VILLAGE OF Hinsdale Est. 1873

MEETING AGENDA

ZONING BOARD OF APPEALS
WEDNESDAY, MARCH 15, 2023
6:30 P.M.
MEMORIAL HALL – MEMORIAL BUILDING
19 East Chicago Avenue, Hinsdale, IL

(Tentative & Subject to Change)

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MINUTES**
   a) Februrary 15, 2023
4. **APPROVAL OF FINAL DECISIONS OR FINDINGS OF FACT**
5. **RECEIPT OF APPEARANCES**
6. **RECEIPT OF REQUESTS, MOTIONS, PLEADINGS, OR REQUESTS TO MAKE PUBLIC COMMENT OF A GENERAL NATURE**
7. **PRE-HEARING AND AGENDA SETTING**
8. **PUBLIC HEARING**
   a) V-01-23, 2 Salt Creek Lane, Mouse Motors
9. **NEW BUSINESS**
10. **OLD BUSINESS**
11. **ADJOURNMENT**

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 the ADA Coordinator Brad Bloom 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.

www.villageofhinsdale.org

VILLAGE OF HINSDALE
ZONING BOARD OF APPEALS
MINUTES OF THE MEETING
February 15, 2023

Chairman Bob Neiman called the regularly scheduled meeting of the Zoning Board of Appeals to order on Wednesday, February 15, 2023 at 6:30 p.m. in Memorial Hall of the Memorial Building, 19 E. Chicago Avenue, Hinsdale, Illinois.

1. ROLL CALL

Present: Chairman Bob Neiman, Members Gary Moberly, Gannon O'Brien, Keith Giltner, Tom Murphy, and Leslie Lee

Absent: Member John Podliska

Also Present: Director of Community Development/Building Commissioner Robb McGinnis

2. APPROVAL OF MINUTES

a) November 16, 2022

Member Giltner moved to **approve the minutes of November 16, 2022.** Member Lee seconded the motion.

AYES: Members Moberly, O'Brien, Giltner, Lee, and Chairman Neiman
NAYS: None
ABSTAIN: Member Murphy
ABSENT: Member Podliska

Motion carried.

3. APPROVAL OF FINAL DECISIONS OR FINDINGS OF FACT - None

4. RECEIPT OF APPEARANCES – None

5. RECEIPT OF REQUESTS, MOTIONS, PLEADINGS, OR REQUESTS TO MAKE PUBLIC COMMENT OF A GENERAL NATURE – None

6. PRE-HEARING AND AGENDA SETTING

a) V-01-23, 2 Salt Creek Lane, Mouse Motors

Stas Shkurti, attorney for the applicant, and Mike Marzano, property owner, were present at the meeting. Mr. Shkurti gave a brief overview of the proposal, the business operation, and the hardships tied to the development of the parcel and the parking problem the code creates due to the desire to store inventory inside the building. Discussion took place about the implications that the parking deficiency could have on future interests if/when Mouse Motors vacated the building. Staff stated that they shared the same concerns and that the attorneys were working on language to protect both parties.

Further discussion took place about any special events that might be hosted at the property and the where test drives would be conducted.

The public hearing was set for the next meeting of the Zoning Board of Appeals on March 15, 2023.

7. PUBLIC HEARING - None

8. OLD BUSINESS

9. NEW BUSINESS

10. ADJOURNMENT

With no further business before the Zoning Board of Appeals, Member Giltner made a motion to **adjourn the Zoning Board of Appeals of February 15, 2023.** Member Moberly seconded the motion.

AYES: Members Moberly, O'Brien, Giltner, Murphy, Lee, and Chairman Neiman
NAYS: None
ABSTAIN: None
ABSENT: Member Podliska

Motion carried.

Chairman Neiman declared the meeting adjourned at 7:10 p.m.

_____ Approved: _____
Jennifer Spires

MEMORANDUM

TO: **Chairman Neiman and Members of the Zoning Board of Appeals**

FROM: **Robert McGinnis MCP**
Director of Community Development/Building Commissioner

DATE: **July 27, 2022**

RE: **Zoning Variation – V-01-23; 2 Salt Creek Lane**

In this application for variation, the applicant requests relief from the parking requirements set forth in 9-104(J)(1) in order to construct a new luxury automotive dealership. The specific request is for a reduction of 73 parking spaces.

It should be noted that the Zoning Board of Appeals does not have final authority over this request due to the number of spaces the applicant is requesting relief on. As such, it will move on to the Board of Trustees as a recommendation should four affirmative votes be cast.

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.

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.

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.

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.

cc: Kathleen Gargano, Village Manager
Zoning file V-01-23

Robbins DiMonte
ATTORNEYS AT LAW

Anastas Shkurti | Park Ridge
O: 847.698.9600 Ext. 2290
F: 847.698.9623
E: ashkurti@robbinsdimonte.com

January 9, 2023

Via Messenger
Copies via email to rmcginnis@villageofhinsdale.org

Robert McGinnis
Building Commissioner and
Director of Community Development
Village of Hinsdale
19 E Chicago Ave
Hinsdale, IL 60521

Property: 2 Salt Creek Lane, Hinsdale, IL 60521

Dear Mr. McGinnis,

Please find enclosed ten (10) copies of a Variation Application for an off-street parking deficiency and supporting materials 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 application:

1. Exhibit Group 1: 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.

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
Anastas Shkurti

Enclosures

Cc: Michael Marzano MM@mouse-motors.com;
Jerry Mortier jmortier@theredmondco.com;
Bethany Salmon bsalmon@villageofhinsdale.org.

FR 7002575

THIS DOCUMENT WAS PREPARED BY:

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

AFTER RECORDING RETURN TO:

R. Kymn Harp, Esq.
Robbins DiMonte, Ltd.
180 N. LaSalle Street, Suite 3300
Chicago, Illinois 60601

MAIL TAX BILLS TO:

2 Salt Creek Lane LLC
5758 West Fillmore Street
Chicago, Illinois 60644

KATHLEEN V. CARRIER, RECORDER
DUPAGE COUNTY ILLINOIS
01/09/2023 10:43 AM
RHSP
COUNTY TAX STAMP FEE 1,812.50
STATE TAX STAMP FEE 3,625.00

DOCUMENT # R2023-001572

(This space reserved for recording date)

SPECIAL WARRANTY DEED

This SPECIAL WARRANTY DEED, made as of December 30, 2022 by **2 SALT CREEK LLC**, an Illinois limited liability company, having an address at c/o Vequity LLC, 226 North Morgan Street, Suite 300, Chicago, Illinois 60607 ("**Grantor**"), to and in favor of **2 SALT CREEK LANE LLC**, an Illinois limited liability company, having an address at 5758 West Fillmore Street, Chicago, Illinois 60644 ("**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, GRANT, BARGAIN, SELL, 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 (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 tenements, 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.

[SIGNATURE PAGE FOLLOWS]

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

GRANTOR:

2 SALT CREEK LLC,
an Illinois limited liability company,

By: _____
Name: Christopher Ilekis
Title: Manager

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 Christopher Ilekis, the manager of 2 SALT CREEK 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 manager, 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 21 day of December, 2022.

Official Seal
Kimberly Ward
Notary Public State of Illinois
My Commission Expires 03/15/2025

_____
Notary Public

My commission expires on 03/15/25

EXHIBIT A

Legal Description of the 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 2022 AND SUBSEQUENT YEARS WHICH ARE NOT YET DUE AND PAYABLE.

2. (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.

3. TERMS AND PROVISIONS OF STORMWATER FACILITY MAINTENANCE AGREEMENT RECORDED JANUARY 10, 2013 AS DOCUMENT NO. R2013-005216.

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, 1973AND RECORDED NOVEMBER 6, 1973AS DOCUMENT R73-69217, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS DESCRIBED ON THE PLATS ATTACHED THERETOAS 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 ATIACHED 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 THAT WOULD BE DISCLOSED IN A CURRENT SURVEY OF THE PROPERTY.

VILLAGE OF Hinsdale

Est. 1873

19 E. Chicago Avenue, Hinsdale, IL 60521

APPLICATION FOR VARIATION

COMPLETE APPLICATION CONSISTS OF (10) COPIES
(All materials to be collated)
FILING FEE: $850.00

Name of Applicant(s): **Mouse Motors Inc., a Montana corporation dba Mouse Automotive Inc.**

Address of Subject Property: **2 Salt Creek Lane, Hinsdale, IL 60521**

Application for a variation from Sec. 9-104: Off Street Parking, J. Required Spaces. 1. Specified Uses, for an off-street parking deficiency

If Applicant is not property owner, Applicant's relationship to property owner:

Applicant is an affiliate of the current owner is 2 Salt Creek Lane LLC, an Illinois limited liability company.

FOR OFFICE USE ONLY

Date Received:_____ **Zoning Calendar No.** _____

PAYMENT INFORMATION: Check #_____ Check Amount $ _____

SECTION 1- NAME & CONTACT INFORMATION

1 . **Owner**. Name, mailing address, telephone number and email address of owner:

Name:	**2 Salt Creek Lane LLC, Attn: Mike Marzano**
Address:	**5758 W. Fillmore St., Chicago, IL 60644**
Telephone:	**(312) 635-6482**
Email:	**MM@mouse-motors.com**

2 . **Applicant**. Name, address, telephone number and email address of applicant, if different from owner:

Name:	**Mouse Motors Inc., Attn: Mike Marzano**
Address:	**5758 W. Fillmore St., Chicago, IL 60644**
Telephone:	**(312) 635-6482**
Email:	**MM@mouse-motors.com**

3 . **Consultants**. Name and contact information (phone or email) of each professional consultant advising applicant with respect to this application:

a. Attorney:	**Anastas Shkurti; Robbins DiMonte, Ltd.; 216 W Higgins Rd; Park Ridge, IL 60068; T: (847) 698.9600 x 2290; F: (847) 698-9623; E: ashkurti@robbinsdimonte.com**
b. Engineer:	
c. Architect:	**Jerry Mortier / The Redmond Co.; W228 N745 Westmound Dr, Waukesha WI 53186; (262) 896-8753; jmortier@theredmondco.com**
d. Contractor:	
e. Other:	

4 . **Trustee Disclosure**. In the case of a land trust provide the name, address, telephone number and email address of all trustees and beneficiaries of the trust:

Answer: N/A.

5 . **Village Personnel**. Name and address of any officer or employee of the Village with an interest in the Owner, the Applicant, or the Subject Property, and the nature and extent of that interest:

Answer: N/A.

SECTION 2- REQUIRED DOCUMENTATION

1. **Subject Property**. Address, PIN Number, and legal description of the subject Property, use separate sheet for legal description, if necessary.

   PIN Number: 09-01-207-012
   Address: 2 Salt Creek Lane, Hinsdale, IL 60521
   (Lot 7 in Office Park of Hinsdale)

2. **Title**. Evidence of title or other interest you have in the Subject Project, date of acquisition of such interest, and the specific nature of such interest.

   Answer: See Exhibit 1: Last Deed of Record.

3. **Neighboring Owners**. List showing the name and address of each owner of (1) property within 250 lineal feet in all directions from the subject property; and (2) property located on the same frontage or frontages as the front lot line or corner side lot line of the subject property or on a frontage directly opposite any such frontage or on a frontage immediately adjoining or across an alley from any such frontage.

   (Note: After the Village has prepared the legal notice, the applicant/agent must mail by certified mail, "return receipt requested" to each property owner/ occupant. The applicant/agent must then fill out, sign, and notarize the "Certification of Proper Notice" form, returning that form and all certified mail receipts to the Village.)

   Answer: Applicant to submit Certificate of Notice.

4. **Survey**. Submit with this application a recent survey, certified by a registered land surveyor, showing existing lot lines and dimensions, as well as all easements, all public and private rights-of-way, and all streets across and adjacent to the Subject Property.

   Answer: See Exhibit Group 2: Site Plans.

5. **Existing Zoning**. Submit with this application a description or graphic representation of the existing zoning classification, use, and development of the Subject Property, and the adjacent area for at least 250 feet in all directions from 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; Apt. Building; R-5

There are no properties in a Single-Family Residential District located within 250' of 2 Salt Creek Ln. The closest single-family property is located in the R-4 District approximately 475 feet to the south on Oak St across Ogden Ave.

Also, see Village of Hinsdale Zoning Map; and Exhibit 3: Letter of Compliance with the Illinois State Agency Historic Resources Preservation Act.

6. **Conformity**. Submit with this application a statement concerning the conformity or lack of conformity of the approval being requested to the Village Official Comprehensive Plan and the Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or the Official Map, the statement should set forth the reasons justifying the approval despite such lack of conformity.

   Answer: The approval of the variance requested by the applicant will conform with the Village on Hinsdale Official Comprehensive Plan and the Official Map and the Zoning Code for the following reasons.

   The Code already permits new car dealerships along Ogden Ave in the B-3 zoning district. The Applicant is applying for a map amendment to rezone 2 Salt Creek Ln from O-3 General Office District to the B-3 General Business District.

The Applicant is proposing the construction of a 2-story new luxury automobile dealership (McLaren Chicago) of approximately 38,367 gross square feet, or 32,619 net square feet. The B-3 zoning classification and structure size require 119 off-street parking spaces. The site plan provides for 46 outdoor parking spaces. The strict interpretation of the dated Zoning Code language creates an off-street parking deficiency of 73.

The plans also provide 65 indoor parking stalls (19 for the two showrooms; 34 in the second-story parking facility; and 12 for the service area). The dealership's daily operations are very low intensity, and the available combined 111 parking stalls will suffice for the dealership's needs for the present and for the future.

All vehicles for sale and for service are always parked indoors. The dealership projects no more than 20 total new and used cars sales per month including online sales. 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. Also, a vehicle hauler handles 90-95% of service business. The dealership 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. At any given time, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

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 sufficient for the dealership's needs for the present and for the future. The Code does not adequately address the specific use by McLaren Chicago. Further, 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.

7. <u>Zoning Standards</u>. Submit with this application a statement specifically addressing the manner in which it is proposed to satisfy each standard that the Zoning Ordinance establishes as a condition of, or in connection with, the approval being sought. *(Section 4 of this application)*

Answer: See below answers to Section 4 of this Application.

8. <u>Successive Application</u>. In the case of any application being filed less than two years after the denial of an application seeking essentially the same relief, submit with this application a statement as required by Sections 11-501 and 11-601 of the Hinsdale Zoning Code.

Answer: N/A.

SECTION 3- ZONING RELIEF REQUESTED

1. **Ordinance Provision**. The specific provisions of the Zoning Ordinance from which a variation is sought: *(Attach separate sheet if additional space is needed.)*

Answer: The Hinsdale Zoning Code section for which the variation is sought:

Sec. 9-104: Off Street Parking,
J. Required Spaces.
1. Specified Uses:
All uses except as otherwise listed in this subsection J1(d), as follows:
Gross square footage:
10,001 to 50,000 1 for each 275 square feet of net floor area

The Applicant is proposing the construction off a 2-story new luxury automobile dealership (McLaren Chicago) of approximately 38,367 gross square feet, or 32,619 net square feet. According to the above section of the Zoning Ordinance, the number of off-street parking spaces required is 119.

2. **Variation Sought**. The precise variation being sought, the purpose therefore, and the specific feature or features of the proposed use, construction, or development that require a variation: *(Attach separate sheet if additional space is needed.)*

Answer: The Applicant seeks a variance from parking ordinance to reduce the required number of off-street outdoor parking spaces. The facility that the Applicant proposes will have 46 off-street outdoor parking spaces and 65 indoor parking stalls (19 for the two showrooms; 34 in the two-story parking facility; and 12 for the service area). Under the strict interpretation of the dated provisions of the Zoning Code, this facility will create an off-street parking deficiency of 73 parking stalls. However, all vehicle inventory for sale and for service will be parked indoors. Only 8-10 employees and 2-3 customers are expected to park daily in the 46 outdoor spaces each day.

3. **Minimum Variation**. A statement of the minimum variation of the provisions of the Zoning Ordinance that would be necessary to permit the proposed use, construction, or development: *(Attach separate sheet if additional space is needed.)*

Answer: The minimum variation that would be necessary to permit the proposed facility under the strict interpretation of the dated Zoning Code language is 73 parking spaces. This variation is mostly offset by the Facility's 65 indoor parking spaces.

SECTION 4- STANDARDS FOR VARIATION
AS SET FORTH IN SECTION 11-503(F)
(Fence Applications – Section 5)

Provide an explanation of the characteristics of the Subject Property that prevent compliance with the provisions of the Zoning Ordinance, and the specific facts you believe support the granting of the requested variation(s). In addition to your general explanation, you must specifically address each of the following conditions required for approval by the Zoning Board of Appeals. Attach a separate sheet of paper to your application marked Section 4 – Standards for Variation.

Answer: The subject Property is a relatively small lot. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size similar to the building that existed previously at the Property (approximately 30,000 square feet) will create a significant parking deficiency and require a variance relief.

(a) **Unique Physical Condition**. The Subject Property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure of sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the Subject Property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current lot owner.

Answer: 2 Salt Creek Ln is exceptional and unique for several reasons. It is part of the Office Park of Hinsdale where all the lots are Zoned O-3. All lots immediately South of Ogden Ave are zoned B-3. 2 Salt Creek Ln is an irregularly shaped lot at the corner Salt Creek Ln and Ogden Ave. Despite the unique exposure, 2 Salt Creek Ln has been vacant since 2012 following the demolition of a two-story office building. 2 Salt Creek Ln also has a setback of 100 feet from Ogden Ave centerline which reduces its buildable area. 2 Salt Creek Ln also has an existing access drive for use by 901 Elm St (within the Office Park) which further reduces space available for outdoor parking. 2 Salt Creek Ln (Lot 7) is also the second-smallest lot of the 10 lots in the Office Park. A parcel of land immediately to the East within the Office Park of Hinsdale that has a similar size to 2 Salt Creek Ln is used exclusively as a retention pond.

(b) **Not Self-Created**. The aforesaid unique physical condition is not the result of any action or inaction of the owner, or of the owner's predecessors in title and known to the owner prior to acquisition of the Subject Property, and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of this Code, for which no compensation was paid.

Answer: The Applicant and the owner did not create the unique conditions in 2 Salt Creek Ln. The Village enacted in 2002 the ordinance that established the Office Park of Hinsdale, the lots sizes and shapes, and the O-3 zoning. The Lot is relatively small. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size similar to the building that existed previously at the Property (approximately 30,000 square feet) will create a significant parking deficiency and require a variance relief.

Another previous owner purchased the lot in December 2012 and was unable to develop it during the following 9 years and sold it in January 2022. The Applicant is an affiliate entity of the current owner and has proposed the construction of a state-of-the-art facility which will be a great fit for the location.

(c) **Denied Substantial Rights**. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the Subject Property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Answer: Requiring the Applicant to strictly conform to the dated provisions of the Zoning Code for which relief is sought would limit the ability of the Applicant to make a commercially viable and attractive use of the Property that will benefit the community as a whole and the Village financially through the generation of sales tax revenue. The proposed use will be a 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 nontraditional luxury car dealership with exceptionally low traffic and low on-site unit sales. About 80% of vehicle sales take place online. To ensure the safety and the value of the vehicles, they will all be parked indoors in the proposed facility. McLaren Chicago also operates with an enclosed vehicle hauler that handles 90-95% of their service business. This results in one truck handling almost all cars that are coming and going for service. The loading truck bay is separate from the remaining 46 outdoor parking spaces.

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. As a result, there will be an abundance of on-site and off-street parking spaces available from the 46 outdoor spaces that the Applicant's plans currently offer.

(d) **Not Merely Special Privilege**. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the

same provision, nor merely an inability to make more money from the use of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

Answer: The ability of the Applicant to make a commercially viable use of the Property is not a special privilege. The Applicant's current plans offer an abundance of 46 off-street outdoor parking spaces available for all daily incoming customers and that portion of employees that will park outside. At any given time of day, only 8-10 employees and 2-3 customers are expected to park in the 46 provided outdoor spaces.

Further, all for sale and for service inventory will be parked indoors. Requiring the Applicant to conform to the dated provisions of the Zoning Code for which relief is sought would limit the ability of the Applicant to make a commercially viable and attractive use of the Property that will benefit both the community and the Village. The shopping, and the sale, and the service of luxury cars has evolved over the years and the Applicant's transactions are conducted primarily online with very low on-site customer visits.

(e) **Code and Plan Purposes**. The variation would not result in a use or development of the Subject Property that would not be in harmony with the general and specific purposes for which this Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

Answer: The variation will result in a desirable and high-end development and use. The proposed facility will be harmonious with the general purpose and intent of the Official Comprehensive Plan which already permits new automobile dealerships in the lots abutting Ogden Ave. The proposed facility blends an attractive use with an innovative design and illustrates exactly how the variation process is supposed to work for the mutual benefit of the community at large and of the Applicant's proposed use. While under the strict interpretation of the dated provisions of the Code this facility creates an off-street parking deficiency of 67 parking spaces, this deficiency is offset by the facility's impressive design that allows for 70 indoor parking spaces. The development will satisfy the intent of the Village's Codes and the Official Comprehensive Plan because only 8-10 employees and 2-3 customers are expected to park daily in the provided 46 outdoor spaces.

(f) **Essential Character of the Area**. The variation would not result in a use or development of the Subject Property that:

(1) Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use development, or value of property of improvements permitted in the vicinity; or

Answer: The variation will not have a negative impact on public welfare. It will not injure the enjoyment, use development, or value of property of uses permitted in the vicinity. Instead, an investment of the scale and magnitude that the Applicant proposes will increase the value and desirability of all adjoining lots. The proposed development presents a perfect solution for the Village, with low-intensity use (low foot-traffic, low automotive traffic) and high value tax-revenue.

