1 1/2" STAND-OFFS  
WHITE LED ILLUMINATION
- TRIM PIECE** = 1/4" DEEP, PAINTED SATIN MAP BLACK



Proposed placement



Proposed - night time view

SCALE: 1" = 1'



7933 W Hwy 6, Westville, IN 46391

PROJECT: Elevare 14 W 1st Street Hinsdale, IL 60521	DATE: 12-19-2022
REP: Shaun O'Brien 219-406-0218	DRAWING: SO-0378-2D
	PROJECT #: 220750

REVISIONS:
1. Revise fascia color on render - no design change 12-19-22 JB

CLIENT APPROVAL: \_\_\_\_\_

By signing this print, I understand that I am accepting all aspects of this drawing. This includes artwork, specifications, dimensions, spelling and all other representations herein. I also understand that color representations on this print are approximate, and may not match actual colors produced.





**VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT DEPARTMENT  
APPLICATION FOR SIGN PERMIT**

**Applicant**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Zip: \_\_\_\_\_

Phone/Fax: (\_\_\_\_) \_\_\_\_\_/\_\_\_\_\_

E-Mail: \_\_\_\_\_

Contact Name: \_\_\_\_\_

**Contractor**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Zip: \_\_\_\_\_

Phone/Fax: (\_\_\_\_) \_\_\_\_\_/\_\_\_\_\_

E-Mail: \_\_\_\_\_

Contact Name: \_\_\_\_\_

**ADDRESS OF SIGN LOCATION:**

**ZONING DISTRICT:**

**SIGN TYPE:**

**ILLUMINATION**

**Sign Information:**

Overall Size (Square Feet): \_\_\_\_\_ ( \_\_\_\_\_ x \_\_\_\_\_ )

Overall Height from Grade: \_\_\_\_\_ Ft.

Proposed Colors (Maximum of Three Colors):

❶ \_\_\_\_\_

❷ \_\_\_\_\_

❸ \_\_\_\_\_

**Site Information:**

Lot/Street Frontage: \_\_\_\_\_

Building/Tenant Frontage: \_\_\_\_\_

Existing Sign Information:

Business Name: \_\_\_\_\_

Size of Sign: \_\_\_\_\_ Square Feet

Business Name: \_\_\_\_\_

Size of Sign: \_\_\_\_\_ Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.

Mackenzie Davies

Signature of Applicant

\_\_\_\_\_ Date

(agent of owner)

