

Approved
DRAFT

**MINUTES
VILLAGE OF HINSDALE
PLAN COMMISSION
JANUARY 9, 2013
MEMORIAL HALL
7:30 P.M.**

Chairman Byrnes called the meeting to order at 7:30 p.m., Wednesday, January 9, 2013 in Memorial Hall, the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois.

PRESENT: Chairman Byrnes, Commissioner Crnovich, Commissioner Johnson, Commissioner McMahon, Commissioner Cashman, Commissioner Brody and Commissioner Stifflear

ABSENT: Commissioner Sullins and Commissioner Nelson

ALSO PRESENT: Sean Gascoigne, Village Planner

Approval of Minutes

The Plan Commission reviewed the minutes from the December 12, 2012 meeting. Commissioner Brody motioned to approve the minutes of December 12, 2012, as amended. Commissioner Crnovich seconded. The motion passed unanimously.

Findings and Recommendations

16 E. First Street – Yankee Peddler – Site Plan/Exterior Appearance Approval for Façade Improvements.

Chairman Byrnes provided a brief summary of the discussion that took place on this agenda item at the last Plan Commission meeting and highlighted the findings and recommendations that were included based on these discussions. Mr. Gascoigne summarized one minor change he made to the Findings. Commissioner Stifflear motioned to approve the findings and recommendations for 16 E. First Street – Yankee Peddler – Site Plan/Exterior Appearance Approval for Façade Improvements. Commissioner Brody seconded. The motion passed unanimously.

Adjournment


Commissioner Johnson moved to adjourn. Commissioner Nelson seconded and the meeting adjourned at 7:32 p.m. on January 9, 2013.

Respectfully Submitted,

Sean Gascoigne
Village Planner

Memorandum

To: Chairman Byrnes and Plan Commissioners

From: Sean Gascoigne, Village Planner 

Cc: David Cook, Village Manager

Robb McGinnis, Director of Community Development/Building Commissioner

Date: March 13, 2013

Re: 421 E. Ogden Avenue – Adventist Hinsdale Hospital – Exterior Appearance and Site Plan Review

REQUEST

The applicant is requesting approval for exterior appearance and site plan review, to allow for the construction of a new cancer center totaling approximately 54,000 square feet. The proposed development would also contain a surface parking lot which would provide 239 parking spaces. The site is currently vacant but for one unused structure scheduled for demolition and is in the O-3, General Office District.

The applicant is proposing to construct the new development at 421 E. Ogden, on the northeast corner of Ogden Avenue and Salt Creek Lane. The proposal would include a single building with varying roof heights, containing a 40,000 square foot cancer center and a 14,000 square foot imaging center. The proposed access from Ogden would be on Salt Creek Lane, with the current configuration of the privately owned Spinning Wheel Road being relocated to tie into Salt Creek Lane to provide access to the medical center. Based on the square footages provided, the petitioner would be required to provide a total of 238 parking spaces, with 239 proposed. The applicant has also provided the attached traffic study and had the opportunity to meet with the Police Department to discuss any concerns. The attached addendum, summarizes the Police Department's comments and concerns, along with the hospital's responses. In addition to this meeting, the applicant has also held three separate community meetings conducted on March 5th, 6th and 11th to allow for questions and concerns from residents and the general community. Notification of these meetings were published in the Hinsdelean, as well as mailed to the surrounding property owners, identified in the attached map.

The size and scale of the proposed building is in keeping with other buildings in that area. According to the application, the building materials and design elements for the proposed development includes brick masonry, Arriscraft stone, aluminum store-front window system and varied rooflines constructed of standing seam metal. The horizontal massing of the exterior elevations are broken up with the placement of architectural design details, variation of façade depths and window placement. The petitioner has utilized parapets, containing metal coping, within the architecture and elevations to shield all mechanical equipment, as required by code. The landscape plan identifies the general use of native plants and trees to complement the architecture of the proposed structure throughout the site, including substantial parking lot landscaping. In addition to the extensive landscaping, the site includes a large retention basin which will also be fully landscaped. You will note that the landscape plan also identifies a fitness path encompassing the

detention basin. While it is the applicant's intent to ultimately provide this path, it is subject to the appropriate funds being collected and as such, the applicant is requesting that the site plan approval include both options as part of this process.