(2) Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity; or

Answer: The variation will not materially impair an adequate supply of light and air to any of the neighbors. The entire structure is only two stories high with a roof line of less than 30' from elevation. There is ample open space between all neighboring buildings. The structure will be among the least-tallest building in the Office Park.

(3) Would substantially increase congestion in the public streets due to traffic or parking; or

Answer: The variation will not increase congestion in the public streets due to traffic or parking. McLaren Chicago is a unique and nontraditional luxury car dealership with exceptionally low intensity, low traffic, and low on-site unit sales. About 80% of vehicle sales are online. An trailer truck handles 90-95% of their service business. As a result, McLaren Chicago will see at most 2 or 3 in-person customer pickup and drop-offs in the service facility monthly and no more than 2 or 3 customers driving in the facility each day. The proposed development will create of a much lower intensity use than a typical administrative office use or medical office space use in O-3 zoning, or other general retail permitted under B-3 zoning. Any future two-story facility (whether administrative office, medical office, or commercial use) with a size of approximately 30,000 square feet will create a significant parking deficiency and require a variance relief.

(4) Would unduly increase the danger of flood or fire; or

Answer: The variation will not increase the danger of flood or fire. The development will comply with all applicable fire and safety codes and provide a state-of-the-art fire suppression system within the indoor parking facility.

(5) Would unduly tax public utilities and facilities in the area; or

Answer: The variation will not tax public utilities and facilities in the area. Moreover, 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.

(6) Would endanger the public health or safety.

Answer: The variation will not endanger the public health or safety. Behind the building, the landscaping divides the parking lot into smaller parking zones with healthy green space plantings in between. This feature facilitates 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 is currently from Ogden Ave, to Salt Creek Ln, to Tower Dr, and then on to the site. This way, the site plan guides the visitors in the property. 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 of the site. 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.

(g) **No Other Remedy**. There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the Subject Project.

Answer: Other solutions explored will required the reduction of the size of the building, and that would lead to a reduction of the indoor parking number, and that would lead to a less safe environment for the luxury cars that the dealership sales and services. The Applicant will also maintain an agreement with its the current service facility at 5758 W. Fillmore St., Chicago, which can relieve any improbable congestion in inventory, service, or employees at 2 Salt Creek Lane with 36 additional available parking spaces.

SECTION 5- STANDARDS FOR VARIATION – FENCES
AS SET FORTH IN SECTION 9-12-3(J)

You must specifically address each of the following conditions required for approval of a fence by the Zoning Board of Appeals. Attach a separate sheet of paper to your application marked Section 5 – Standards for Variation - Fences.

(a) Applicant is affected by unique circumstances which create a hardship justifying relief.

(b) Will not alter the essential character of the locality.

(c) Will be in harmony with the general purpose and intent of the code.

(d) Will set no unfavorable precedent either to the locality or to the Village as a whole.

(e) Will be the minimum necessary to afford relief to the applicant.

(f) Will not adversely affect the public safety and general welfare.

SECTION 6- SUBJECT PROPERTY ARCHITECTURAL DRAWINGS/SURVEYS

1. A copy of preliminary architectural and/or surveyor plans showing the floor plans, exterior elevations, and site plan needs to be submitted with each copy of the zoning petitions for the improvements.

2. The architect or land surveyor needs to provide zoning information concerning the existing zoning; for example, building coverage, distance to property lines, and floor area ratio calculations and data on the plans or supplemental documents for the proposed improvements. If applicable, include any grading changes being proposed.

In addition to the data and information required pursuant to any application as herein set forth, every Applicant shall submit such other and additional data, information, or documentation as the Village Manager or any Board of Commission before which its application is pending may deem necessary or appropriate to a full and proper consideration and disposition of the particular application.

SECTION 7- EXPLANATION OF FEES & APPLICANT SIGNATURE

1. **Application Fee and Escrow**. Every application must be accompanied by a non-refundable application fee of $250.00 plus an additional $600.00 initial escrow amount. The applicant must also pay the costs of the court reporter's transcription fees and legal notices for the variation request. A separate invoice will be sent if these expenses are not covered by the escrow that was paid with the original application fees.

2. **Additional Escrow Requests**. Should the Village Manager at any time determine that the escrow account established in connection with any application is, or is likely to become, insufficient to pay the actual costs of processing such application, the Village Manager shall inform the Applicant of that fact and demand an additional deposit in an amount deemed by him to be sufficient to cover foreseeable additional costs. Unless and until such additional amount is deposited by the Applicant, the Village Manager may direct that processing of the application shall be suspended or terminated.

3. **Establishment of Lien**. The owner of the Subject Property, and if different, the Applicant, are jointly and severally liable for the payment of the application fee. By signing the applicant, the owner has agreed to pay said fee, and to consent to the filing and foreclosure of a lien against the Subject Property for the fee plus costs of collection, if the account is not settled within 30 days after the mailing of a demand for payment.

By signing below, the owner or their authorized representative, states that he/she consents to the filing of this application and that all information contained herein is true and correct to the best of his/her knowledge.

Name of Applicant(s): **Mouse Motors Inc. a Montana corporation dba Mouse Automotive Inc.**

Signature of Applicant:

Signature of Applicant:

By: DocuSigned by: Mike Marzano E6258109701740A...

Date: January 6, 2023

ADDENDUM – RULES FOR WRITTEN SUBMISSIONS AND ORAL ARGUMENT

The Hinsdale Zoning Board of Appeals (ZBA) unanimously approved and adopted the following rules governing written submissions and oral arguments on November 15, 2017:

1. No party is required to submit legal briefs or letters to the ZBA in support of any zoning appeal or variance request. The only documents that any appellant or zoning variance applicant must submit are the appeal forms and/or variance request forms and accompanying materials already required under the Hinsdale Zoning Code. The party that filed the appeal or the variance request need not retain counsel to represent them, but they may do so if they wish.

2. If any party wishes to submit a separate legal brief or letter detailing the reasons why the ZBA should grant such appeal or variance request, then such party shall deliver to the Zoning Board of Appeals at Hinsdale Village Hall, 19 E. Chicago Avenue, ten (10) signed copies of such briefs or letters at least 14 days before the ZBA meeting when the ZBA will hold the hearing, the appeal, or the variance application.

3. Within seven days thereafter, the Village of Hinsdale may, but is not required, to file a brief or letter in response to any brief or letter that any other party has filed. Any such letter or brief that the Village may file in response shall conform to all of the requirements established in these rules.

4. Any brief or letter submitted in support of or in response to any such letter or brief must be on 8-1/2" by 11" paper. The text must be double-spaced, but quotations more than two lines long may be indented and single-spaced. The type face must be 14 point type or larger. A one inch margin is required at the top, bottom, and each side of each page. Each page must have a page number at the bottom.

5. No such briefs or letters shall exceed 12 pages unless the ZBA grants a party's request for an extension of that page limit. Footnotes are discouraged.

6. If any such letter or brief cites to any legal authority, then the letter or brief must contain an index indicating each page number of the letter or brief which cites to that legal authority.

7. If any such brief or letter refers to any other documents, then all such documents must be attached as exhibits. Every such exhibit attached to the brief or letter must be identified with an exhibit number, and must be preceded by a numbered tab corresponding with the exhibit number that protrudes on the right hand side of such brief or letter. All such exhibits must be legible.

8. Any such brief or letter containing less than 20 pages of text and exhibits combined must be firmly stapled in the upper left hand corner of the brief or letter. Briefs or letters that contain more than 20 pages of combined text and exhibits must be spiral bound on the left hand side in a manner that does not interfere with the legibility of any such text or exhibits.

9. If any such brief or letter cites any code section, ordinance, statute, or court decision, then such legal authority must be attached in its entirety as an exhibit to the brief or letter, and the exhibit number must be included in the index required under paragraph 6.

10. The ZBA will not consider briefs or letters that do not meet all of these requirements.

11. At the hearing on any such appeal or variance request, the party that filed the appeal or the variance request has a maximum of 15 minutes to present their initial arguments regarding why the ZBA should grant such appeal or variance request; the Village may then have a maximum of 15 minutes to respond; and the party that filed the appeal or variance request may then have five minutes to reply. These time limits may be extended by a maximum of five minutes per side in the ZBA's discretion. These time limits apply only to oral argument by a party to the ZBA regarding whether the facts support a conclusion that the ZBA should grant the appeal or variance request under the applicable zoning standards, but not to any witness testimony that any party may wish to present.

12. Any non-party to any such appeal or variance request who wishes to address the ZBA at the hearing on any such appeal or variance request, may have a maximum of five minutes to address the ZBA regarding whether the ZBA should grant the appeal or variance request.

Adopted by the Zoning Board of Appeals on November 15, 2017

EXHIBIT GROUP 1

AGREEMENT OF PURCHASE AND SALE

THIS AGREEMENT OF PURCHASE AND SALE (this "**Agreement**") is dated as of the 27th 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.

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 19th day of January, 2022.

_____
Notary Public

My commission expires on 9/2/2024

"OFFICIAL SEAL"
Patrick C McGinnis
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 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 GENERALAD 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, 1973AND RECORDED NOVEMBER 6, 1973AS DOCUMENT R73-69217, OF EASEMENTS FOR THE EXISTING WATER WELLS AND PUMPING STATIONS DESCRIBED ON THE PLATS ATTACHED THERETOAS 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 ATIACHED 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.

EXHIBIT 3

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

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.

Sincerely,

Carey L. Mayer

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 LaSarthe 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,

Alex C. Salamone
Head of Network and
Business Development

cc: Nicolas Brown

McLaren Automotive Inc.
1405 South Belt Line Road
Suite 100
Coppell, TX 75019

cars.mclaren.com

9/19/2022

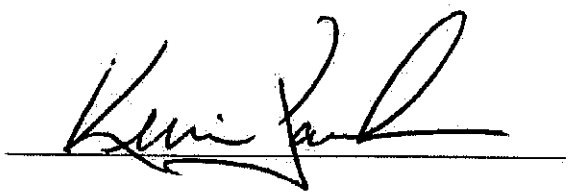
Bethany Salmon
Village Planner
Village of Hinsdale
19 E. Chicago Ave.
Hinsdale, IL 60521
Via email: bsalmon@villageofhinsdale.org

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: 

Kevin Jacobs

2 Salt Creek LLC
c/o Vequity LLC
226 North Morgan Street, Suite 300
Chicago, Illinois 60607
Attn: Christopher Ilekis
Email: c.ilekis@vequity.com

9/18/2022

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

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

Dear Ms. Salmon:

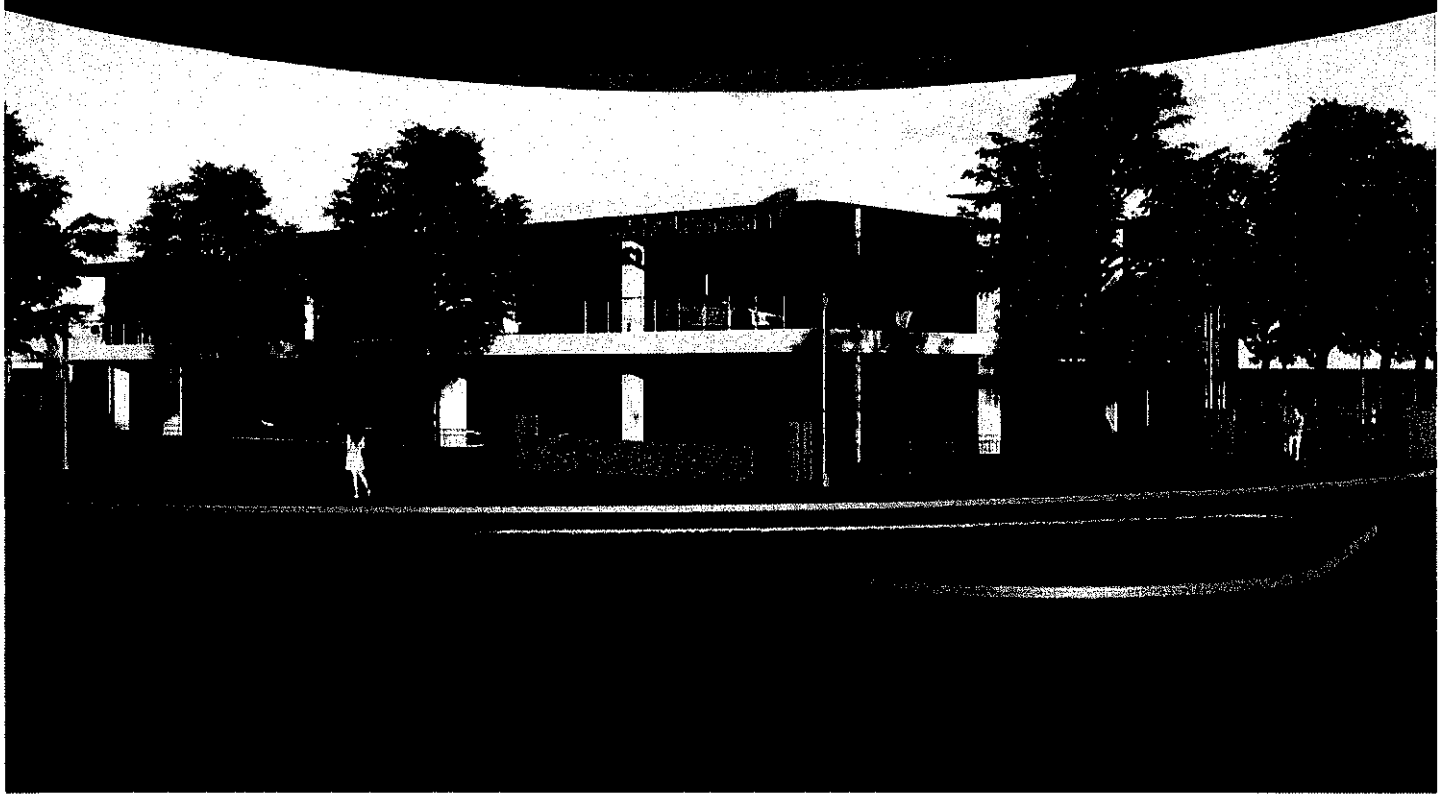
I represent the owner of Lot 7, common address 2 Salt Creek Ln, located in Office Park of Hinsdale Owners Association. Seller approves and supports the applications of Mouse Motors Inc., / McLaren Chicago for the operation of an automotive dealership at the Premises under the submitted plans. This dealership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

Please feel free to reach out with any questions.

By:
Chris Ilekis-Manager

Traffic Impact Study
Luxury Car Dealership

Hinsdale, Illinois



Prepared For:

THE REDMOND COMPANY

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

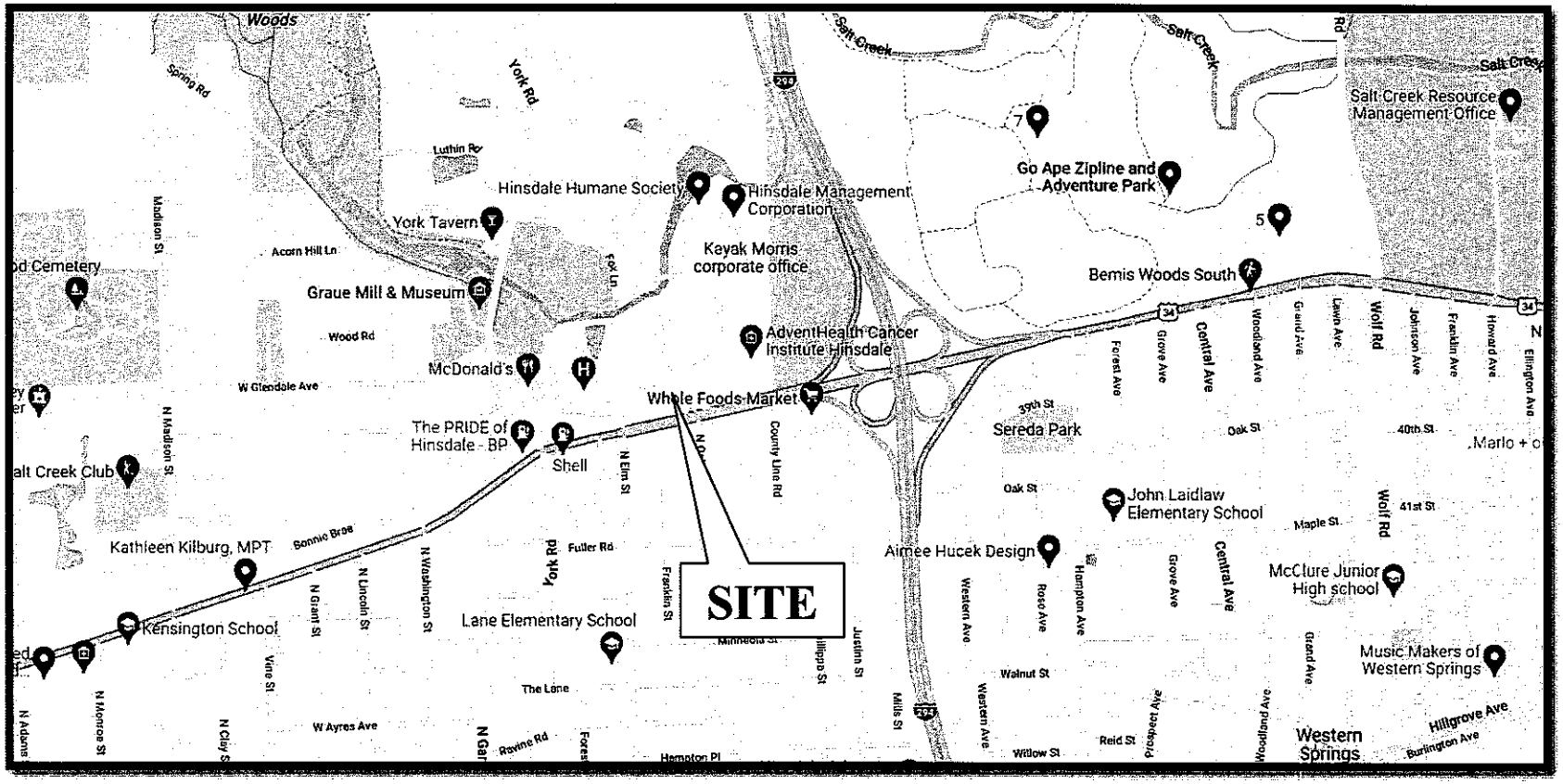
Based on the results of the traffic study, the following conclusions have been made:

- 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.

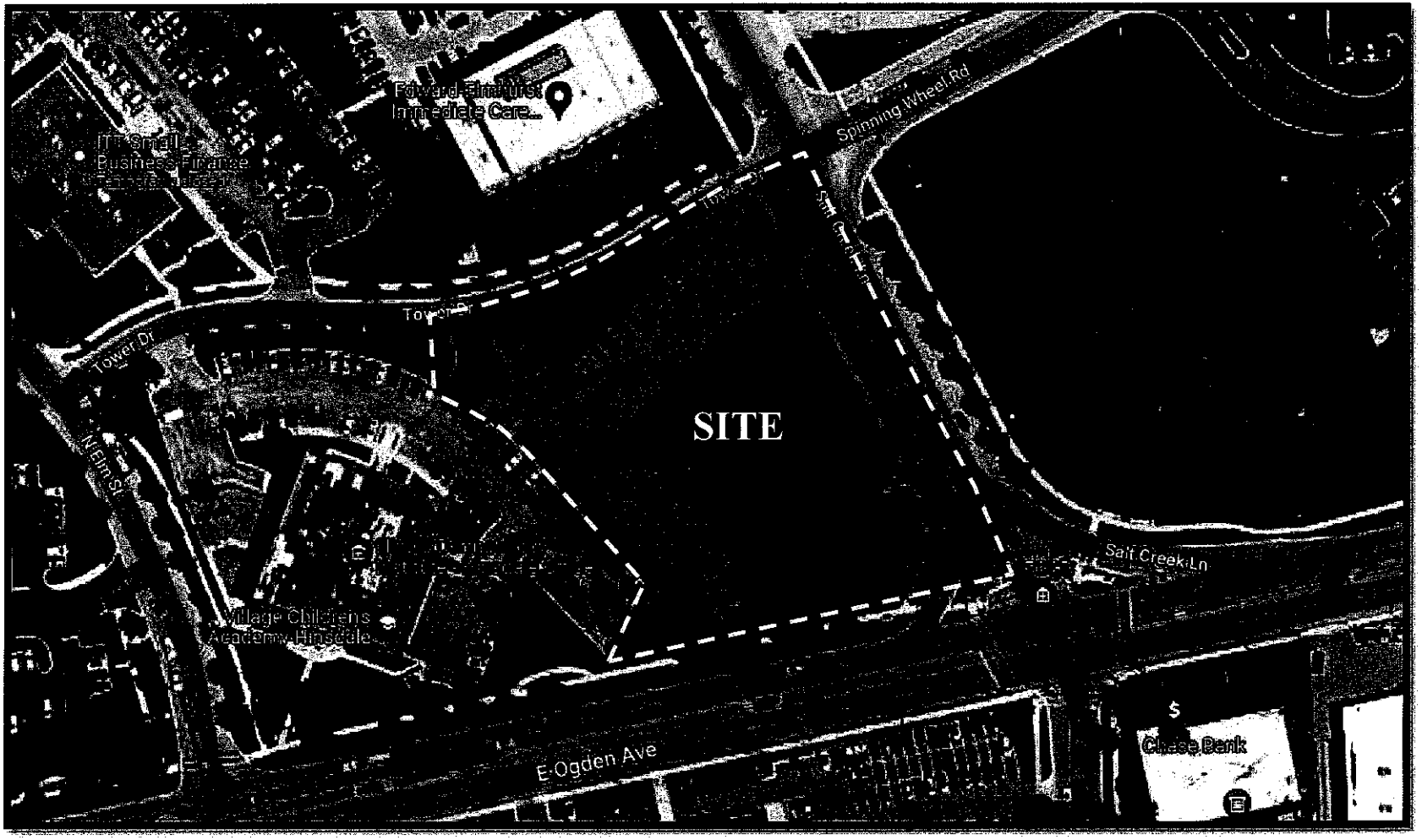
- The access drives on Tower Drive will provide flexible and efficient access to and from the site and will be adequate in accommodating site traffic.