Mackenzie Davies

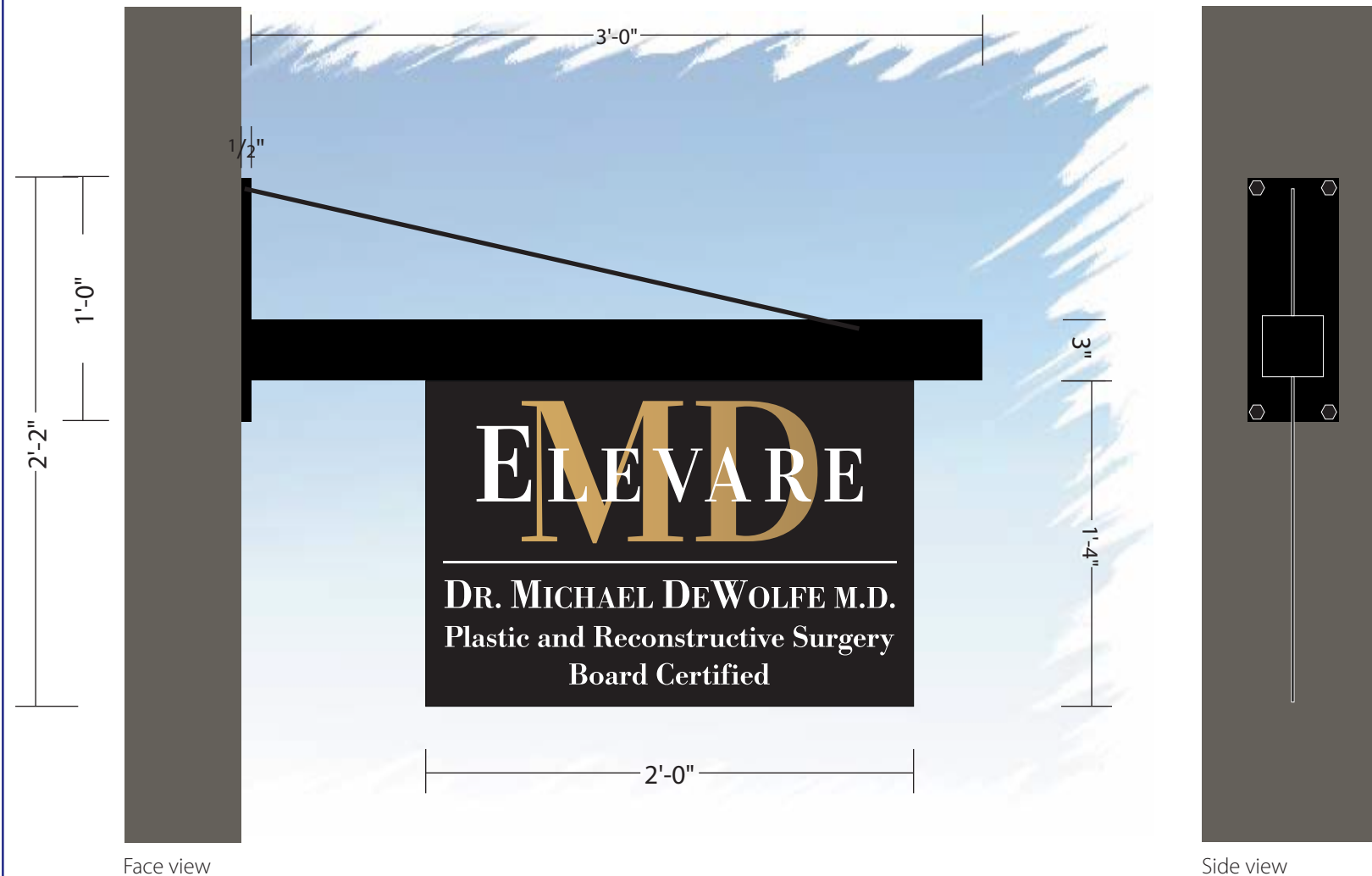
Signature of Building Owner

\_\_\_\_\_ Date

**FOR OFFICE USE ONLY – DO NOT WRITE BELOW THIS LINE**

Total square footage: \_\_\_\_\_ x \$4.00 = \_\_\_\_\_ (Minimum \$75.00)

Plan Commission Approval Date: \_\_\_\_\_ Administrative Approval Date: \_\_\_\_\_



**ONE (1) DOUBLE FACE NON-ILLUMINATED PROJECTING SIGN WITH POLISHED BRASS VINYL COPY**

**FACE** = ACM PAINTED SATIN MAP BLACK  
**COPY** = ORACAL 7510-351 GOLD-COATED 911 VINYL AND 3M WHITE CONTROLTAC  
**MOUNTING BRACKET** = PAINTED SATIN MAP BLACK



Proposed placement



Proposed placement

SCALE: 1 1/2" = 1'