Signage

While the applicant has identified several ground signs on the landscaping plan, signage is not included as part of this submittal and will need to be addressed at a later date, which could include the request for any variations required relative to number, size or heights of signs.

Other

In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:

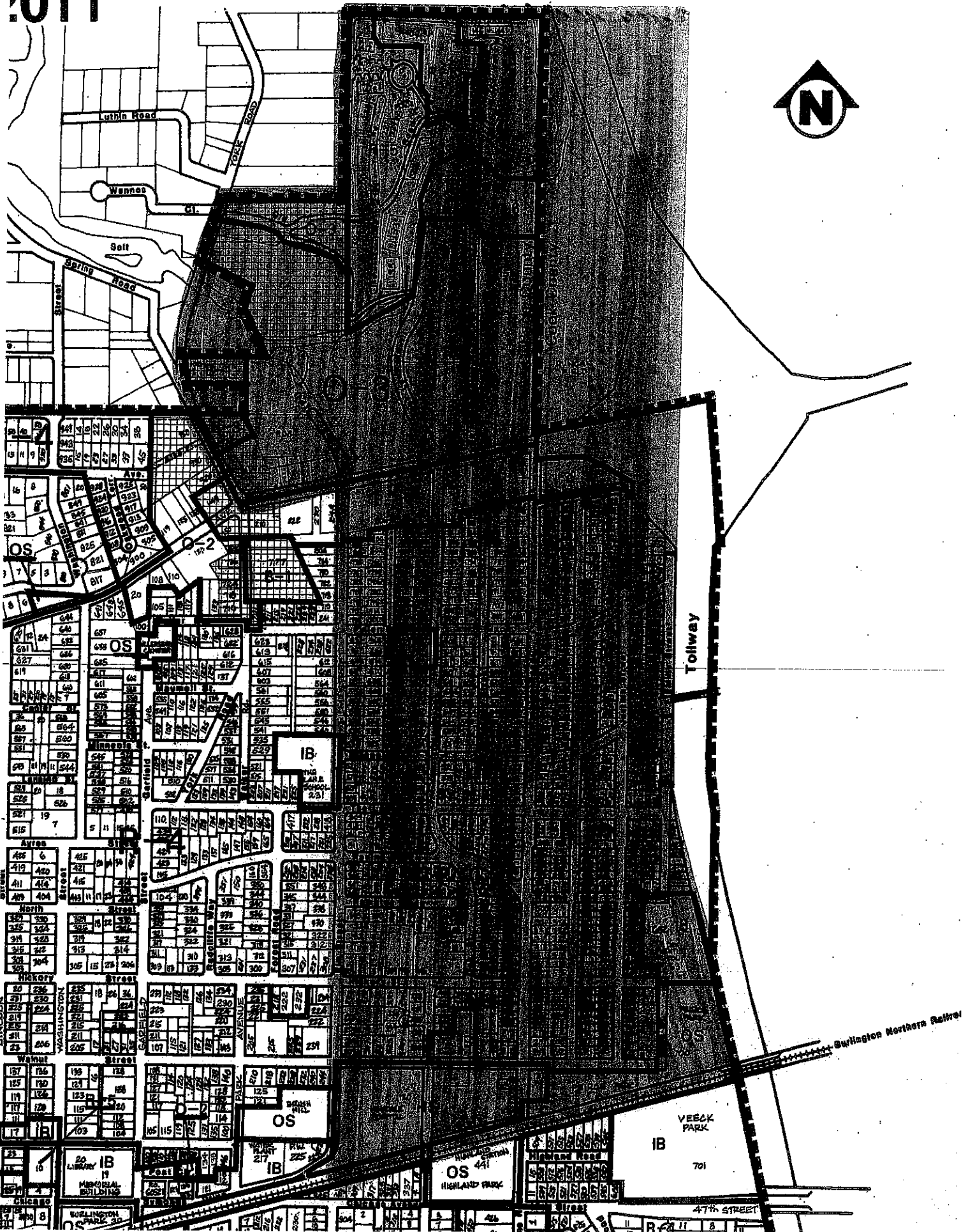
1. Subsection 11-604F pertaining to Standards for site plan disapproval; and
2. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit.