- 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

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

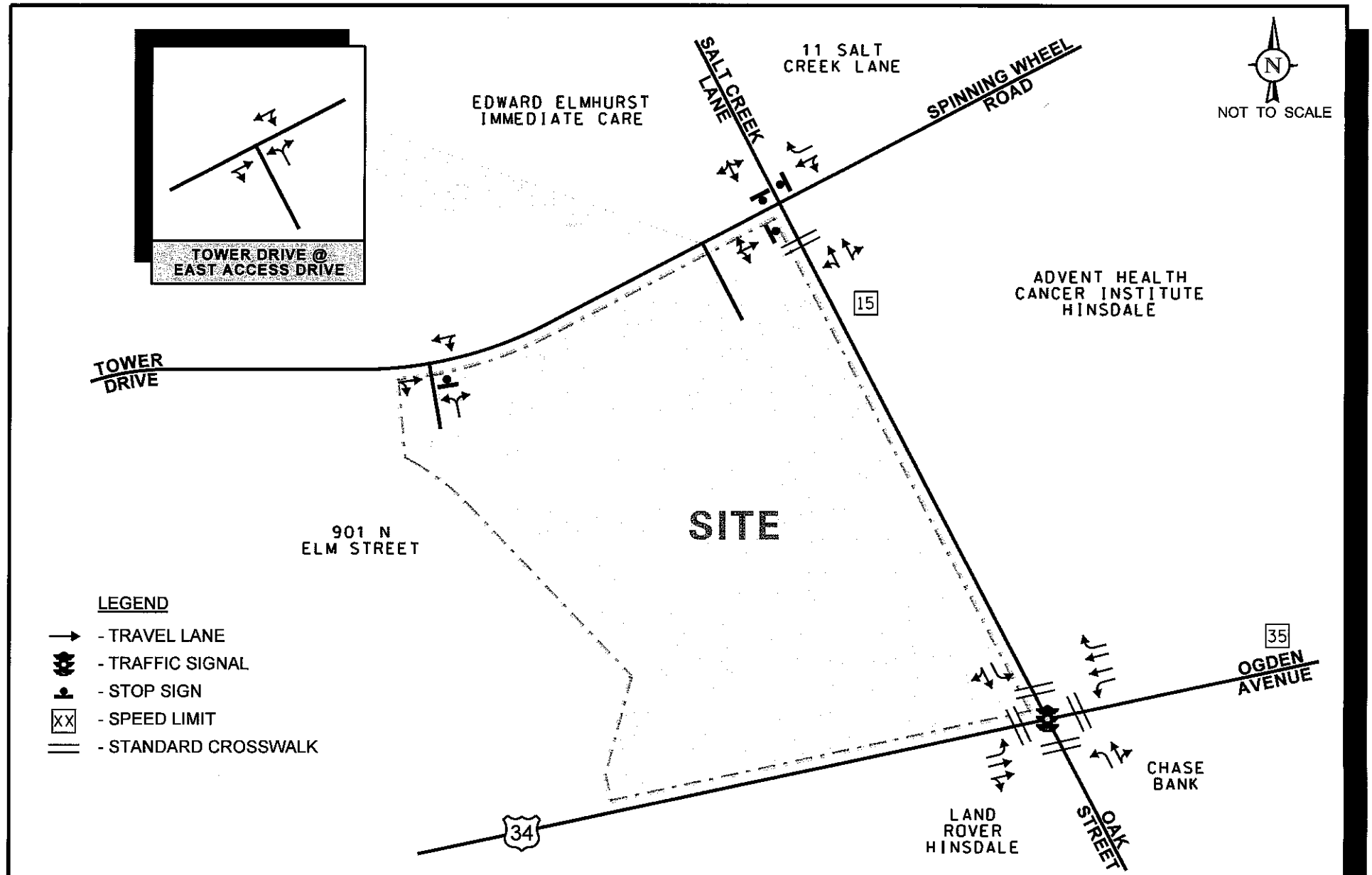
The site is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. The 901 Elm Street office building is located directly west of 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.



Proposed Salt Creek
Auto Dealership
Hinsdale, Illinois

Existing Roadway Characteristics

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

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

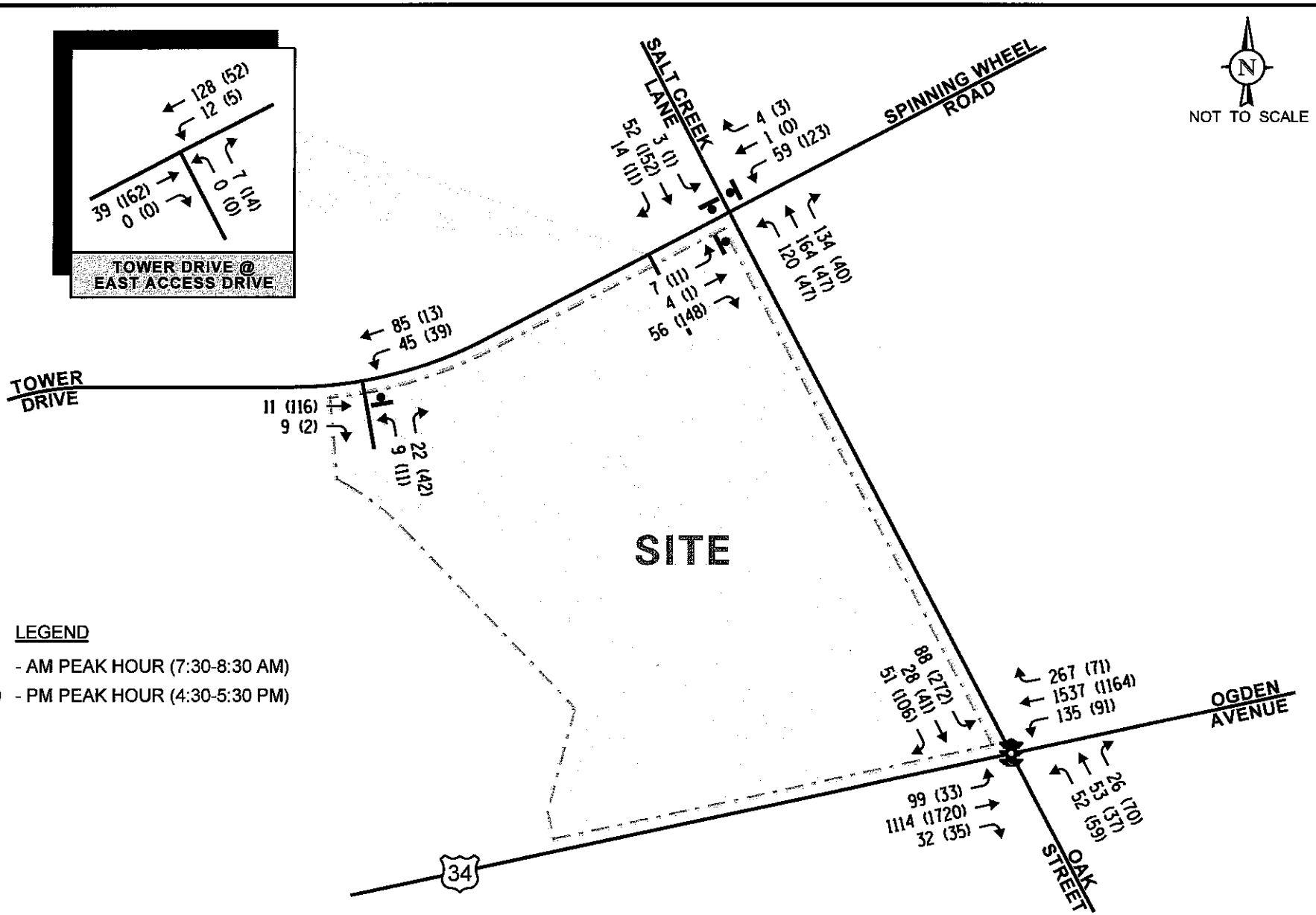
These counts were supplemented with previously conducted counts on Tuesday, March 1, 2022 at the following intersections:

- 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

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

Job No: 22-336 Figure: 4

Crash Data Summary

KLOA, Inc. obtained crash data[1] 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						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
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	0	0	0	0	2	0	2
Total	**1**	**1**	**7**	**1**	**8**	**0**	**18**
Average	**<1.0**	**<1.0**	**1.4**	**<1.0**	**1.6**	**0.0**	**3.6**

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

3. Traffic Characteristics of the Proposed 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

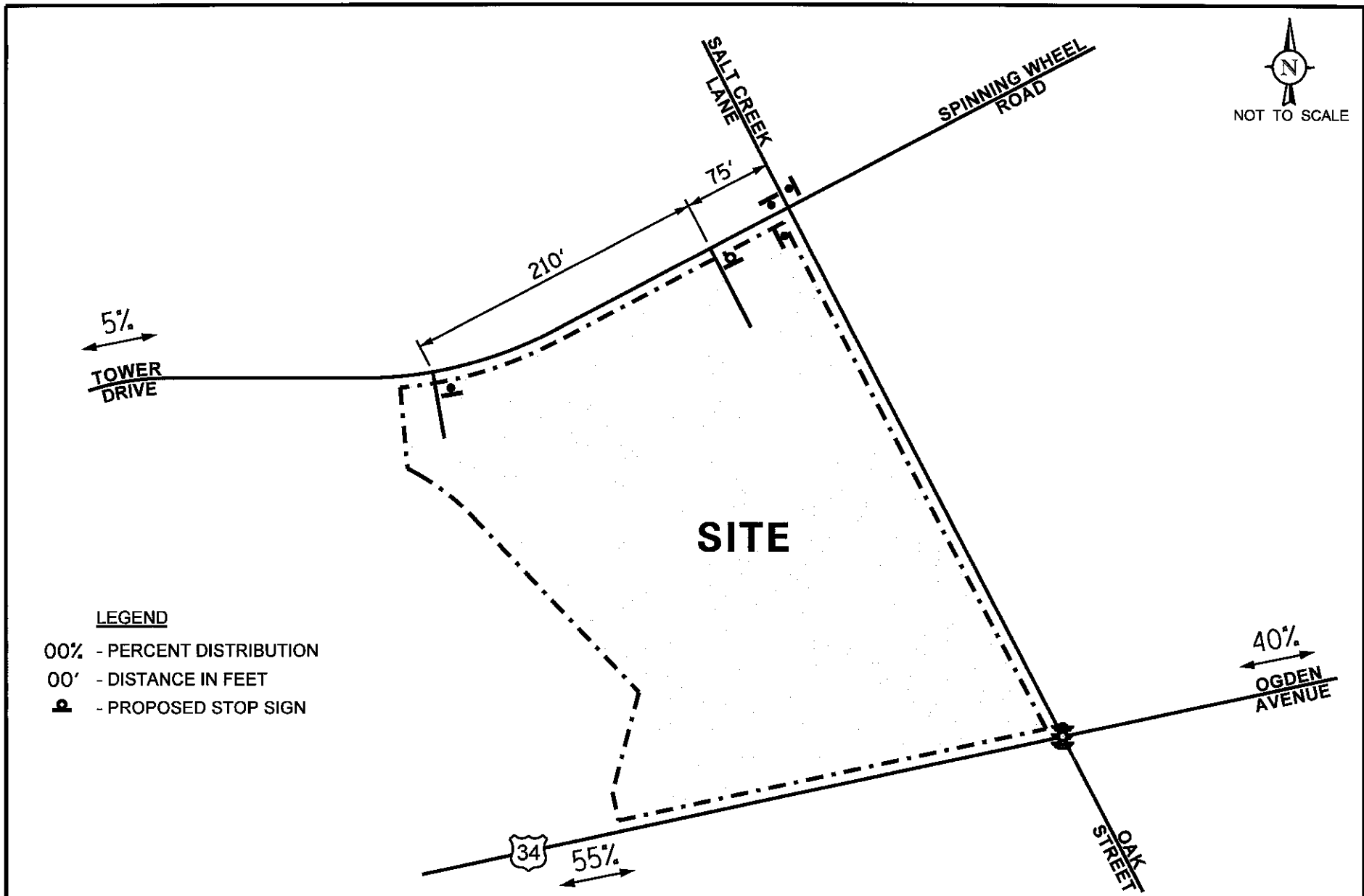
As discussed earlier, the site of the luxury dealership is located on the west side of Salt Creek Lane bounded by Tower Drive on the north and Ogden Avenue on the south and currently contains a vacant parcel that previously contained an approximate 30,000 square-foot office building. As proposed, the 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
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Directional Distribution

KLOA
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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*, 11th 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

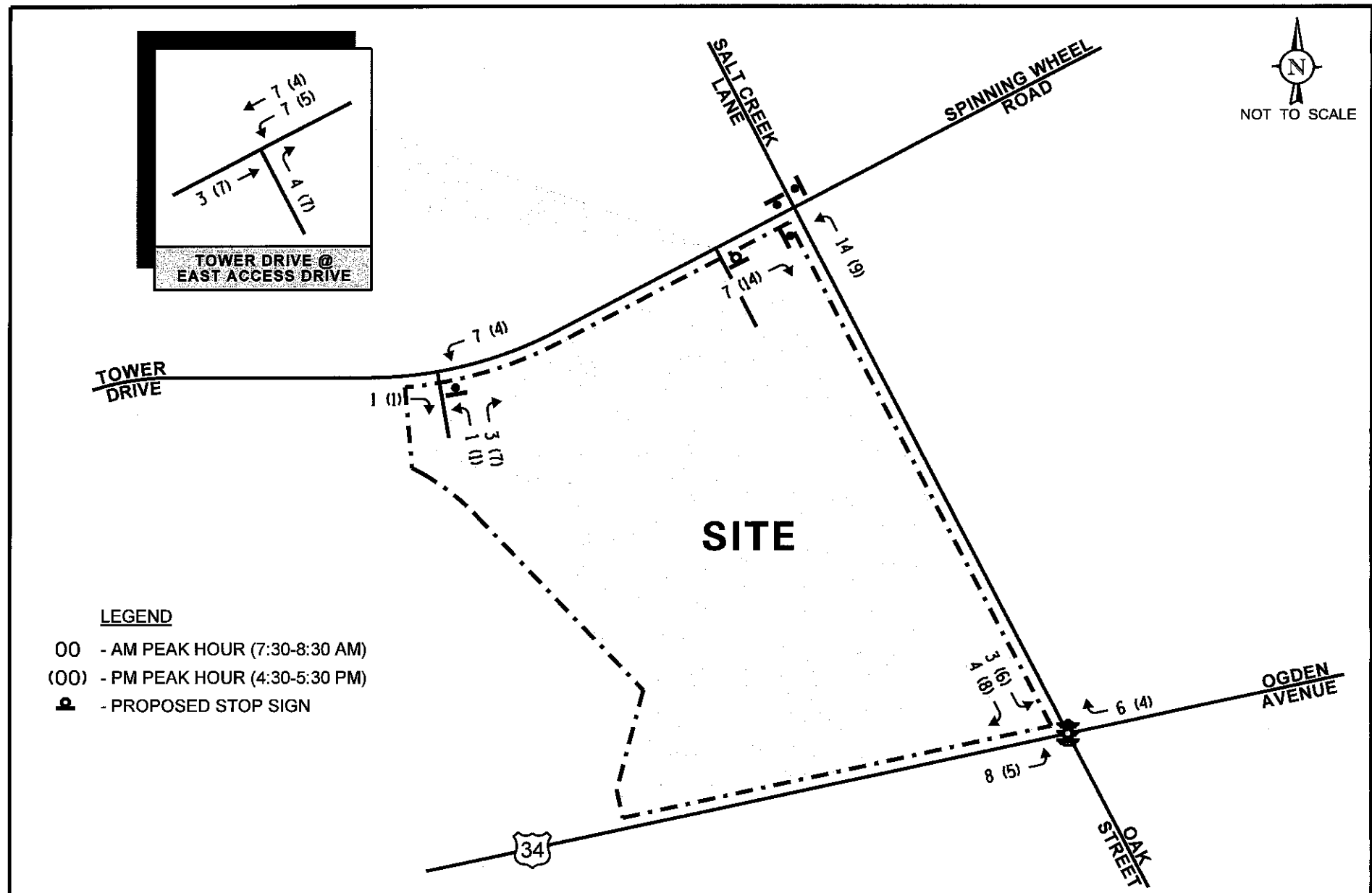
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed luxury dealership were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of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

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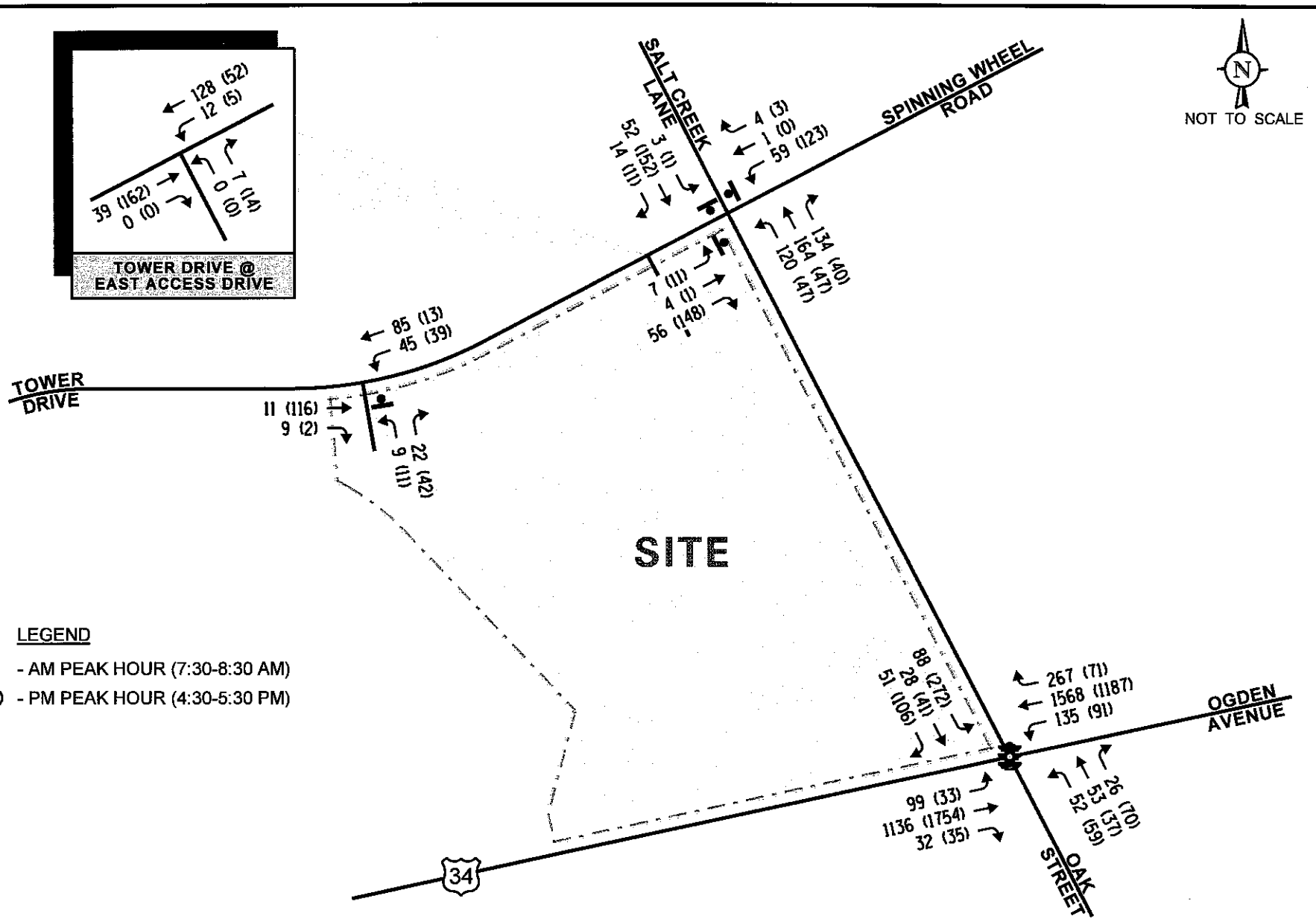
Job No: 22-336 Figure: 6