7933 W Hwy 6, Westville, IN 46391

PROJECT: Elevare  
 14 W 1st Street  
 Hinsdale, IL 60521

REP: Shaun O'Brien 219-406-0218

DATE: 1-5-2023

DRAWING: SO-0378-3

PROJECT #: 220750

**REVISIONS:**

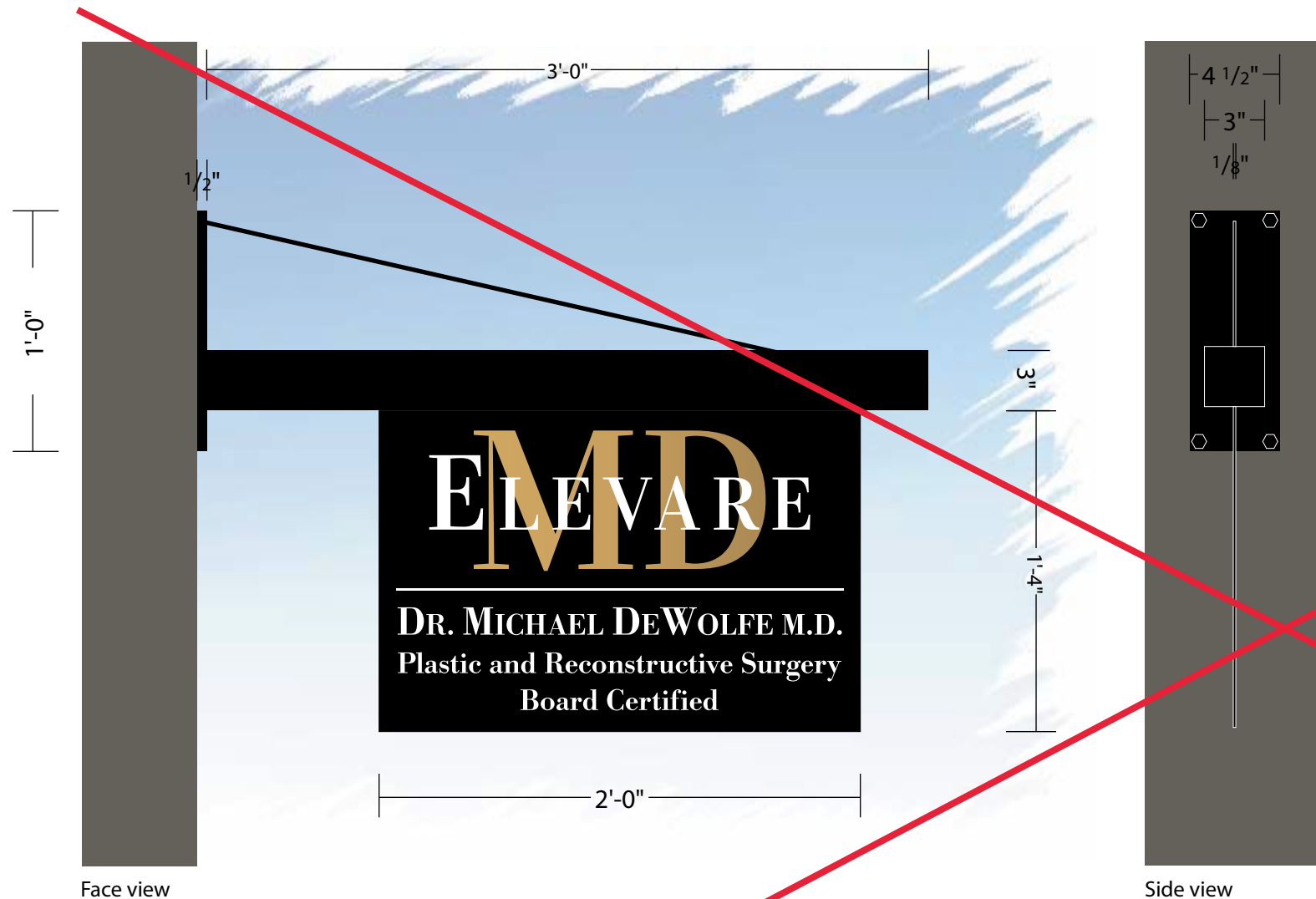
1. rev font 9-20-22 SO
2. rev copy 9-21-22 SO
3. Redesign face per customer's supplied art 10-7-22 JB
4. rev size 11-7-22 SO
5. Revise size for code 11-9-22 JB
6. Revise placement, update render 1-5-23 JB

CLIENT APPROVAL: \_\_\_\_\_

By signing this print, I understand that I am accepting all aspects of this drawing. This includes artwork, specifications, dimensions, spelling and all other representations herein. I also understand that color representations on this print are approximate, and may not match actual colors produced.







● **ONE (1) DOUBLE FACE NON-ILLUMINATED PROJECTING SIGN WITH POLISHED BRASS VINYL COPY**

**FACE** = ACM PAINTED SATIN MAP BLACK  
**COPY** = ORACAL 7510-351 GOLD-COATED 911 VINYL AND 3M WHITE CONTROLTAC  
**MOUNTING BRACKET** = PAINTED SATIN MAP BLACK

**Plans Presented at the Historic Preservation Commission Meeting – January 4, 2023**



Proposed placement



Proposed placement

SCALE: 1 1/2" = 1'



7933 W Hwy 6, Westville, IN 46391

PROJECT: Elevare  
 14 W 1st Street  
 Hinsdale, IL 60521

REP: Shaun O'Brien 219-406-0218

DATE: 11-9-2022

DRAWING: SO-0378-3

PROJECT #: 220750

**REVISIONS:**

1. rev font 9-20-22 SO
2. rev copy 9-21-22 SO
3. Redesign face per customer's supplied art 10-7-22 JB
4. rev size 11-7-22 SO
5. Revise size for code 11-9-22 JB

CLIENT APPROVAL: \_\_\_\_\_

By signing this print, I understand that I am accepting all aspects of this drawing. This includes artwork, specifications, dimensions, spelling and all other representations herein. I also understand that color representations on this print are approximate, and may not match actual colors produced.





Example of Similar Sign for Elevare MD in Chicago