Attachment

Cc: President Cauley and Village Board of Trustees

OF HINSDALE

2011





**VILLAGE
OF HINSDALE** FOUNDED IN 1873

VILLAGE PRESIDENT

Thomas K. Cauley

TRUSTEES

J. Kim Angelo

Christopher J. Elder

Doug Geoga

William N. Haarlow

Laura LaPlaca

Bob Saigh

POLICE DEPARTMENT 789-7070

RE DEPARTMENT 789-7060

21 N. M. SYMONDS DRIVE

**19 EAST CHICAGO AVENUE
HINSDALE, ILLINOIS 60521-3489 (630) 789-7000**
Village Website: <http://www.villageofhinsdale.org>

February 21, 2013

Michael Goebel
Adventist Hinsdale Hospital
120 N. Oak Street
Hinsdale, IL. 60521

Dear Mr. Goebel,

Per Section 11-401 of the Village of Hinsdale Zoning Code, I am obligated to review all applications for Certificate of Zoning Compliance and either issue a certificate approving the request or deny the application, stating the reasons or conditions for denial. The intent of this letter is to provide you notice that your application, as submitted, has been denied based on the following conditions/deficiencies:

1. The Plan Commission must approve and/or recommend to the Board of Trustees, approval of exterior appearance and site plan review that you are requesting.
2. The Board of Trustees adopt an Ordinance that grants the following requests:
 - Subsection 11-604 pertaining to Site Plan Review
 - Subsection 11-606 pertaining to Exterior Appearance Review

Pursuant to Section 11-401E(2), because relief from the above conditions is available pursuant to a companion application(s) being filed along with this application, I am able to process this application and in due time, approve the requested Certificate, subject to these conditions being met. Please do not hesitate to contact me, should you need additional clarification or have any other questions.

Sincerely,

David Cook
Zoning Administrator/Village Manager
Village of Hinsdale

Cc: Robert McGinnis, Director of Community Development/Building Commissioner

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

Application for Certificate of Zoning Compliance

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

Applicant's name: Adventist Hinsdale Hospital

Owner's name (if different): _____

Property address: 421 E. Ogden Ave., Hinsdale, IL 60521

Property legal description: [attach to this form]

Present zoning classification: O-3, General Office District

Square footage of property: 404,269 s.f.

Lot area per dwelling: N/A

Lot dimensions: _____ x _____

Current use of property: Vacant/existing vacant buildings, existing Spinning Wheel Road

Proposed use: ☐ Single-family detached dwelling
☒ Other: Healthcare (Cancer Center/Imaging)

Approval sought: ☐ Building Permit ☐ Variation
☐ Special Use Permit ☐ Planned Development
☒ Site Plan ☒ Exterior Appearance
☐ Design Review
☐ Other: _____

Brief description of request and proposal:

Exterior Appear./Site Plan Review for proposed new outpatient cancer/women's imaging center.