Proposed Salt Creek Auto Dealership Hinsdale, Illinois

Year 2028 No-Build Traffic Volumes

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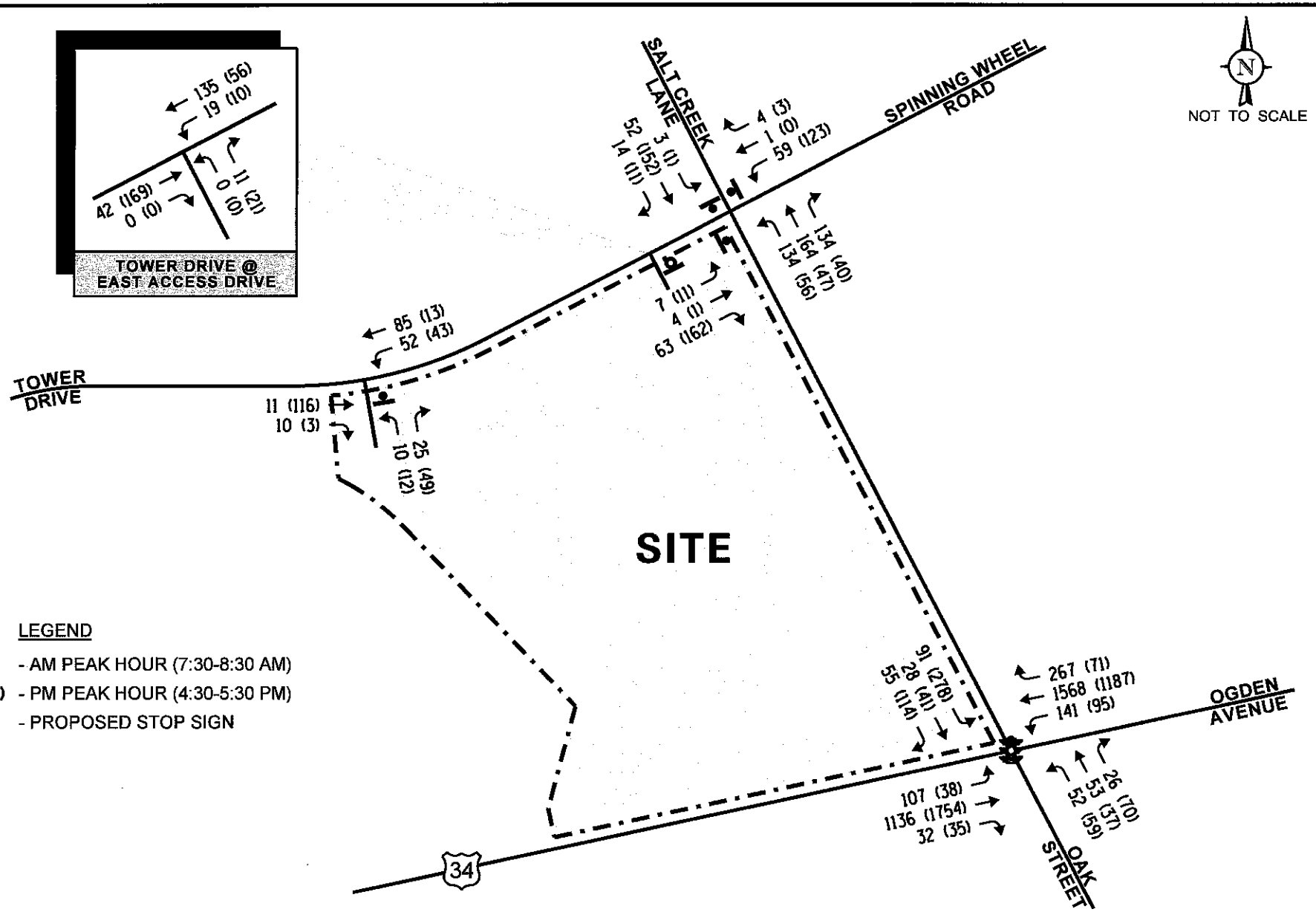
Job No: 22-336 Figure: 7



Proposed Salt Creek Auto Dealership Hinsdale, Illinois

Year 2028 Total Projected Traffic Volumes

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

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),* 6th 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

	Peak Hour	Eastbound		Westbound			Northbound		Southbound		Overall
		L	T/R	L	T	R	L	T/R	L	T/R	
Year 2022 Base Conditions	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 L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS - BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Salt Creek Lane with Tower Drive/Spinning Wheel Road[1]				
• 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
Tower Drive with West Access Drive[2]				
• Northbound Approach	A	9.0	A	9.4
• Westbound Left Turn	A	7.3	A	7.5
Tower Drive with East Access Drive[2]				
• 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
Salt Creek Lane with Tower Drive/Spinning Wheel Road[1]				
• 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
Tower Drive with West Access Drive[2]				
• Northbound Approach	A	9.0	A	9.4
• Westbound Left Turn	A	7.3	A	7.5
Tower Drive with East Access Drive[2]				
• 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
Salt Creek Lane with Tower Drive/Spinning Wheel Road[1]				
• 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
Tower Drive with West Access Drive[2]				
• Northbound Approach	A	9.1	A	9.5
• Westbound Left Turn	A	7.3	A	7.6
Tower Drive with East Access Drive[2]				
• 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

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	19	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

*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	8	358	9	0	0	375	19	239	28	0	0	286	18	8	19	0	1	45	74	11	26	0	0	111	817
4:15 PM	14	376	11	0	0	401	15	227	16	0	0	258	24	4	18	0	0	46	47	9	24	0	0	80	785
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
Hourly Total	41	1415	34	0	0	1490	83	952	88	0	0	1123	72	27	73	0	2	172	246	40	108	0	0	394	3179
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
5:30 PM	8	353	7	0	0	368	18	241	13	0	0	272	19	1	18	0	0	38	40	12	10	0	0	62	740
5:45 PM	10	296	10	0	0	316	26	241	18	0	0	285	15	6	9	0	0	30	36	6	15	0	0	57	688
Hourly Total	32	1401	38	0	3	1471	86	966	58	0	2	1110	63	29	61	0	0	153	223	39	73	0	0	335	3069
6:00 PM	1	344	13	0	0	358	31	217	13	0	0	261	22	1	23	0	1	46	33	2	14	0	0	49	714
6:15 PM	7	247	7	0	0	261	36	196	8	0	0	240	15	4	8	0	0	27	21	3	8	0	0	32	560
6:30 PM	6	241	4	1	0	252	31	209	9	0	0	249	9	0	8	0	0	17	22	4	8	0	0	34	552
6:45 PM	4	184	1	0	0	189	14	152	7	0	1	173	5	4	9	0	0	18	10	4	7	0	0	21	401
Hourly Total	18	1016	25	1	0	1060	112	774	37	0	1	923	51	9	48	0	1	108	86	13	37	0	0	136	2227
Grand Total	504	9367	310	1	8	10182	866	9248	958	1	12	11073	511	215	442	0	9	1168	1032	199	607	1	0	1839	24262
Approach %	4.9	92.0	3.0	0.0	-	-	7.8	83.5	8.7	0.0	-	-	43.8	18.4	37.8	0.0	-	-	56.1	10.8	33.0	0.1	-	-	-
Total %	2.1	38.6	1.3	0.0	-	42.0	3.6	38.1	3.9	0.0	-	45.6	2.1	0.9	1.8	0.0	-	4.8	4.3	0.8	2.5	0.0	-	7.6	-
Lights	497	9182	307	1	-	9987	859	9085	951	1	-	10896	504	214	441	0	-	1159	1023	196	598	1	-	1818	23860
% Lights	98.6	98.0	99.0	100.0	-	98.1	99.2	98.2	99.3	100.0	-	98.4	98.6	99.5	99.8	-	-	99.2	99.1	98.5	98.5	100.0	-	98.9	98.3
Buses	2	9	0	0	-	11	0	8	0	0	-	8	3	0	0	0	-	3	1	0	4	0	-	5	27
% Buses	0.4	0.1	0.0	0.0	-	0.1	0.0	0.1	0.0	0.0	-	0.1	0.6	0.0	0.0	-	-	0.3	0.1	0.0	0.7	0.0	-	0.3	0.1
Single-Unit Trucks	4	110	3	0	-	117	7	93	6	0	-	106	4	1	1	0	-	6	6	3	4	0	-	13	242
% Single-Unit Trucks	0.8	1.2	1.0	0.0	-	1.1	0.8	1.0	0.6	0.0	-	1.0	0.8	0.5	0.2	-	-	0.5	0.6	1.5	0.7	0.0	-	0.7	1.0
Articulated Trucks	1	66	0	0	-	67	0	61	1	0	-	62	0	0	0	0	-	0	2	0	1	0	-	3	132
% Articulated Trucks	0.2	0.7	0.0	0.0	-	0.7	0.0	0.7	0.1	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	0.2	0.0	0.2	0.0	-	0.2	0.5
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	9	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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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

Turning Movement Peak Hour Data (7:30 AM)

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	
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
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
Total	99	928	32	0	0	1059	135	1281	267	0	3	1683	52	53	26	0	0	131	88	28	51	0	0	167	3040
Approach %	9.3	87.6	3.0	0.0	-	-	8.0	76.1	15.9	0.0	-	-	39.7	40.5	19.8	0.0	-	-	52.7	16.8	30.5	0.0	-	-	-
Total %	3.3	30.5	1.1	0.0	-	34.8	4.4	42.1	8.8	0.0	-	55.4	1.7	1.7	0.9	0.0	-	4.3	2.9	0.9	1.7	0.0	-	5.5	-
PHF	0.853	0.899	0.727	0.000	-	0.888	0.804	0.950	0.776	0.000	-	0.917	0.722	0.779	0.722	0.000	-	0.885	0.733	0.778	0.671	0.000	-	0.759	0.954
Lights	98	892	30	0	-	1020	133	1249	265	0	-	1647	51	53	26	0	-	130	87	27	50	0	-	164	2961
% Lights	99.0	96.1	93.8	-	-	96.3	98.5	97.5	99.3	-	-	97.9	98.1	100.0	100.0	-	-	99.2	98.9	96.4	98.0	-	-	98.2	97.4
Buses	1	2	0	0	-	3	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	1.0	0.2	0.0	-	-	0.3	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Single-Unit Trucks	0	23	2	0	-	25	2	23	2	0	-	27	1	0	0	0	-	1	1	1	1	0	-	3	56
% Single-Unit Trucks	0.0	2.5	6.3	-	-	2.4	1.5	1.8	0.7	-	-	1.6	1.9	0.0	0.0	-	-	0.8	1.1	3.6	2.0	-	-	1.8	1.8
Articulated Trucks	0	11	0	0	-	11	0	6	0	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	17
% Articulated Trucks	0.0	1.2	0.0	-	-	1.0	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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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

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						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	
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	-	-	-	-	-	-	-	-

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Count Name: Salt Creek Ln with Spinning wheel Rd
Site Code:
Start Date: 02/27/2022

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	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	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	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
Hourly Total	8	2	33	0	1	43	51	1	3	0	2	55	83	113	138	334	2	31	11	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	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
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	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	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	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	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	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	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	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	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	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	137	545

*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	0	38	0	0	39	26	0	0	0	0	26	9	16	18	43	1	36	2	0	0	39	147
4:15 PM	2	1	19	0	0	22	23	0	0	0	0	23	6	14	16	36	0	37	2	0	0	39	120
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
Hourly Total	7	1	130	0	0	138	121	0	1	0	0	122	37	61	57	155	2	152	7	0	0	161	576
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
5:30 PM	1	0	25	0	2	26	15	0	0	0	0	15	7	11	14	32	0	24	2	0	0	26	99
5:45 PM	1	0	19	0	2	20	11	0	2	0	0	13	6	6	13	25	0	20	1	0	0	21	79
Hourly Total	9	1	119	0	7	129	77	0	4	0	2	81	38	33	44	115	0	117	11	0	0	128	453
6:00 PM	1	0	7	0	0	8	13	0	0	0	0	13	0	6	9	15	1	19	1	0	0	21	57
6:15 PM	0	0	8	0	0	8	10	0	2	0	0	12	0	10	11	21	1	15	1	0	0	17	58
6:30 PM	0	0	4	0	0	4	17	0	1	0	0	18	1	9	6	16	2	8	0	0	0	10	48
6:45 PM	0	0	4	0	0	4	8	0	0	0	2	8	0	10	3	13	0	13	0	0	0	13	38
Hourly Total	1	0	23	0	0	24	48	0	3	0	2	51	1	35	29	65	4	55	2	0	0	61	201
Grand Total	52	16	456	0	15	524	532	9	20	0	10	561	367	628	555	1550	21	672	65	0	3	758	3393
Approach %	9.9	3.1	87.0	0.0	-	-	94.8	1.6	3.6	0.0	-	-	23.7	40.5	35.8	-	2.8	88.7	8.6	0.0	-	-	-
Total %	1.5	0.5	13.4	0.0	-	15.4	15.7	0.3	0.6	0.0	-	16.5	10.8	18.5	16.4	45.7	0.6	19.8	1.9	0.0	-	22.3	-
Lights	51	16	450	0	-	517	523	9	19	0	-	551	367	623	547	1537	20	666	63	0	-	749	3354
% Lights	98.1	100.0	98.7	-	-	98.7	98.3	100.0	95.0	-	-	98.2	100.0	99.2	98.6	99.2	95.2	99.1	96.9	-	-	98.8	98.9
Buses	0	0	3	0	-	3	1	0	1	0	-	2	0	1	2	3	0	2	0	0	-	2	10
% Buses	0.0	0.0	0.7	-	-	0.6	0.2	0.0	5.0	-	-	0.4	0.0	0.2	0.4	0.2	0.0	0.3	0.0	-	-	0.3	0.3
Single-Unit Trucks	1	0	3	0	-	4	5	0	0	0	-	5	0	3	4	7	1	4	2	0	-	7	23
% Single-Unit Trucks	1.9	0.0	0.7	-	-	0.8	0.9	0.0	0.0	-	-	0.9	0.0	0.5	0.7	0.5	4.8	0.6	3.1	-	-	0.9	0.7
Articulated Trucks	0	0	0	0	-	0	3	0	0	0	-	3	0	0	2	2	0	0	0	0	-	0	5
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.6	0.0	0.0	-	-	0.5	0.0	0.0	0.4	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	15	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	3	-	-
% 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

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	-	1	0	0	1	1	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	-	1	4	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
% 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
% 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	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 kpachowicz@kloainc.com

Count Name: Salt Creek Ln with Spinning wheel Rd
Site Code:
Start Date: 02/27/2022

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
% 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	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	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
% 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	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Tower Dr with West Access Drive
Site Code:
Start Date: 10/26/2022

Turning Movement Data

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	1	0	0	1	0	0	4	0	4	0	0	2	0	2	7
7:15 AM	0	2	3	0	5	0	2	8	0	10	0	3	0	0	3	18
7:30 AM	0	0	2	0	2	0	15	16	1	31	0	2	6	0	8	41
7:45 AM	0	0	2	0	2	0	12	22	0	34	0	0	3	0	3	39
Hourly Total	0	3	7	0	10	0	29	50	1	79	0	5	11	0	16	105
8:00 AM	0	5	4	0	9	0	7	15	0	22	0	5	8	0	13	44
8:15 AM	0	6	1	5	7	0	11	32	0	43	0	2	5	0	7	57
8:30 AM	0	5	2	0	7	0	12	14	0	26	0	2	7	0	9	42
8:45 AM	0	10	0	0	10	0	7	18	0	25	0	3	4	0	7	42
Hourly Total	0	26	7	5	33	0	37	79	0	116	0	12	24	0	36	185
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	0	0	23	0	6	2	0	8	0	0	9	0	9	40
4:15 PM	0	33	1	0	34	0	6	3	0	9	0	1	5	0	6	49
4:30 PM	0	47	0	0	47	0	7	3	0	10	0	2	6	0	8	65
4:45 PM	0	21	0	0	21	0	9	6	0	15	0	5	14	0	19	55
Hourly Total	0	124	1	0	125	0	28	14	0	42	0	8	34	0	42	209
5:00 PM	0	32	2	0	34	0	13	0	0	13	0	1	7	0	8	55
5:15 PM	0	16	0	0	16	0	10	4	0	14	0	3	15	0	18	48
5:30 PM	0	13	0	0	13	0	5	1	0	6	0	3	8	0	11	30
5:45 PM	0	6	0	0	6	0	0	3	0	3	0	0	9	0	9	18
Hourly Total	0	67	2	0	69	0	28	8	0	36	0	7	39	0	46	151
Grand Total	0	220	17	5	237	0	122	151	1	273	0	32	108	0	140	650
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	646
% Lights	-	99.1	100.0	-	99.2	-	100.0	99.3	-	99.6	-	100.0	99.1	-	99.3	99.4
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Buses	-	0.5	0.0	-	0.4	-	0.0	0.7	-	0.4	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	0.5	0.0	-	0.4	-	0.0	0.0	-	0.0	-	0.0	0.9	-	0.7	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Tower Dr with West Access Drive
Site Code:
Start Date: 10/26/2022

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	App. Total	Int. Total
7:30 AM	0	0	2	0	2	0	15	16	1	31	0	2	6	0	8	41
7:45 AM	0	0	2	0	2	0	12	22	0	34	0	0	3	0	3	39
8:00 AM	0	5	4	0	9	0	7	15	0	22	0	5	8	0	13	44
8:15 AM	0	6	1	5	7	0	11	32	0	43	0	2	5	0	7	57
Total	0	11	9	5	20	0	45	85	1	130	0	9	22	0	31	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	0.794
Lights	0	9	9	-	18	0	45	84	-	129	0	9	22	-	31	178
% Lights	-	81.8	100.0	-	90.0	-	100.0	98.8	-	99.2	-	100.0	100.0	-	100.0	98.3
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Buses	-	9.1	0.0	-	5.0	-	0.0	1.2	-	0.8	-	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	1	0	-	1	0	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	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Tower Dr with West Access Drive
Site Code:
Start Date: 10/26/2022

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	App. Total	Int. Total
4:30 PM	0	47	0	0	47	0	7	3	0	10	0	2	6	0	8	65
4:45 PM	0	21	0	0	21	0	9	6	0	15	0	5	14	0	19	55
5:00 PM	0	32	2	0	34	0	13	0	0	13	0	1	7	0	8	55
5:15 PM	0	16	0	0	16	0	10	4	0	14	0	3	15	0	18	48
Total	0	116	2	0	118	0	39	13	0	52	0	11	42	0	53	223
Approach %	0.0	98.3	1.7	-	-	0.0	75.0	25.0	-	-	0.0	20.8	79.2	-	-	-
Total %	0.0	52.0	0.9	-	52.9	0.0	17.5	5.8	-	23.3	0.0	4.9	18.8	-	23.8	-
PHF	0.000	0.617	0.250	-	0.628	0.000	0.750	0.542	-	0.867	0.000	0.550	0.700	-	0.697	0.858
Lights	0	116	2	-	118	0	39	13	-	52	0	11	42	-	53	223
% Lights	-	100.0	100.0	-	100.0	-	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	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	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
% Articulated Trucks	-	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
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Turning Movement Data

Start Time	Tower Dr Eastbound					Tower Dr Westbound					Lot Access Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	3	0	0	3	0	0	4	0	4	0	0	0	0	0	7
7:15 AM	0	2	0	0	2	0	5	10	0	15	0	0	0	0	0	17
7:30 AM	0	7	0	0	7	0	0	28	0	28	0	0	3	0	3	38
7:45 AM	0	7	0	0	7	0	4	35	0	39	0	0	4	0	4	50
Hourly Total	0	19	0	0	19	0	9	77	0	86	0	0	7	0	7	112
8:00 AM	0	14	0	0	14	0	4	24	0	28	0	0	0	0	0	42
8:15 AM	0	11	0	0	11	0	4	41	0	45	0	0	0	1	0	56
8:30 AM	0	10	0	0	10	0	1	24	0	25	0	0	8	2	8	43
8:45 AM	0	11	0	0	11	0	1	27	0	28	0	1	4	0	5	44
Hourly Total	0	46	0	0	46	0	10	116	0	126	0	1	12	3	13	185
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	33	0	0	33	0	0	8	0	8	0	0	0	0	0	41
4:15 PM	0	36	0	0	36	0	0	8	1	8	0	0	2	1	2	46
4:30 PM	0	56	0	0	56	0	1	11	0	12	0	0	5	0	5	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	1	47
Hourly Total	0	158	0	0	158	0	2	39	1	41	0	0	8	1	8	207
5:00 PM	0	42	0	0	42	0	1	16	1	17	0	0	3	1	3	62
5:15 PM	0	31	0	0	31	0	2	13	1	15	0	0	5	0	5	51
5:30 PM	0	19	0	0	19	0	1	7	1	8	0	0	3	0	3	30
5:45 PM	0	17	0	0	17	0	1	3	0	4	0	0	0	0	0	21
Hourly Total	0	109	0	0	109	0	5	39	3	44	0	0	11	1	11	164
Grand Total	0	332	0	0	332	0	26	271	4	297	0	1	38	5	39	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	661
% Lights	-	99.1	-	-	99.1	-	92.3	99.6	-	99.0	-	100.0	97.4	-	97.4	99.0
Buses	0	1	0	-	1	0	1	1	-	2	0	0	0	-	0	3
% Buses	-	0.3	-	-	0.3	-	3.8	0.4	-	0.7	-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	2	0	-	2	0	1	0	-	1	0	0	1	-	1	4
% Single-Unit Trucks	-	0.6	-	-	0.6	-	3.8	0.0	-	0.3	-	0.0	2.6	-	2.6	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Tower Dr with East Access Drive
Site Code:
Start Date: 10/26/2022

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	App. Total	Int. Total
7:30 AM	0	7	0	0	7	0	0	28	0	28	0	0	3	0	3	38
7:45 AM	0	7	0	0	7	0	4	35	0	39	0	0	4	0	4	50
8:00 AM	0	14	0	0	14	0	4	24	0	28	0	0	0	0	0	42
8:15 AM	0	11	0	0	11	0	4	41	0	45	0	0	0	1	0	56
Total	0	39	0	0	39	0	12	128	0	140	0	0	7	1	7	186
Approach %	0.0	100.0	0.0	-	-	0.0	8.6	91.4	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	21.0	0.0	-	21.0	0.0	6.5	68.8	-	75.3	0.0	0.0	3.8	-	3.8	-
PHF	0.000	0.696	0.000	-	0.696	0.000	0.750	0.780	-	0.778	0.000	0.000	0.438	-	0.438	0.830
Lights	0	37	0	-	37	0	11	127	-	138	0	0	6	-	6	181
% Lights	-	94.9	-	-	94.9	-	91.7	99.2	-	98.6	-	-	85.7	-	85.7	97.3
Buses	0	1	0	-	1	0	1	1	-	2	0	0	0	-	0	3
% Buses	-	2.6	-	-	2.6	-	8.3	0.8	-	1.4	-	-	0.0	-	0.0	1.6
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	2.6	-	-	2.6	-	0.0	0.0	-	0.0	-	-	14.3	-	14.3	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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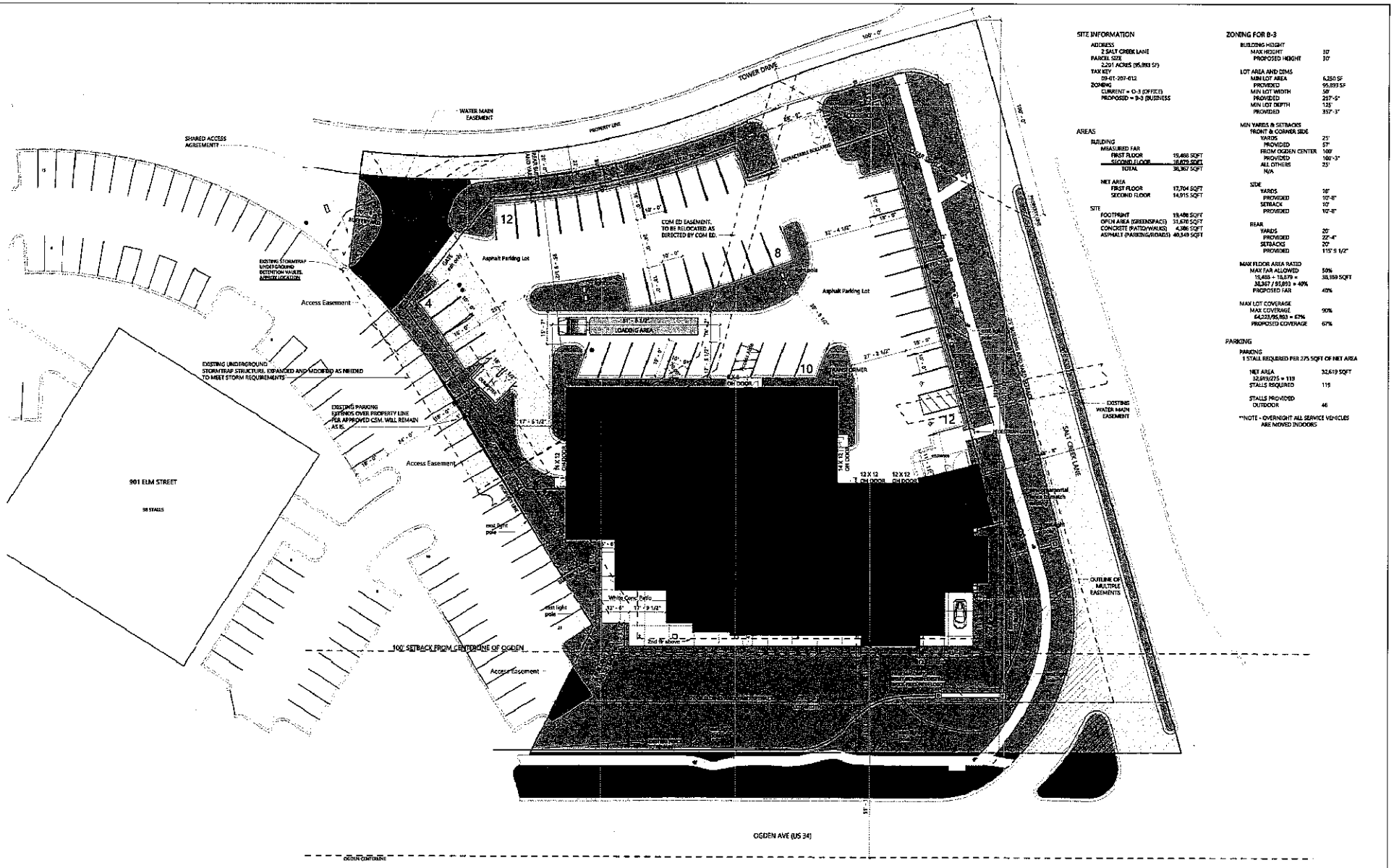
(847)518-9990 kpachowicz@kloainc.com

Count Name: Tower Dr with East Access Drive
Site Code:
Start Date: 10/26/2022

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	App. Total	Int. Total
4:30 PM	0	56	0	0	56	0	1	11	0	12	0	0	5	0	5	73
4:45 PM	0	33	0	0	33	0	1	12	0	13	0	0	1	0	1	47
5:00 PM	0	42	0	0	42	0	1	16	1	17	0	0	3	1	3	62
5:15 PM	0	31	0	0	31	0	2	13	1	15	0	0	5	0	5	51
Total	0	162	0	0	162	0	5	52	2	57	0	0	14	1	14	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	0.798
Lights	0	162	0	-	162	0	5	52	-	57	0	0	14	-	14	233
% Lights	-	100.0	-	-	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	0
% Buses	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	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
% 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	0
% Bicycles on Road	-	0.0	-	-	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



SITE INFORMATION

ADDRESS
2 SALT CREEK LANE
PARCEL SIZE
2.291 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) 31,676 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 6,350 SF
PROVIDED 95,893 SF
MIN LOT WIDTH 50'
PROVIDED 257'-5"
MIN LOT DEPTH 125'
PROVIDED 357'-3"

MIN YARDS & SETBACKS
FRONT & CORNER SIDE
YARDS 25'
PROVIDED 57'
FROM OGDEN CENTER 100'
PROVIDED 100'-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' 5 1/2"

MAX FLOOR AREA RATIO
MAX FAR ALLOWED 50%
15,488 + 18,879 = 38,367 SQFT
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

**NOTE - OVERNIGHT ALL SERVICE VEHICLES ARE MOVED INDOORS

SCALE: 1" = 20'-0"

Mouse Motors

Site Plan - #2 Salt Creek LN

22036

November 30th, 2022

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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

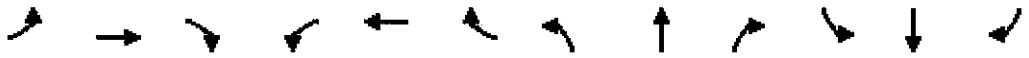
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022



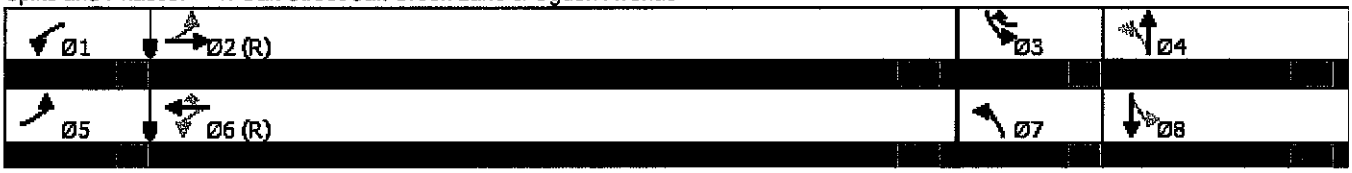
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Future Volume (vph)	99	1114	32	135	1537	267	52	53	26	88	28	51
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (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 Effct 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	

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



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

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	-

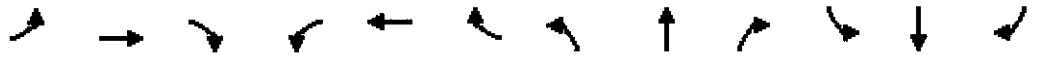
Capacity Analysis Summary Sheets

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 Effct 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	

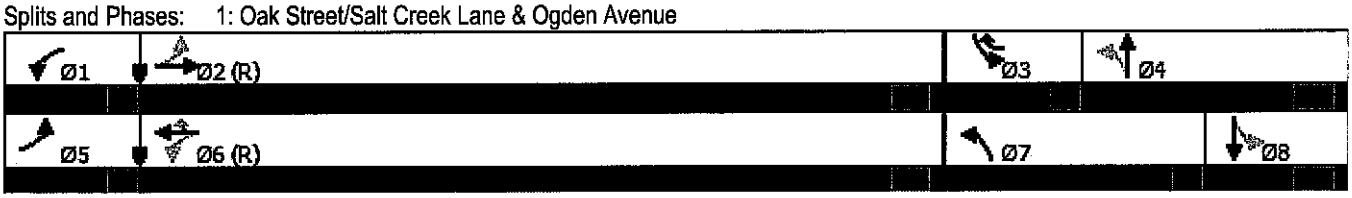


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.89		0.57	0.52	0.06	0.19	0.41		0.85	0.49	
Control Delay	8.7	33.1		33.5	17.0	6.2	39.9	58.4		69.6	59.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.7	33.1		33.5	17.0	6.2	39.9	58.4		69.6	59.6	
LOS	A	C		C	B	A	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



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

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

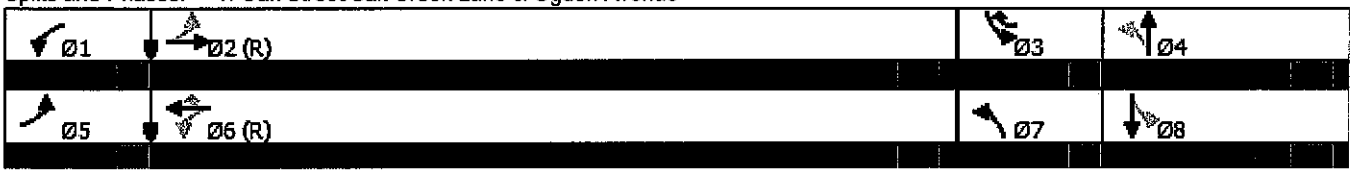
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1136	32	135	1568	267	52	53	26	88	28	51
Future Volume (vph)	99	1136	32	135	1568	267	52	53	26	88	28	51
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (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 Effct 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	

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



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

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

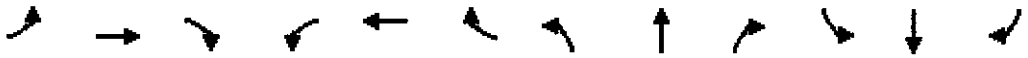
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	229	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1573	-	759	1028
Stage 1	-	-	-	-	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

Year 2028 No-Build Weekday Evening Peak Hour



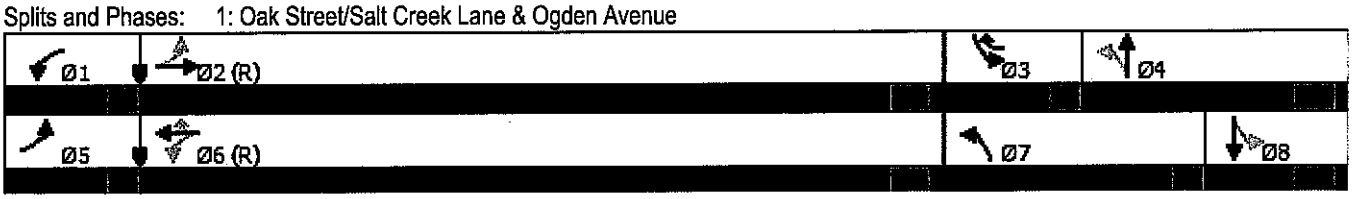
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Future Volume (vph)	33	1754	35	91	1187	71	59	37	70	272	41	106
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (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 Effct 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	

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



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

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 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Oak Street/Salt Creek Lane & Ogden Avenue

11/10/2022

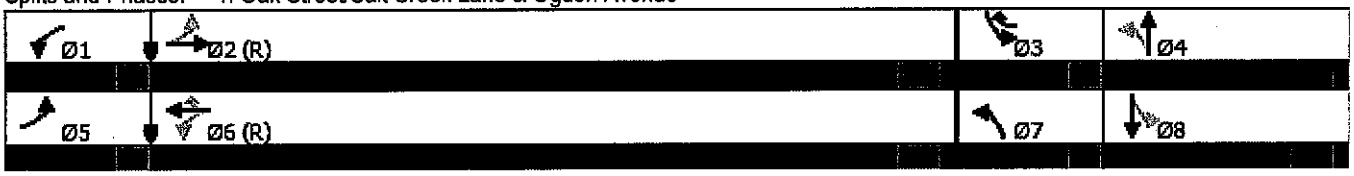
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Future Volume (vph)	99	1136	40	141	1568	267	52	53	26	91	28	55
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (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 Effct 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	

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



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	NBL n1	NBL n2	EBL n1	WBL n1	WBL n2	SBL n1
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

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	-

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

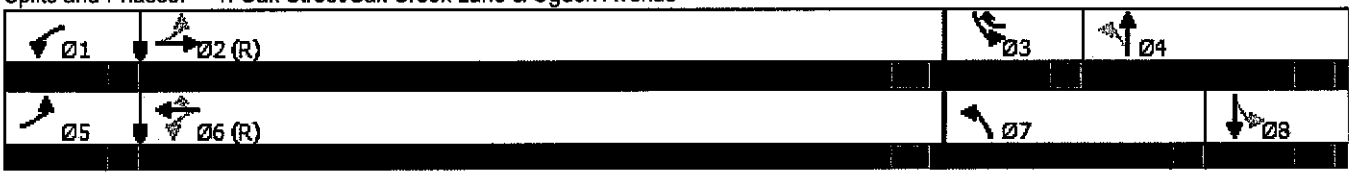
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Future Volume (vph)	33	1754	40	95	1187	71	59	37	70	278	41	114
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (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 Effct 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	

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



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

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	-

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

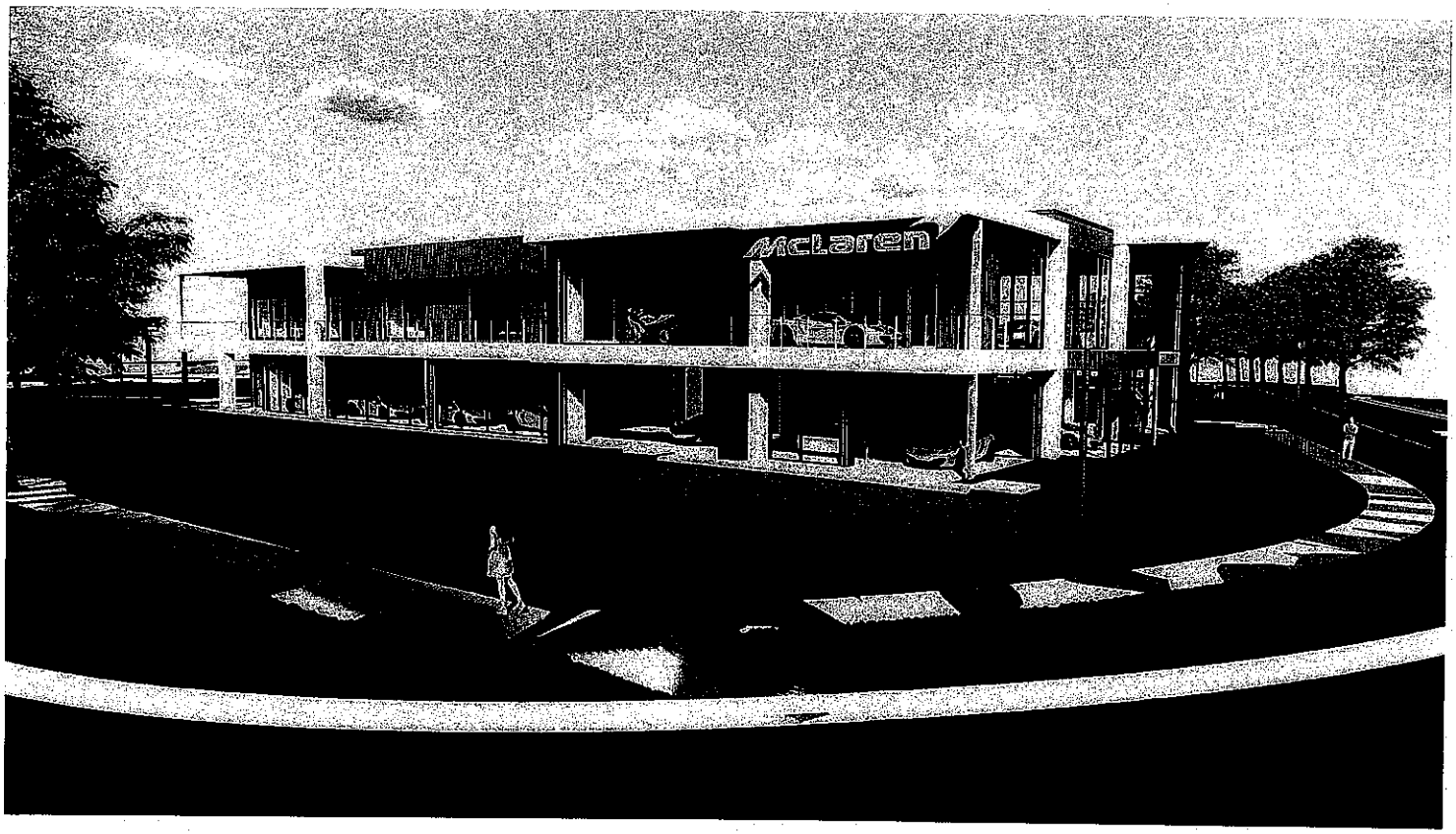
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	307	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1372	-	685	834
Stage 1	-	-	-	-	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	-

Mouse Motors

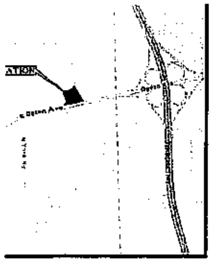
PRELIMINARY DESIGN



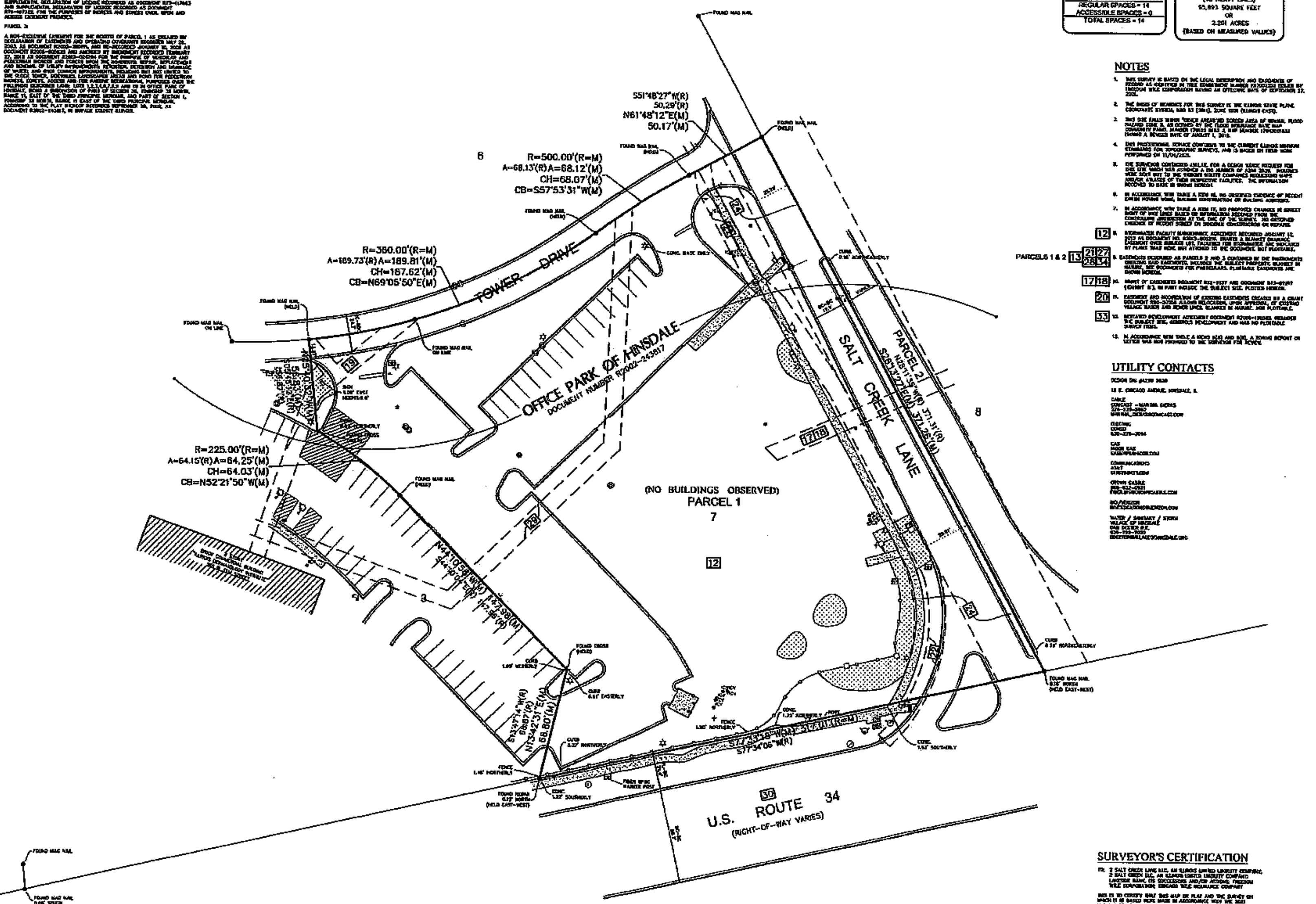
SHEET INDEX

THE REDMOND COMPANY

AND TOPOGRAPHIC SURVEY



EXCEPTIONS



(IN FEET)
1 inch = 30 ft.

STRIPED PARKING DATA
REGULAR SPACES = 14
ACCESSIBLE SPACES = 0
TOTAL SPACES = 14

AREA SUMMARY
(NO HEAVY LINES)
95,893 SQUARE FEET
OR
2.201 ACRES
(BASED ON MEASURED VALUES)

NOTES

PARCELS 1 & 2

UTILITY CONTACTS

UTILITY STATEMENT

Know what's below. Call before you dig.