Plans & Specifications: [submit with this form]

Provided: Required by Code:

Yards:

front:	<u>466.8'</u>	<u>25'</u>
interior side(s)	<u>114.9' /</u>	<u>10' /</u>

Provided:

Required by Code:

corner side	<u>216.5'</u>	<u>25'</u>
rear	<u>103.4'</u>	<u>20'</u>
Setbacks (businesses and offices):		
front:	<u>466.8'</u>	<u>25'</u>
interior side(s)	<u>114.9'</u>	<u>10' /</u>
corner side	<u>216.5'</u>	<u>25'</u>
rear	<u>103.4'</u>	<u>20'</u>
others:	<u>N/A</u>	<u>N/A</u>
Ogden Ave. Center:	<u>216.5'</u>	<u>200'</u>
York Rd. Center:	<u>N/A</u>	<u>N/A</u>
Forest Preserve:	<u>103.4'</u>	<u>100'</u>
Building heights:		
principal building(s):	<u>44' - 9.5"</u>	<u>46' @ 200' setback from centerline of Ogden Ave.</u>
accessory building(s):	<u>N/A</u>	<u>N/A</u>
Maximum Elevations:		
principal building(s):	<u>44' - 9.5"</u>	<u>60'</u>
accessory building(s):	<u>N/A</u>	<u>N/A</u>
Dwelling unit size(s):	<u>N/A</u>	<u>N/A</u>
Total building coverage:	<u>9.6%</u>	<u>N/A</u>
Total lot coverage:	<u>43.4%</u>	<u>50%</u>
Floor area ratio:	<u>.133</u>	<u>.35</u>
Accessory building(s):	<u>N/A</u>	
Spacing between buildings: [depict on attached plans]		
principal building(s):	<u>N/A</u>	<u>N/A</u>
accessory building(s):	<u>N/A</u>	<u>N/A</u>
Number of off-street parking spaces required: <u>239</u>		
Number of loading spaces required: <u>1</u>		

Statement of applicant:

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

By:

Michael Boosel
Applicant's signature

Michael Boosel
Applicant's printed name

Dated: February 11, 2013.



**VILLAGE
OF HINSDALE** INCORPORATED IN 1871

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

**PLAN COMMISSION APPLICATION
FOR OFFICE DISTRICTS**

I. GENERAL INFORMATION

Applicant

Name: Adventist Hinsdale Hospital
Address: 120 N. Oak St.
City/Zip: Hinsdale, IL 60521
Phone/Fax: (630) 856-6056 /
E-Mail: mike.goebel@ahss.org

Owner

Name: Adventist Hinsdale Hospital
Address: 120 N. Oak St.
City/Zip: Hinsdale, IL 60521
Phone/Fax: (630) 856-6056 /
E-Mail: mike.goebel@ahss.org

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: John J. George
Title: Attorney
Address: 130 East Randolph Street
City/Zip: Chicago, IL 60601
Phone/Fax: (312) 565-8439 /
E-Mail: jgeorge@srcattorneys.com

Name: Kevin Harney
Title: Project Designer/Director (Earl Swensson Associates)
Address: 2100 West End Ave., Suite 1200
City/Zip: Nashville, TN 37203
Phone/Fax: (615) 329-9445 /
E-Mail: kevinh@esarch.com

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

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

II. SITE INFORMATION

Address of subject property: 421 E. Ogden Ave., Hinsdale, IL 60521

Property identification number (P.I.N. or tax number): 06-36-405-023, 06-36-405-024, 06-36-406-016, 06-36-406-018, 06-36-406-005, 09-01-207-013, 09-01-208-003, 09-01-208-004

Brief description of proposed project: Cancer Center (40K s.f.); Women's Imaging (14K s.f.) that total approx. 54K s.f. Cancer Center will include 2 Lin. Ac. Vaults and incorporate 18 private and 5 open bay

patient service areas with 21 exam rooms. The Women's Imaging area will include Diagnostic Radiology, Ultrasound, Mammography, Bone Density and Stereo Modalities.

General description or characteristics of the site: Current site approx. 8.4 acres with existing building and parking lots that will be demolished prior to construction. Also includes existing Spinning Wheel Road.

Existing zoning and land use: O-3 District

Surrounding zoning and existing land uses:

North: O-3 District

South: B3-3

East: Forest Preserve

West: O-3

Proposed zoning and land use: O-3 District

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

☒ Site Plan Disapproval 11-604

☐ Map and Text Amendments 11-601E
Amendment Requested: _____

☐ Design Review Permit 11-605E

☒ Exterior Appearance 11-606E

☐ Planned Development 11-603E

☐ Special Use Permit 11-602E

Special Use Requested: _____

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 421 E. Ogden Ave.

The following table is based on the 0-3 Zoning District.

	Minimum Code Requirements			Proposed/Existing Development
	O-1	O-2	O-3	
Minimum Lot Area (s.f.)	8,500	25,000	20,000	404,269 s.f.
Minimum Lot Depth	125	125	125	435.3'
Minimum Lot Width	60	100	80	349.5'
Building Height	30	40	60	44' - 9.5"
Number of Stories	2.5	3	5	2 stories
Front Yard Setback	35	25	25	466.8'
Corner Side Yard Setback	35	25	25	216.5'
Interior Side Yard Setback	10	10	10	114.9'
Rear Yard Setback	25	20	20	103.4'
Maximum Floor Area Ratio (F.A.R.)*	.40	.50	.35	13.3% 53,942/404,269
Maximum Total Building Coverage*	35%	N/A	N/A	9.6% 38,861/404,269
Maximum Total Lot Coverage*	80%	80%	50%	43.4% 175,307/404,269
Parking Requirements			1 space per 175 usable s.f. or 238 spaces.	The proposed site plan contains 239 parking spaces.
Parking front yard setback			25'	235.5'
Parking corner side yard setback			25'	57.6'
Parking interior side yard setback			10'	10'
Parking rear yard setback			20'	24.5'
Loading Requirements			1	2 provided
Accessory Structure Information				N/A

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

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

On the 11th day of February, 2013, I/We have read the above certification, understand it, and agree to abide by its conditions.

Michael Goersel
Signature of applicant or authorized agent

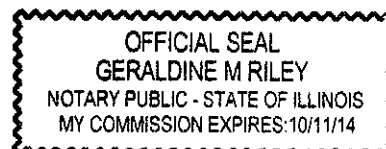
Michael Goersel
Name of applicant or authorized agent

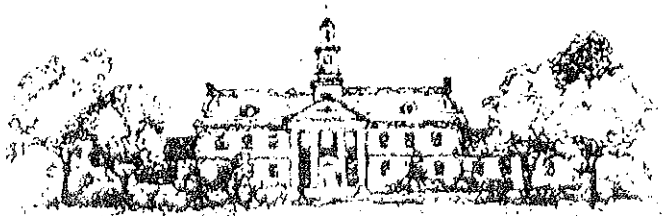
Signature of applicant or authorized agent

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 11th day of
February, 2013.

Geraldine M Riley
Notary Public





**VILLAGE
OF HINSDALE**

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

Address of proposed request: 421 E. Ogden Ave., Hinsdale, IL

REVIEW CRITERIA

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

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

FEES for Exterior Appearance/Site Plan Review:

Standard Application: \$600.00

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

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

1. *Open spaces.* The quality of the open space between buildings and in setback spaces between street and facades. The site plan allows for a landscape transition space between parking and site edges. The landscape transition to Ogden Ave. and Salt Creek and relocated Spinning Wheel Drive provide for street trees along the parkways and buffer views with screen plantings surrounding the parking areas. A natural woodland edge planting will transition to the east Forest Preserve property. A foundation landscape area is provided around the building allowing for arrival of visitors and staff, a viewing and healing garden, and landscape foundation plantings to surround the building.
2. *Materials.* The quality of materials and their relationship to those in existing adjacent structures. Proposed materials for the building are brick masonry, Arriscraft Stone, aluminum store-front window system (glass to be non-reflective), standing seam metal roof, and metal copings at parapets. The proposed material palette will complement the materials in existing adjacent structures.
3. *General design.* The quality of the design in general and its relationship to the overall character of neighborhood. The proposed design will complement not only the immediate