SURVEYOR'S CERTIFICATION

PROJECT
2 Salt Creek Lane - Hinsdale

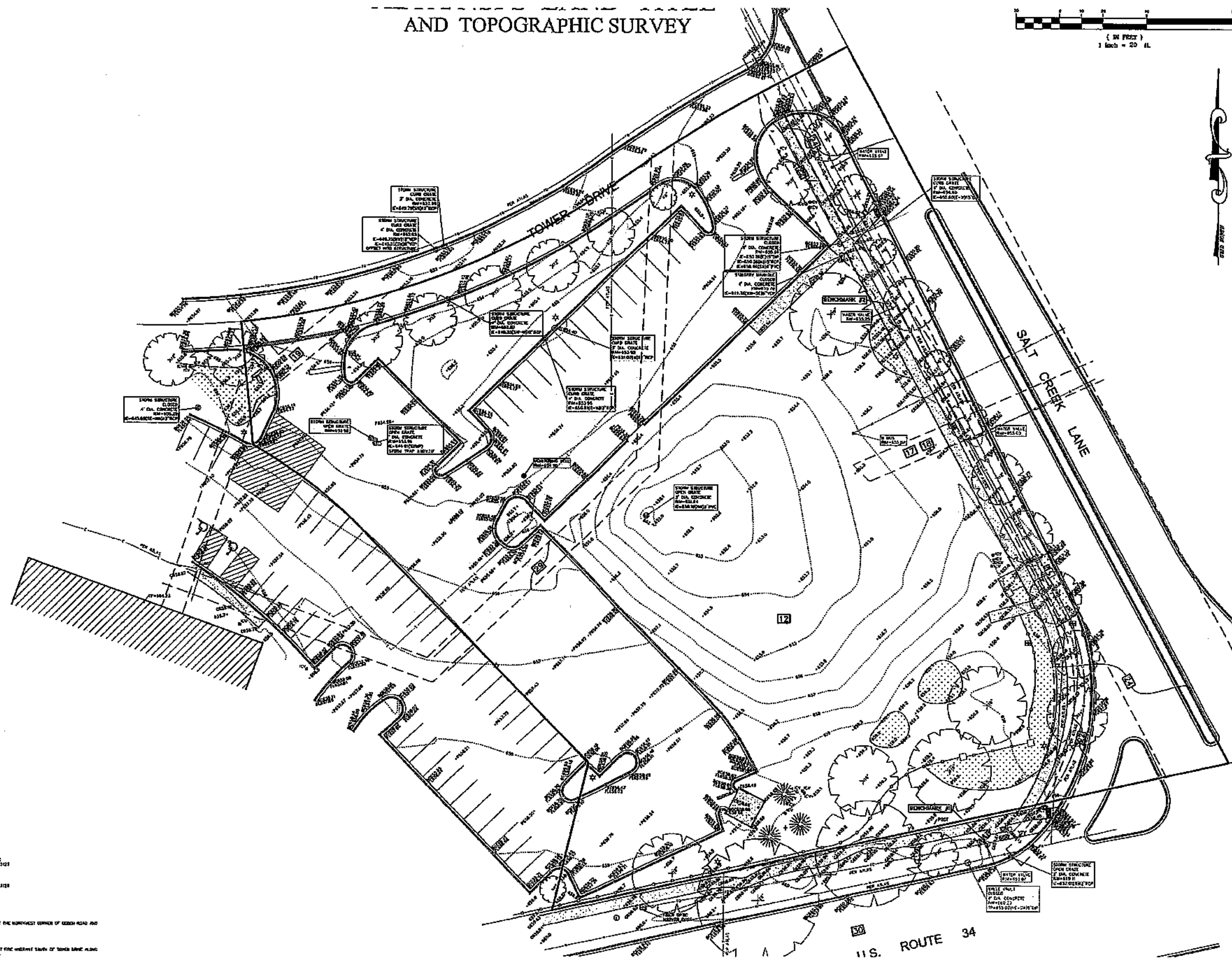
CLIENT
Verquity

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502

SCALE: 1" = 30'

1 OF 2

AND TOPOGRAPHIC SURVEY



BENCHMARKS

REFERENCE BENCHMARK:

SITE BENCHMARKS:

SITE BENCHMARK #1

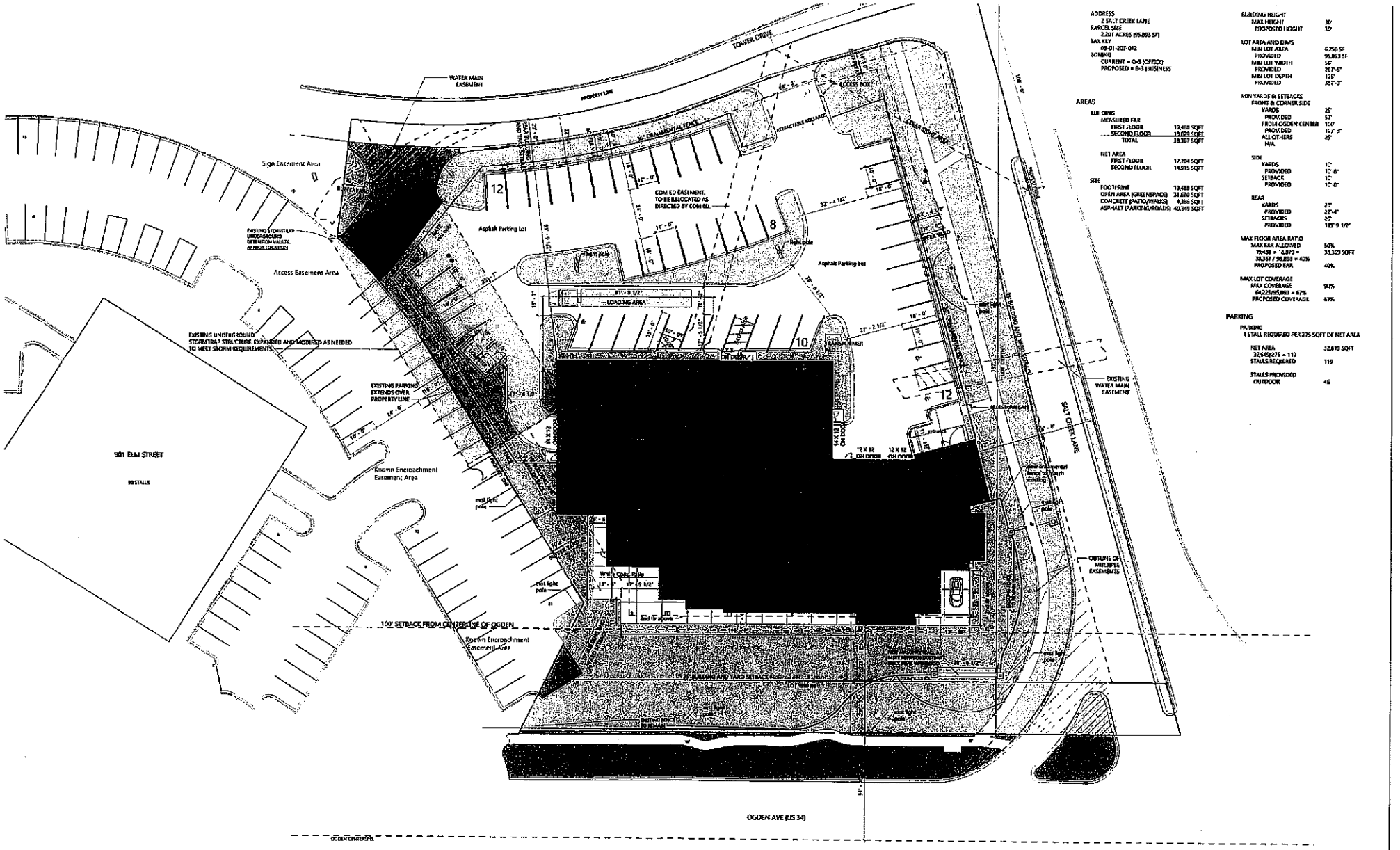
SITE BENCHMARK #2

PROJECT	CLIENT
2 Salt Creek Lane - Hinsdale	Vequity

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502

SCALE: 1" = 20'

2 OF 2



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	18,829 SQFT
TOTAL	38,317 SQFT

NET AREA

FIRST FLOOR	17,704 SQFT
SECOND FLOOR	14,515 SQFT

SITE

FOOTPRINT	19,488 SQFT
OPEN AREA (GREEN SPACE)	31,670 SQFT
CONCRETE (PATIO/WALKS)	4,385 SQFT
ASPHALT (PARKING/ROADS)	40,349 SQFT

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'-6"
MIN LOT DEPTH	125'
PROVIDED	357'-3"

MIN YARDS & SETBACKS
FRONT & CORNER SIDE

YARDS	25'
PROVIDED	57'
FROM OGDEN CENTER	100'
PROVIDED	102'-3"
ALL OTHERS	25'
N/A	

SIDE

YARDS	10'
PROVIDED	10'-6"
SETBACK	10'
PROVIDED	10'-6"

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%	38,389 SQFT
PROPOSED FAR	40%

MAX LOT COVERAGE

MAX COVERAGE	90%
64,221/95,893 = 67%	
PROPOSED COVERAGE	67%

PARKING

PARKING
1 STALL REQUIRED PER 275 SQFT OF NET AREA

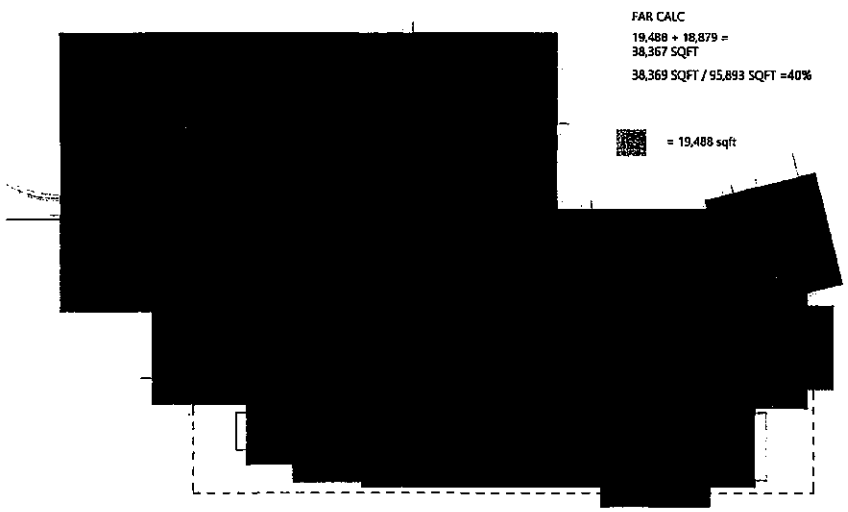
NET AREA	32,619 SQFT
32,619/275 = 119	
STALLS REQUIRED	119
STALLS PROVIDED	
OUTDOOR	46

N

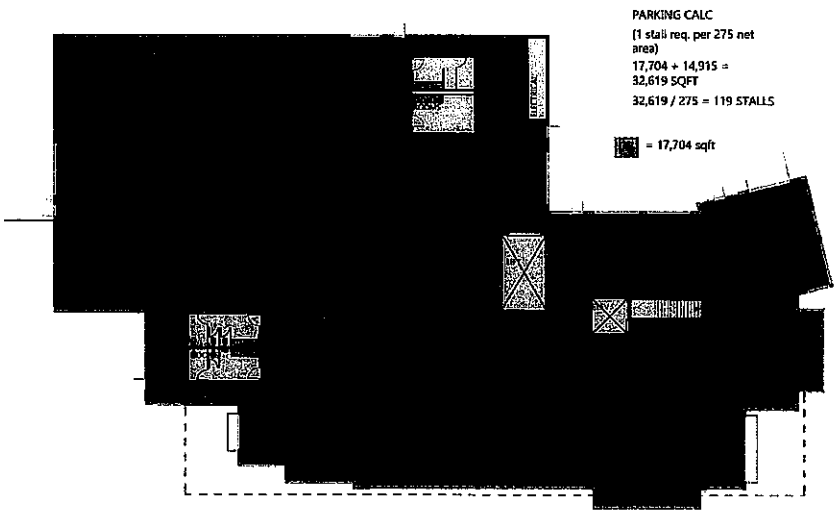
0' 10' 20' 40'
SCALE: 1" = 20'-0"

THE REDMOND COMPANY

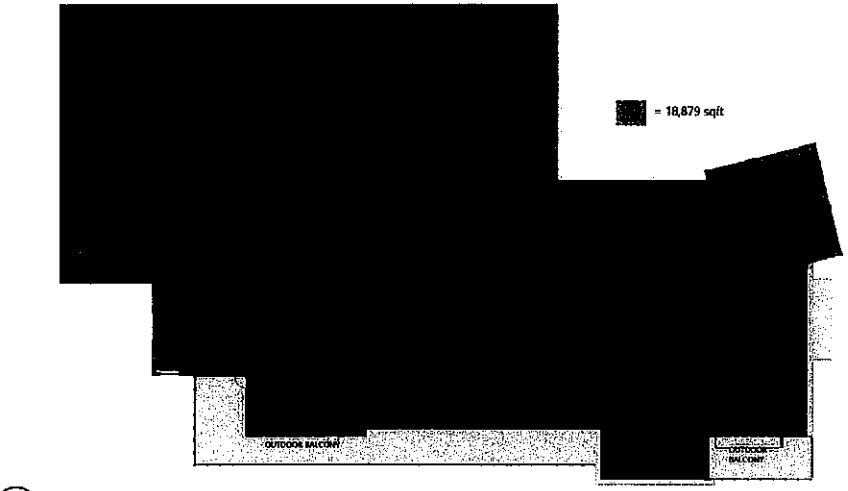
e Motors



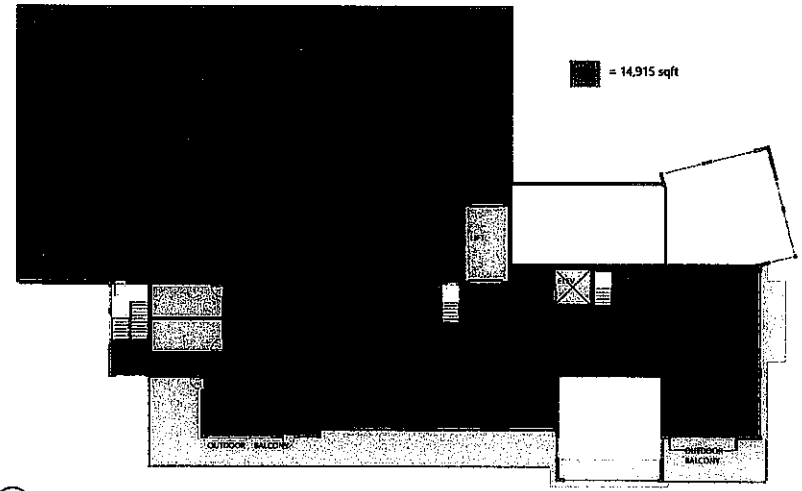
B1 FIRST FLOOR - FAR
1/16" = 1'-0"



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



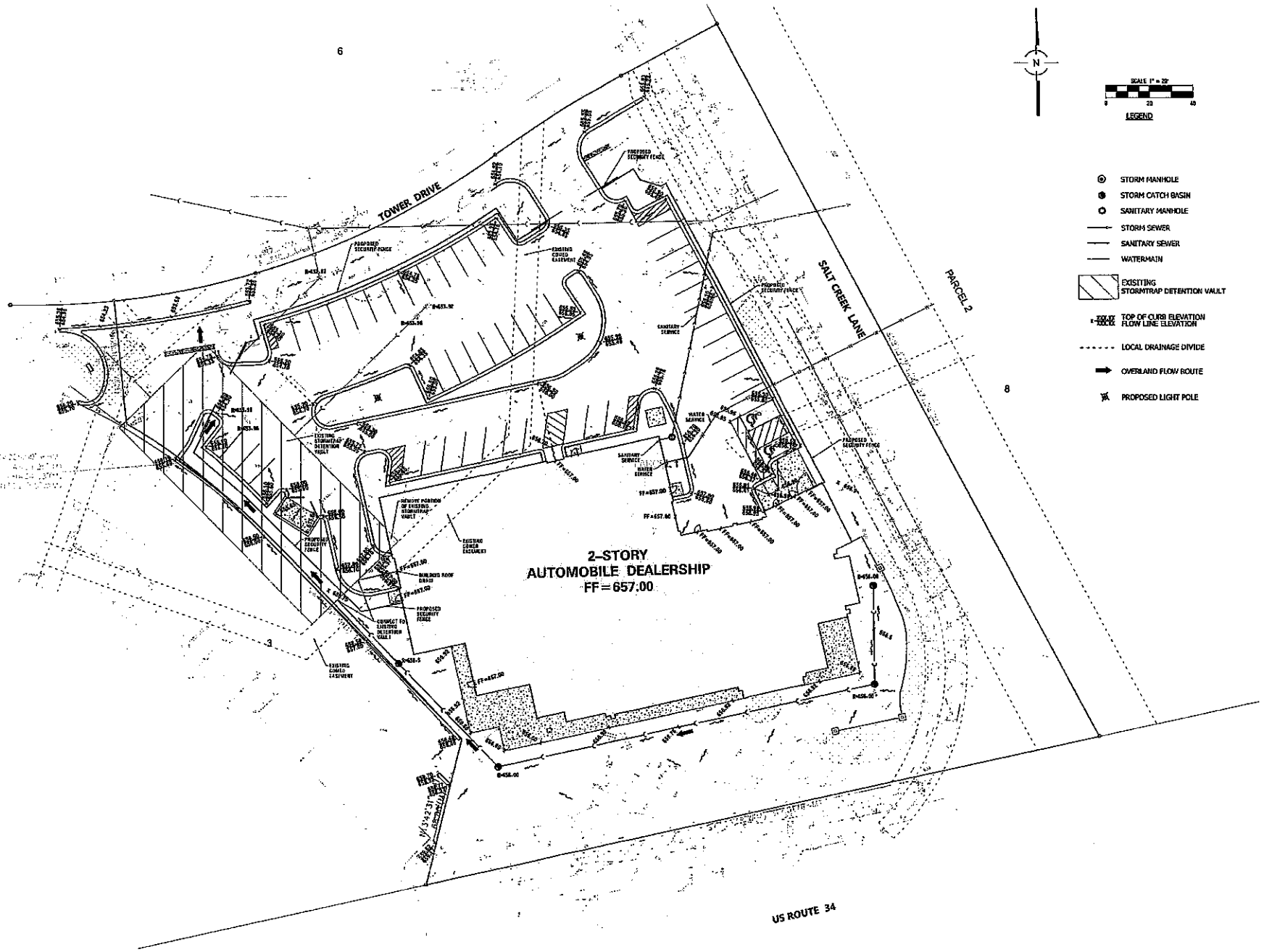
A1 SECOND FLOOR - FAR
1/16" = 1'-0"



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

e Motors

THE REDMOND COMPANY



NO.	DATE	REMARKS

NO.	DATE	REMARKS

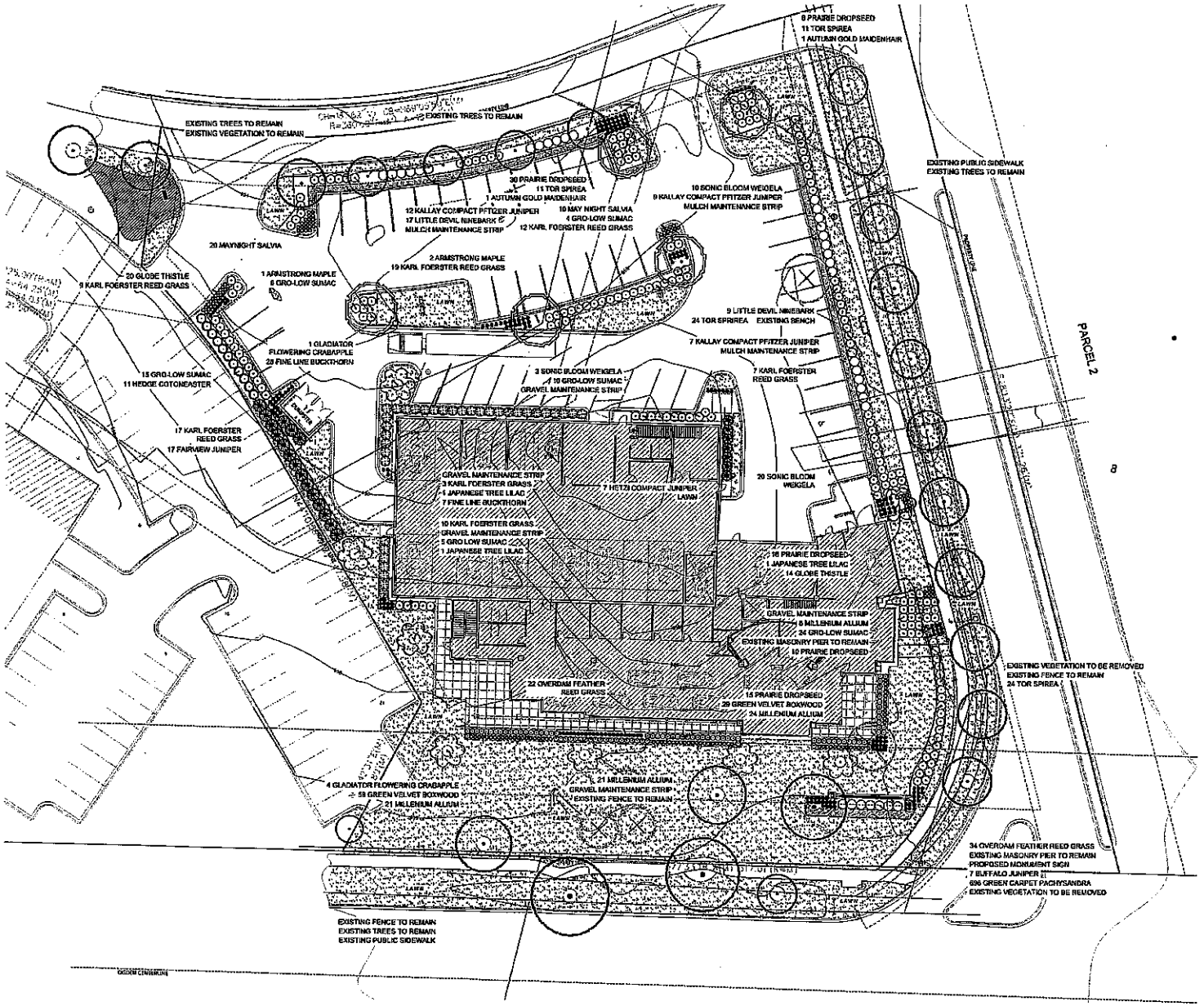
PRELIMINARY ENGINEERING

MOUSE MOTORS
2 SALT CREEK LANE
HINSDALE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 720,
Rosemont, Illinois 60018
Phone: (847) 696-4500 Fax: (847) 696-4505
SPACECO INC.