character of the neighborhood but also, generally, that of the Village of Hinsdale. The design utilizes stone at the base of the building and transitions to brick masonry at the second floor with stone accent element at the head and sills of the windows. Many of the existing neighboring buildings utilize brick masonry as a predominate material. The proposed use of stone is in response to many of the older commercial and residential structures in the Village which use stone somewhere in their facades. Many of the newer commercial buildings across Ogden Avenue use large storefront window openings and the new building also proposes these large storefront window openings to not only complement the neighborhood but also to allow for nature light into interior spaces. The proposed aesthetic for the building is one that Applicant hopes complements the existing character of the community while making a statement. Applicant needs and wants the building to be inviting and thus is using materials that are warm and recognizable (warm colors, texture, scale, etc.).

4. *General site development.* The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible. General site development will provide for a coordinated site engineering and landscape plan to complement the overall site plan layout. Landscape shall include a comprehensive plan to address street parkways, stormwater management, arrivals, parking areas and the building foundation perimeter. The landscape plan shall feature an outdoor seating area and a healing garden on the east and south side of the building. Utility and loading will be screened using dense shrubs and evergreen plantings.
5. *Height.* The height of the proposed buildings and structures shall be visually compatible with adjacent buildings. Most adjacent buildings are 2-3 stories. The proposed building will be stepped-in in an effort to break up any perceived building mass and to respond to all required interior programs and will otherwise be compatible with surrounding buildings.
6. *Proportion of front façade.* The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related. The building along Ogden Avenue is broken into smaller masses which is part of a conscious effort to respond to the perception of the building along Ogden Avenue.
7. *Proportion of openings.* The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related. The proposed building utilizes an open storefront window system to create a friendly, inviting building that also allows for inhabitants to view nature outside. These windows allow for greater views to the adjacent forest preserve and the landscaped areas, such as the healing garden.
8. *Rhythm of solids to voids in front facades.* The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.
9. *Rhythm of spacing and buildings on streets.* The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no

different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.

10. *Rhythm of entrance porch and other projections.* The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related. Most adjacent buildings have a repetitive rhythm of solids to voids in their front facades. The proposed building is no different, with a repetitive rhythm that not only relates to interior programs but also to the views and light the building will allow.
11. *Relationship of materials and texture.* The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related. The proposed design will complement not only the immediate character of the neighborhood but also, generally, that of the Village of Hinsdale. The design utilizes stone at the base of the building and transitions to brick masonry at the second floor with stone accent element at the head and sills of the windows. Many of the existing neighboring buildings utilize brick masonry as a predominate material. The proposed use of stone is in response to many of the older commercial and residential structures in the Village which use stone somewhere in their facades. Many of the newer commercial buildings across Ogden Avenue use large storefront window openings and the new building also proposes these large storefront window openings to not only complement the neighborhood but also to allow for nature light into interior spaces. The proposed aesthetic for the building is one that Applicant hopes complements the existing character of the community while making a statement. Applicant needs and wants the building to be inviting and thus is using materials that are warm and recognizable (warm colors, texture, scale, etc.).
12. *Roof shapes.* The roof shape of a building shall be visually compatible with the buildings to which it is visually related. The vertical element on the proposed building is a multi-story element that will be comprised of stone and glass curtain wall system. The entry canopies are comprised of pyramidal standing seam metal roof elements supported by stone columns. The soffits at these canopies will be wood or of a "wood-look" material to recall a residential feel and provide warmth and texture.
13. *Walls of continuity.* Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related. Not Applicable.
14. *Scale of building.* The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related. Most of the building that fronts pedestrian or public area are on-story in height, creating an intimate, or human scale. Canopies are scaled for the proportions/mass of the building but also to cover cars for loading and unloading of patients. Windows are scaled to respect the interior programs and also to allow view of exterior spaces and natural light.
15. *Directional expression of front elevation.* The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character. Many surrounding buildings orient themselves toward Ogden Avenue. The proposed building also

faces Ogden Avenue with a vertical, identifying element. The proposed building is orthogonal in nature to allow for maximum efficiency in building and parking layout.