FILENAME: 12285P-ENG
DATE: 12/10/03
JOB NO. 12285
SHEET P-ENG

.ocating
nformation for
Excavators
rs before you dig
Sat., Sun. or Holidays)



OVERALL LANDSCAPE PLAN

NORTH Scale: 1" = 20'0"

0 10 20 40

HELLER & ASSOCIATES, LTD
LANDSCAPE ARCHITECTURE
P.O. Box 1359
Lake Geneva, Wisconsin 53147-1359
ph 262.899.9733
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

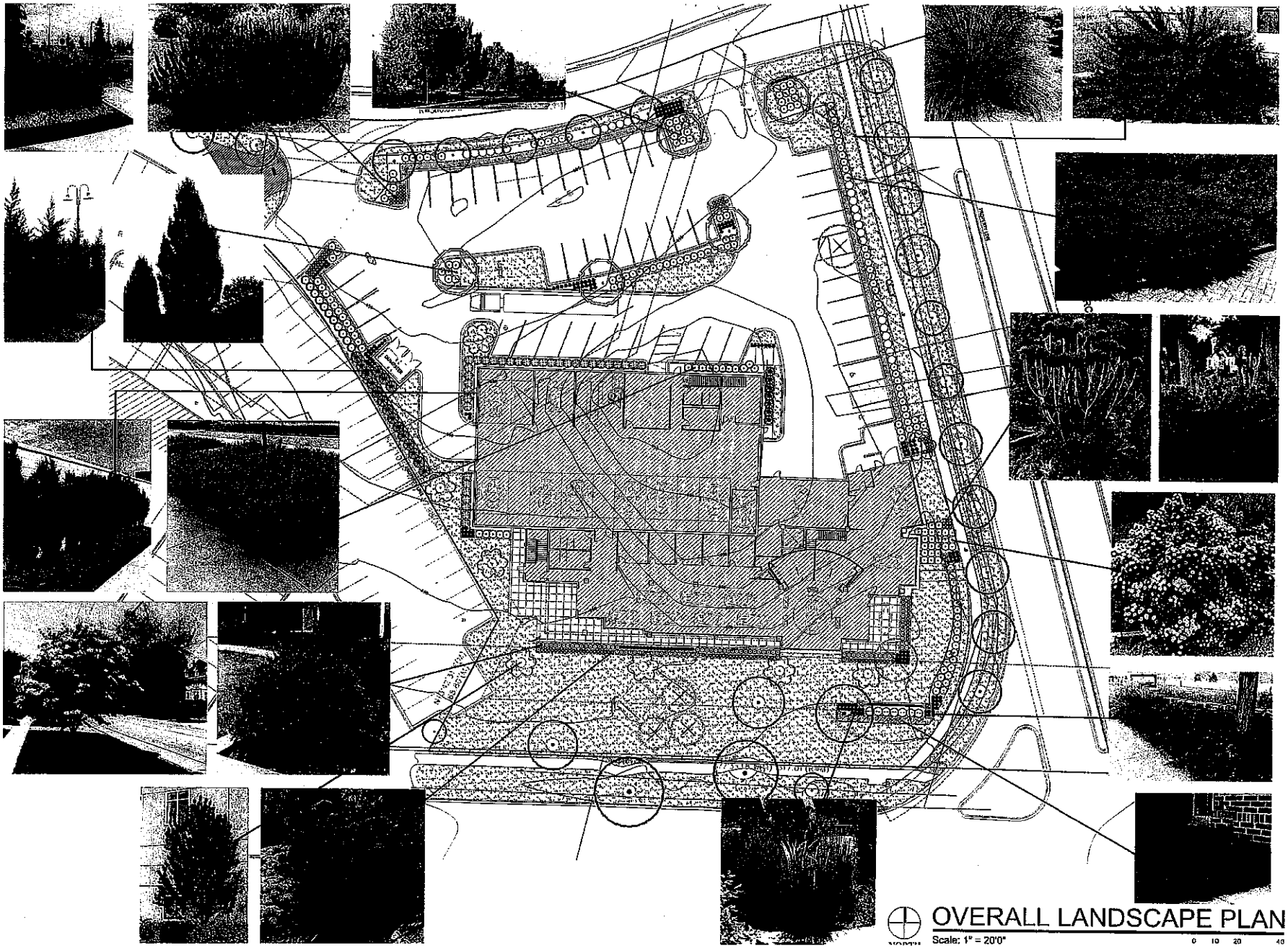
These plans were prepared by:
W. David Heller, ASLA
Registered Landscape Architect
#157-000558

Information contained herein is based on survey information. Field inspection, and the owner to be assumed.

SHEET TITLE

OVERALL LANDSCAPE PLAN

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



OVERALL LANDSCAPE PLAN

Scale: 1" = 20'0"

0 10 20 40

HELLER & ASSOCIATES, LLC
LANDSCAPE ARCHITECTURE
P.O. Box 1369
Lake Geneva, Wisconsin 53147-1369
ph 262.699.9703
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

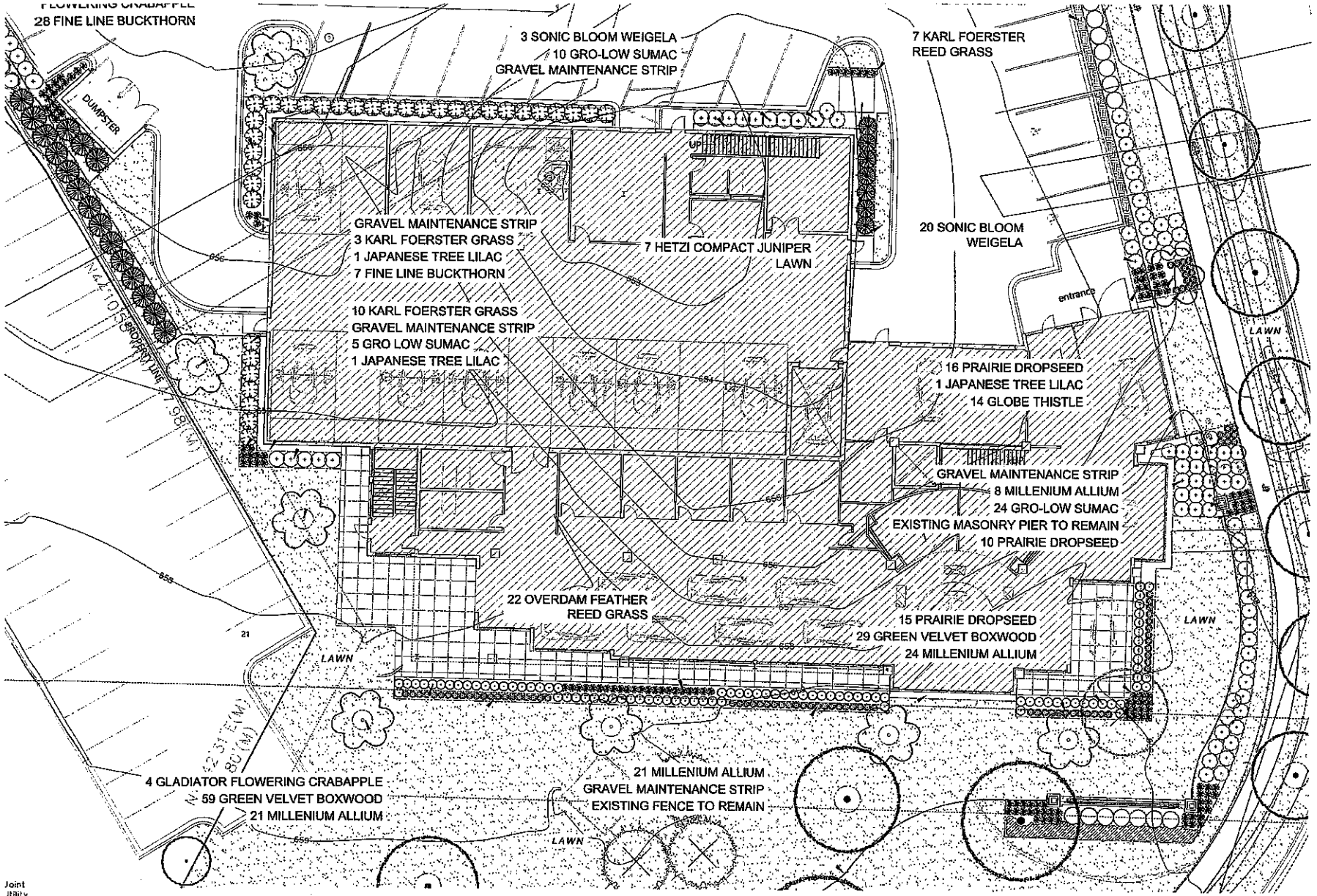
These plans were prepared by:
W. David Heller, ASLA
Registered Landscape Architect
#157-000036

Information contained herein is based on survey information. Field inspection and adjustment may occur.

SHEET TITLE

OVERALL LANDSCAPE PLAN: IMAGES

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



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

NORTH

ENLARGED LANDSCAPE PLAN

Scale: 1" = 10'0"

0 5 10 20

HELLER & ASSOCIATES, LLC
LANDSCAPE ARCHITECTS
P.O. Box 1359
Lake Geneva, Wisconsin 53147-1359
ph 262.539.5733
david@wdavidheller.com
www.wdavidheller.com

PROJECT

McLAREN MOTORS

East Ogden Ave.
Hinsdale, IL

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
10.14.22	CONCEPT ISSUE
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SHEET TITLE

ENLARGED LANDSCAPE PLAN

PROJECT MANAGER	WDH
PROJECT NUMBER	22-059
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PROJECT

McLAREN MOTORS

East Ogden Ave.
Hinsdale, IL

LANDSCAPE GENERAL NOTES

1. [illegible]

2. Contractor to verify all plant quantities shown on Plant & Material List and landscape planting symbols and report any discrepancies to Landscape Architect or General Contractor.

3. All plantings shall comply with standards as described in American Standard of Nursery Stock - Z60.1 ANSI (latest version). Landscape Architect reserves the right to inspect, and potentially reject any plants that are inferior, compromised, undersized, diseased, improperly transported, installed incorrectly or damaged. No sub-standard "B Grade" or "Park Grade" plant material shall be accepted. Plant material shall originate from nursery(ies) with a similar climate as the planting site.

4. Any potential plant substitutions must be approved by Landscape Architect or Owner. All plants must be installed as per sizes indicated on Plant & Material Schedule, unless approved by Landscape Architect. Any changes to sizes shown on plan must be submitted in writing to the Landscape Architect prior to installation.

5. Topsoil in Parking Lot Islands (if applicable): All parking lot islands to be backfilled with topsoil to a minimum depth of 12" to insure long-term plant health. Topsoil should be placed within 3" of finish grade by General Contractor / Excavation Contractor during rough grading operations/activity. The landscape contractor shall be responsible for the fine grading of all disturbed areas, planting bed areas, and lawn areas. Crown all parking lot islands a minimum of 4" to provide proper drainage, unless otherwise specified.

6. Tree Planting: Plant all trees slightly higher than finished grade at the root flare. Remove excess soil from the top of the root ball, if needed. Remove and discard non-biodegradable ball wrapping and support wire. Remove biodegradable burlap and wire cage (if present) from the top ⅓ of the rootball and carefully bend remaining wire down to the bottom of the hole. Once the tree has been placed into the hole and will no longer be moved, score the remaining ⅔ of the burlap and remove the twine. Provide three slow release fertilizer for each tree planted.

7. Tree Planting: Backfill tree planting holes 80% existing soils removed from excavation and 20% plant starter mix. Avoid air pockets and do not tamp soil down. Discard any gravel, rocks, heavy clay, or concrete pieces. When hole is ⅔ full, trees shall be watered thoroughly, and water left to soak in before proceeding to fill the remainder of the hole. Water again to full soak in the new planting. Each tree shall receive a 3" deep, 4-5' diameter (see planting details or planting plan) shredded hardwood bark mulch ring around all trees planted in lawn areas. Do not build up any mulch onto the trunk of any tree. Trees that are installed incorrectly will be replaced at the time and expense of the Landscape Contractor.

8. Shrub Planting: All shrubs to be planted in groupings as indicated on the Landscape Plan. Install with the planting of shrubs a ⅓ mix of plant starter with topsoil. Install topsoil into all plant beds as needed to achieve proper grade and displace undesirable soil (see planting detail). Remove all excessive gravel, clay and stones from plant beds prior to planting. When hole(s) are ⅔ full, shrubs shall be watered thoroughly, and water left to soak in before proceeding. Provide slow-release fertilizer packets at the rate of 1 per 24" height/diameter of shrub at planting.

9. Mulching: All tree and shrub planting beds to receive a 3" deep layer of high quality shredded hardwood bark mulch (not pigment dyed or enviro-mulch). All perennial planting areas (groupings) shall receive a 2" layer of double-shredded hardwood bark mulch, and groundcover areas a 2" layer of the same mulch. Do not mulch annual flower beds (if applicable). Do not allow mulch to contact plant stems and tree trunks.

10. Edging: All planting beds shall be edged with a 4" deep spade edge using a flat landscape spade or a mechanical edger. Bedlines are to be cut crisp, smooth as per plan. A clean definition between landscape beds and lawn is required. Pack mulch against lawn edge to hold in place.

11. Plant bed preparation: All perennial, groundcover and annual areas (if applicable) are required to receive a blend of organic soil (Soil Amendments) amendments prior to installation. Roto-till the following materials at the following ratio, into existing soil beds or installed topsoil beds to a depth of approximately 8"-10":

Per 100 SF of bed area:
⅔ CY Peat Moss or Mushroom Compost
⅔ CY blended/pulverized Topsoil
2 pounds starter fertilizer
⅔ CY composted manure

12. Lawn Installation for all sodded turfgrass areas: [illegible]

13. Installation preparation for all seeded areas: [illegible]

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 through all turf areas

14. No-Mow seed areas: [illegible]

15. Native Prairie Seed Mix / Stormwater Seed Mix / Infiltration Swale Seed Mix: [illegible]

16. Warranty and Replacement: [illegible]

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. [illegible]

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 ensure that all specifications have been met.

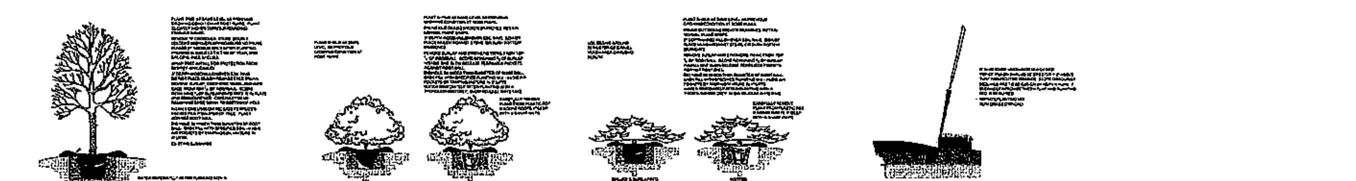
PLANT & MATERIAL SCHEDULE

PLANT KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPECIFICATION / NOTES	PLANT SPACING
ORNAMENTAL TREES (DECIDUOUS)							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EVERGREEN TREES							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EVERGREEN SHRUBS							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
DECIDUOUS SHRUBS							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ORNAMENTAL GRASSES							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HERBACEOUS PERENNIALS							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
GROUNDCOVERS & VINES							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
LAWN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

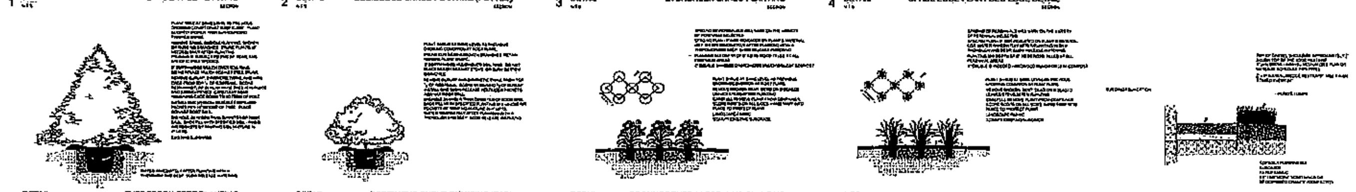
Hardscape Materials: [illegible]

Seed Compositions: [illegible]

PLANTING & HARDSCAPE DETAILS



1 DETAIL — SHADE TREE PLANTING
2 DETAIL — DECIDUOUS SHRUB PLANTING (POTTED)
3 DETAIL — EVERGREEN SHRUB PLANTING
4 DETAIL — SPADE EDGE PLANT BED EDGE DETAIL



5 DETAIL — EVERGREEN TREE PLANTING
6 DETAIL — DECIDUOUS SHRUB PLANTING (B&B)
7 DETAIL — GROUNDCOVER / PERENNIAL PLANTING
8 DETAIL — ORNAMENTAL GRASS PLANTING
9 DETAIL — STONE MAINTENANCE DRIP EDGE DETAIL

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

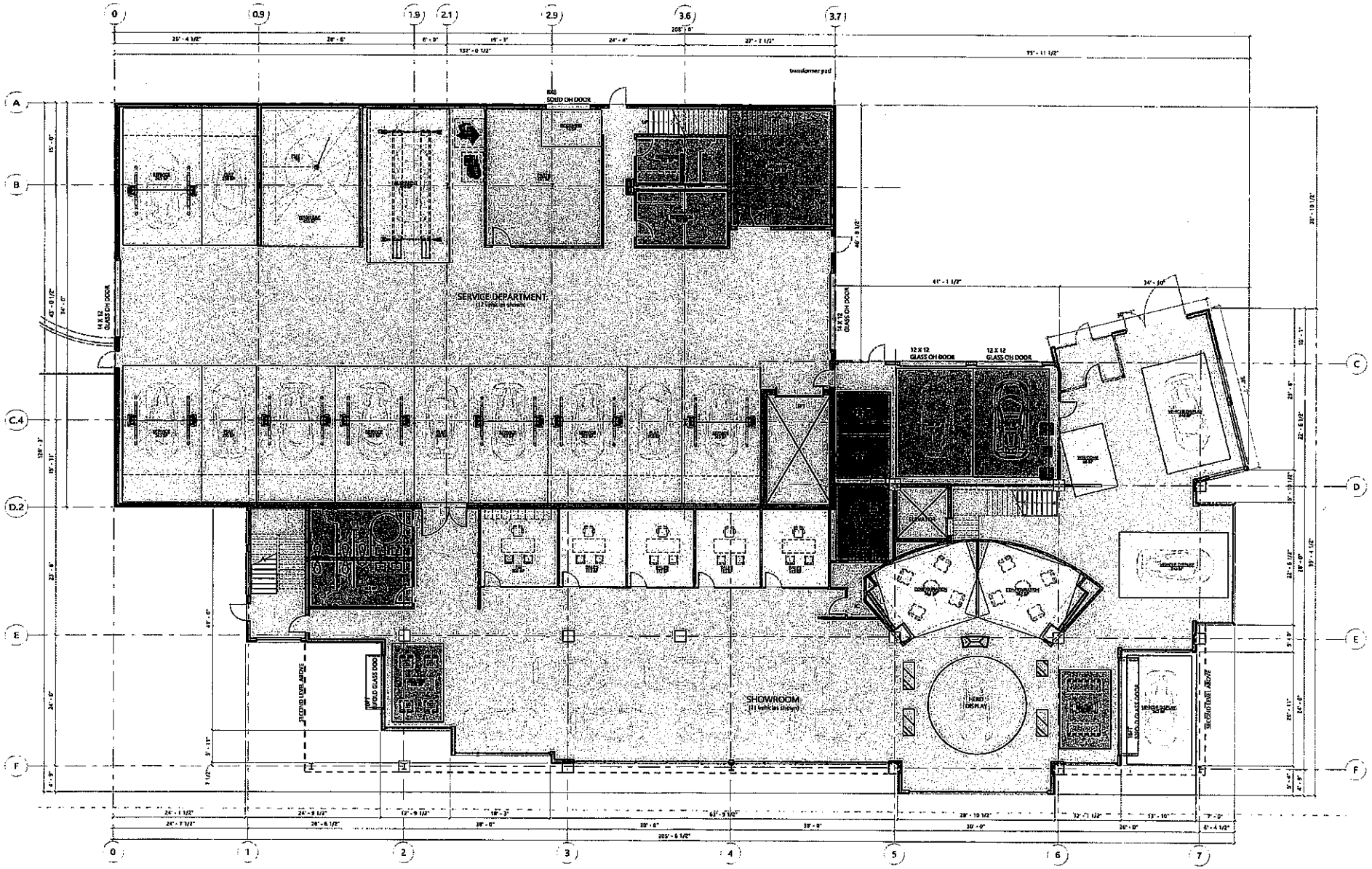
These plans were prepared by:
W. David Heller, ASLA
Registered Landscape Architect
#157-000558

SHEET TITLE

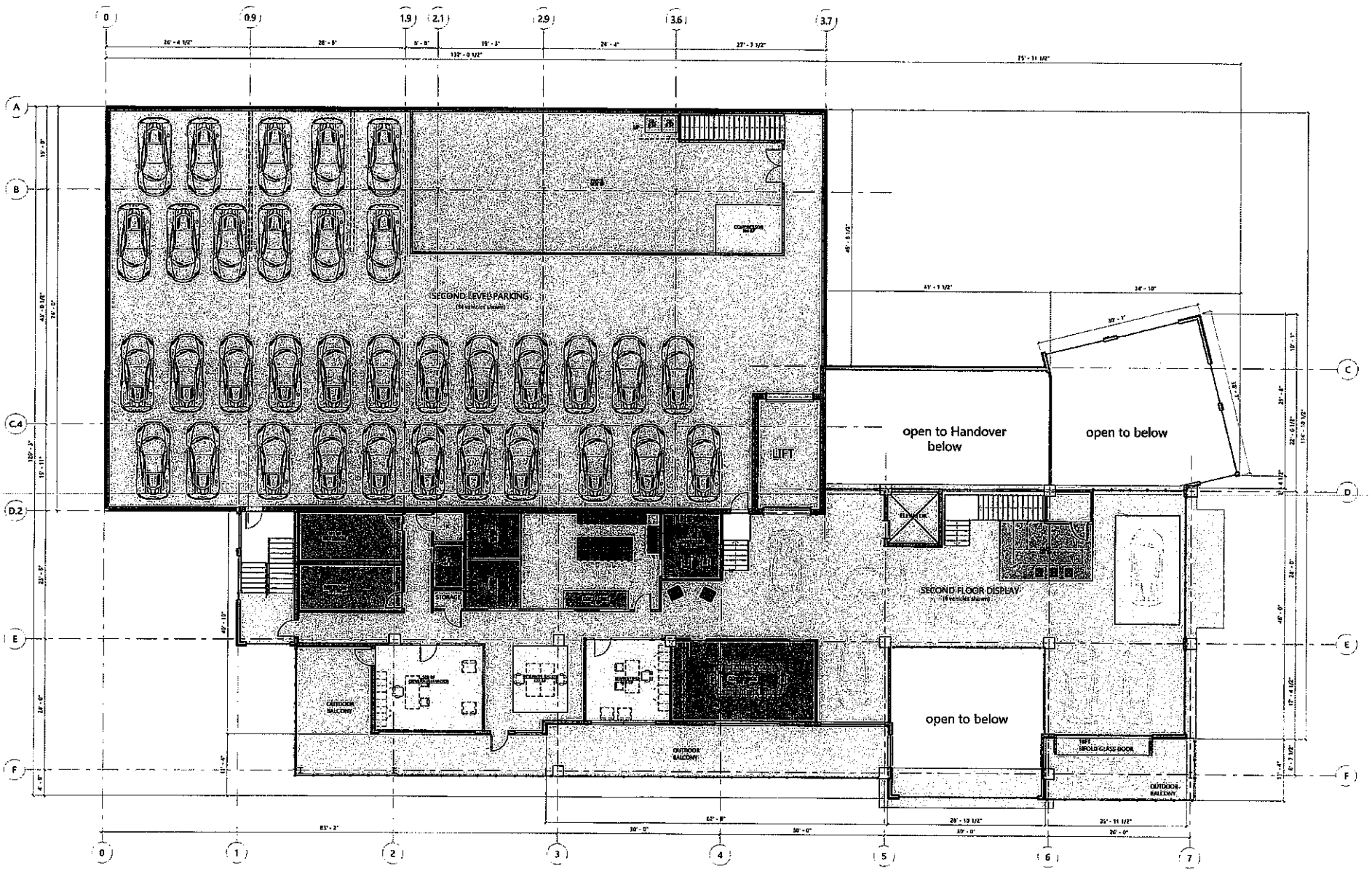
LANDSCAPE DETAILS, NOTES, & SCHEDULE

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

Joint
Utility
Locating
Information for
Excavators


SERVICE DEPARTMENT
SHOWROOM
12 X 12 GLASS OH DOOR
12 X 12 GLASS OH DOOR
14 X 12 GLASS OH DOOR
14 X 12 GLASS OH DOOR
SCALE: 1/8" = 1'-0"

Motors



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

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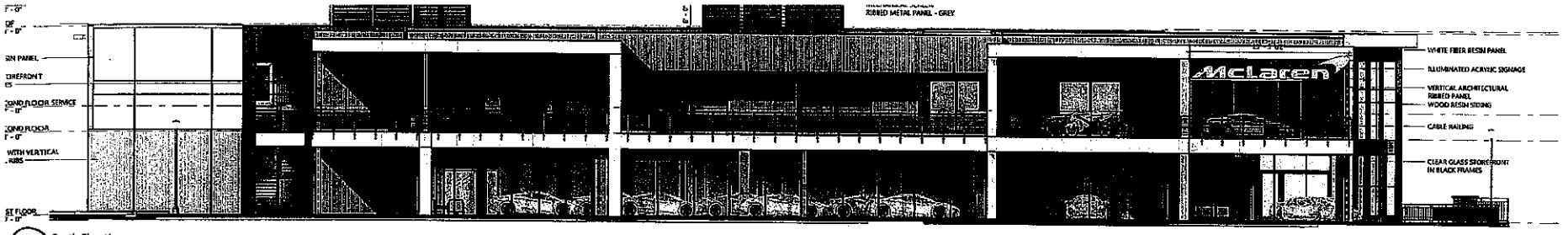
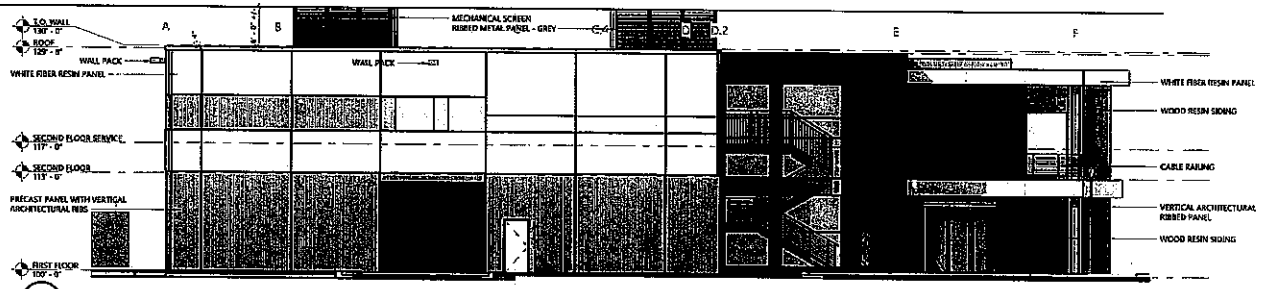
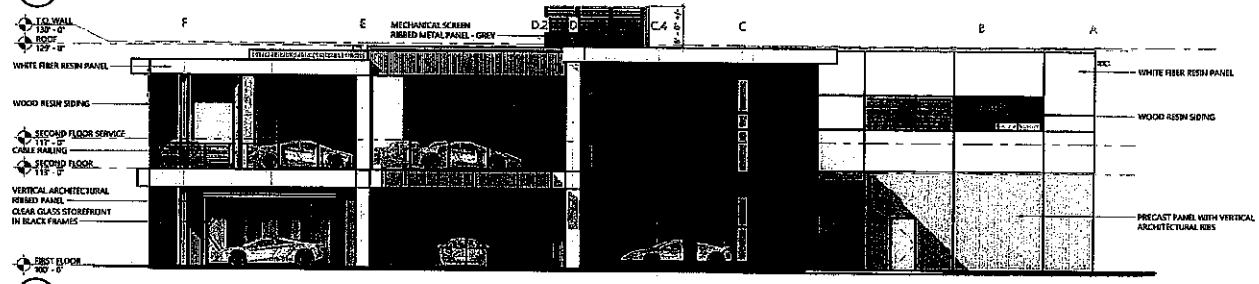
Motors



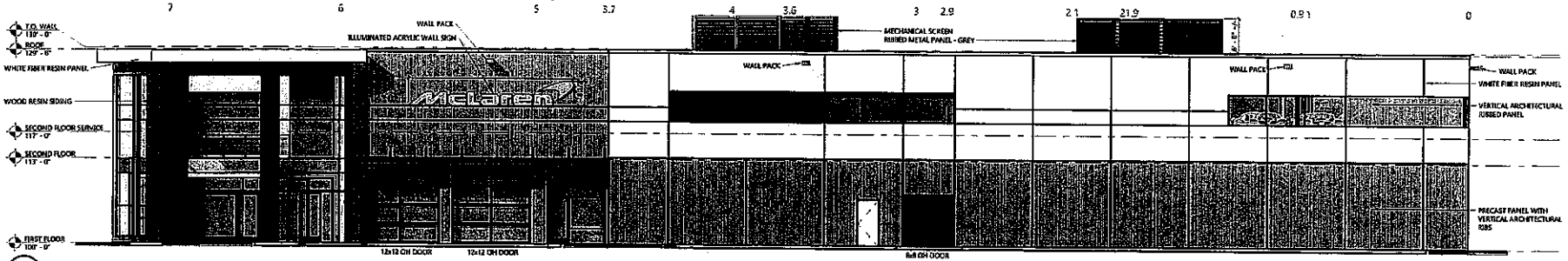
D1 South Elevation
1/8" = 1'-0"



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



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



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

Motors

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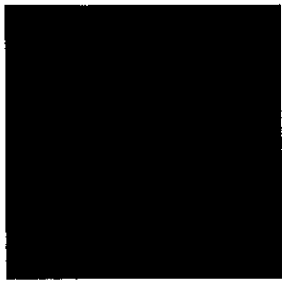
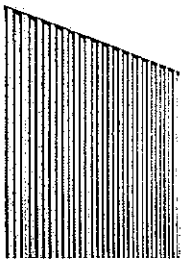
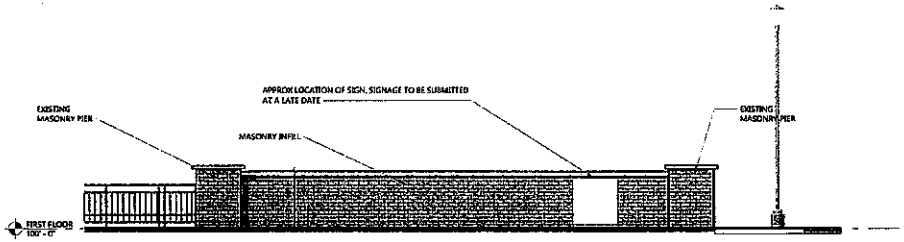


C2 WOOD RESIN PANEL
1/8" = 1'-0"



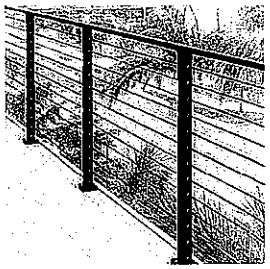
C3 VERTICAL ARCHITECTURAL RIBBED PANEL
1/8" = 1'-0"



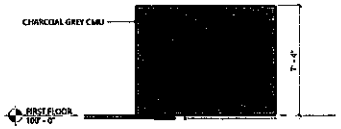
C4 MASONRY WALL INFILL
1/4" = 1'-0"

ITE FIBER RESIN PANEL
" = 1'-0"

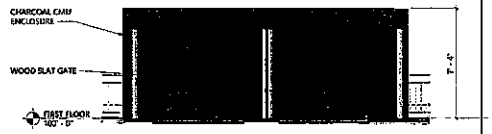
ASS STOREFRONT IN BLACK FRAME
" = 1'-0"



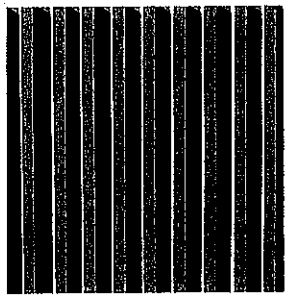
B2 CABLE RAILING
1/8" = 1'-0"



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



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

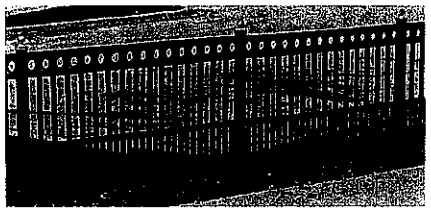


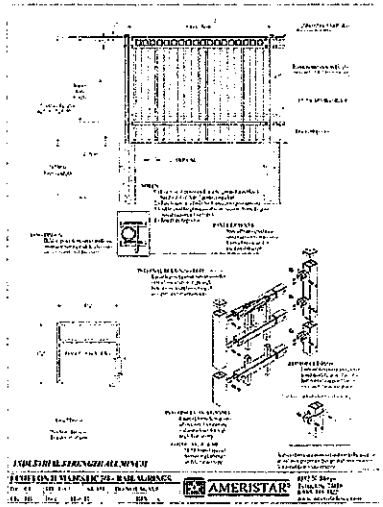
ECAST PANEL
" = 1'-0"

T2 RIB

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

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





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

e Motors

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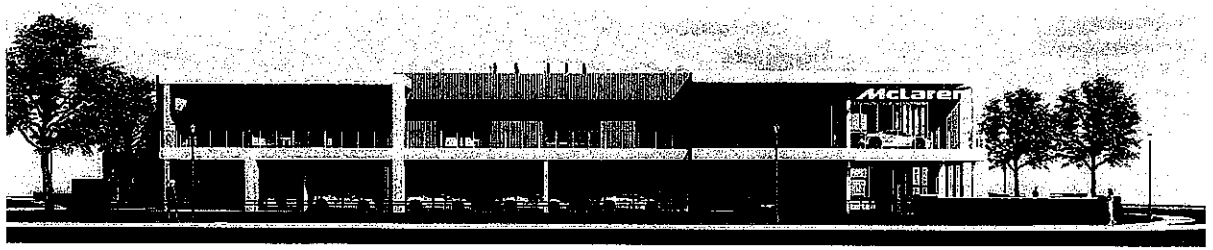
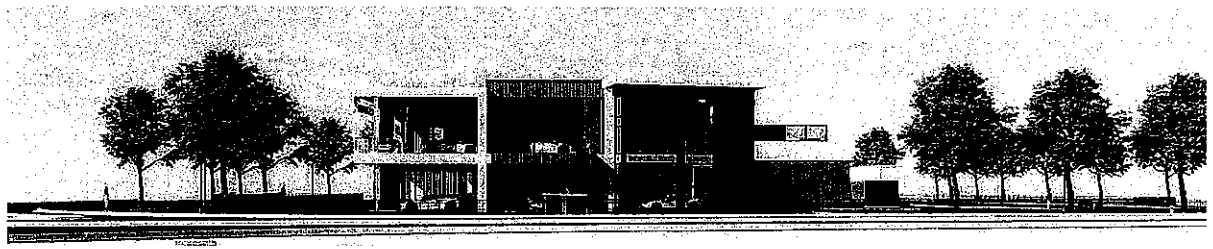
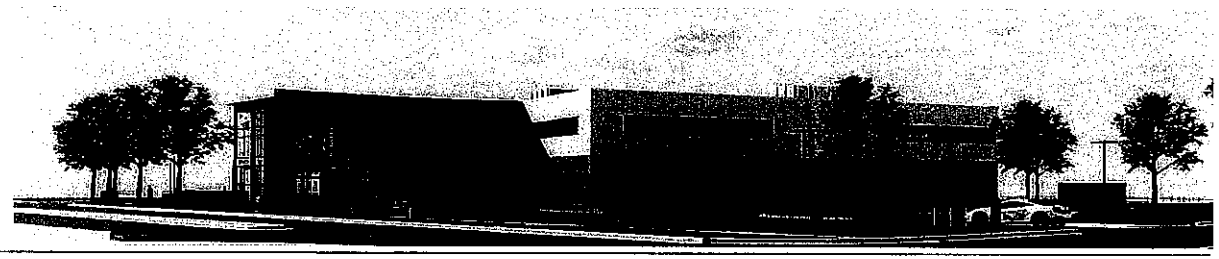


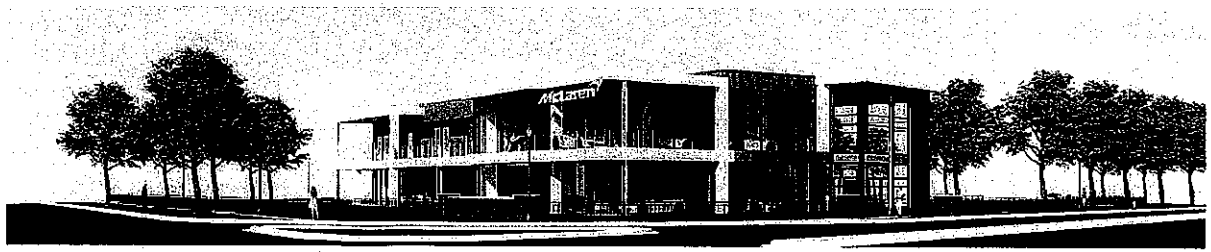
D2 OGDEN AVE



C2 SALT CREEK



B2 REAR



A2 CORNER

THE REDMOND COMPANY

)N

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 combined 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 Lig'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

IP65 7YR

...mation

Example: TL-150-5K-U-T4-BZ-...

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

IP65 7YR

...mation

Example: GX-MW-... U CL BZ

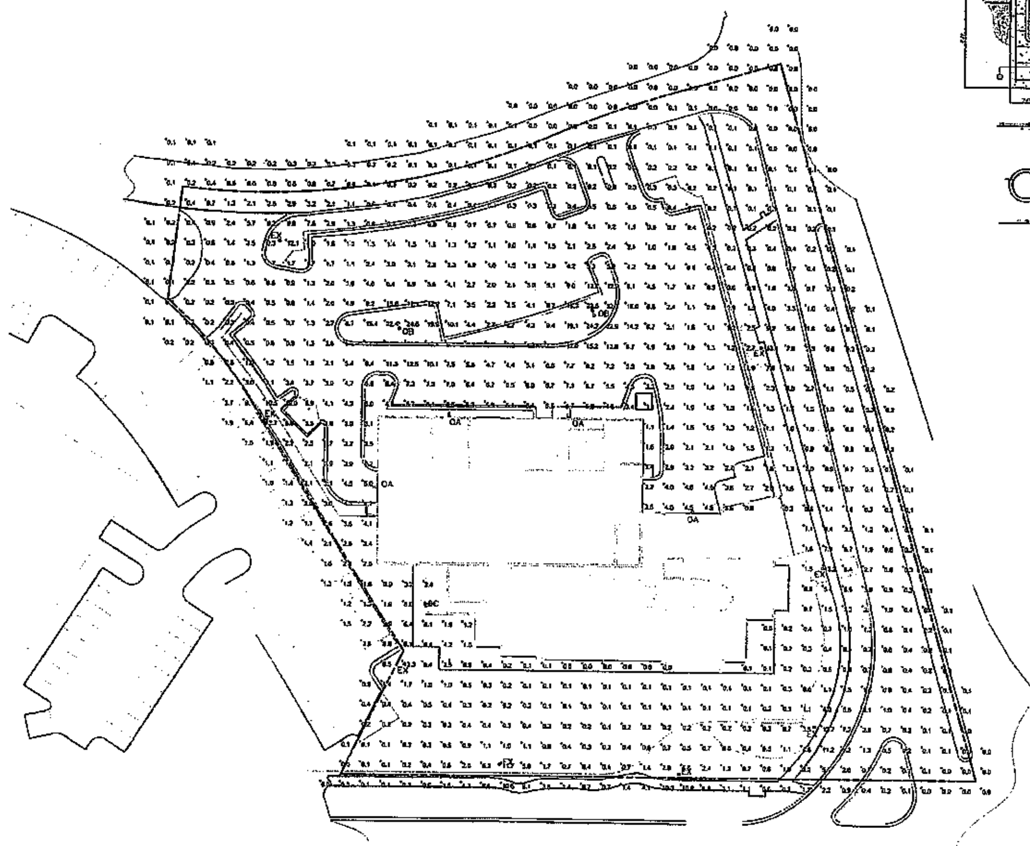
site plan
1" = 30'-0"

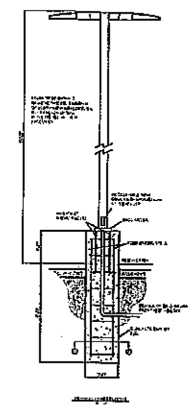
Schedule

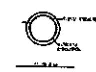
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	QA	4	UNITE	TALON 150W TYPE IV	BUILDING MOUNTED 20' AFG	4000K LED	1	Talon 150W Type 4 4000K.IES	21044	1	150
	QB	2	UNITE	TALON 150W TYPE IV	TWIN 150 TYPE IV MOUNTED ON A 18' POLE ON A 1' BASE	4000K LED	1	Talon 150W Type 4 4000K.IES	21044	1	300
	QC	1	UNITE	Galaxy 45W 4000K	BUILDING MOUNTED 10' AFG	4000K LED	1	Galaxy 45W 4K.IES	6440	1	45
	EX	6	EXISTING	EXISTING DECORATIVE POLE	EXISTING DECORATIVE PENDANT LIGHT POLE	4000K LED	1	COL3_LYD(1L3_P285_40K_XXXXX_TO3.ies	11348	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







THE REDMO COMPANY

REMARKS:

PROJECT: M-MOTORS

PROJECT LOCATION: HINSDALE, IL

DATE: 12/5/2022

DRAWN BY: J. PRUSINSKI

PROJECT NUMBER: 00688

SITE PHOTOMETRIC DRAWING

SCALE:

...LE