16. *Special consideration for existing buildings.* For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing. Not
Applicable.

REVIEW CRITERIA – Site Plan Review

Below are the criteria that will be used by the Plan Commission and Board of Trustees in determining if the application meets the requirements for Site Plan Approval. Briefly describe how this application will meet the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

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

1. The site plan adequately meets specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable. _____
The site plan meets all standards required by the Zoning Code.
2. The proposed site plan does not interfere with easements and rights-of-way. _____
The site plan will not interfere with easements or rights-of-way.
3. The proposed site plan does not unreasonably destroy, damage, detrimentally modify, or interfere with the enjoyment of significant natural, topographical, or physical features of the site. Walks, landscaping and drives along the site will be improved and developed so as to enhance the natural features of the site.
4. The proposed site plan is not unreasonably injurious or detrimental to the use and enjoyment of surrounding property. The proposed plan will not be injurious or detrimental to the surrounding property.
5. The proposed site plan does not create undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan do not unreasonably create hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site. The proposed site plan will create a better plan for circulation on public streets and will not create undue traffic congestion or hazards.
6. The screening of the site provides adequate shielding from or for nearby uses. The new building and landscaping shall be constructed per Village ordinance and shall provide adequate shielding.

7. The proposed structures or landscaping are not unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses. The proposed structure and landscaping are consistent with the surrounding area and are at an appropriate scale.
8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes adequate provisions for the creation or preservation of open space or for its continued maintenance. Not applicable.
9. The proposed site plan does not create unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community. The proposed design will meet all engineering standards and building code requirements as set forth by the Village of Hinsdale and DuPage County.
10. The proposed site plan does not place unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village. The proposed building will not place any unwarranted or unreasonable burdens on utility systems serving the area.
11. The proposed site plan provides for required public uses designated on the Official Map. The proposed use is in keeping with the existing O-3 District zoning.
12. The proposed site plan does not otherwise adversely affect the public health, safety, or general welfare. The proposed development serves the health care needs of the community and does not otherwise adversely affect the public health, safety or general welfare.

CONFIRMATION OF AUTHORITY

The undersigned, being the owner of certain property commonly known as private Spinning Wheel Road at its intersection with Ogden Avenue located in Hinsdale, Illinois, consisting of a private roadway (the "Subject Property"), hereby confirms that Adventist Hinsdale Hospital ("Adventist") is authorized by the undersigned to file applications with the Village of Hinsdale (the "Village") for Exterior Appearance and Site Plan Review, Special Use, Planned Development, Variation, Subdivision, or for any other relief required of the Village, which incorporate all or portions of the Subject Property in furtherance of the construction of the proposed Adventist Cancer Institute located generally on Ogden Avenue provided, however, that: (1) all applications and plans submitted to the Village by Adventist and its consultants are generally consistent with the applications and plans previously submitted to the undersigned by Adventist for review; and (2) Adventist shall not seek or acquiesce in the adoption by the Village and the Village shall not adopt any ordinances or resolutions granting any final approvals concerning the relocation of Spinning Wheel Road or the incorporation of Spinning Wheel Road, while title to the Subject Property is held by the undersigned, as it now exists into any such ordinances or resolutions without the prior written consent of the undersigned.

The undersigned states that it holds the Subject Property located generally at its intersection with Ogden Avenue, Hinsdale, Illinois for itself and no other person, association or shareholder other than it's partners.

Dated October 30, 2012.

SPINNING WHEEL LIMITED PARTNERSHIP,

By: 

Alfred N Koplin

Its: General Partner

Subscribed and sworn to
before me this 30th day
of October 2012.


NOTARY PUBLIC



NEAR NORTH NATIONAL TITLE LLC
222 N. LASALLE STREET, LOBBY LEVEL
CHICAGO, IL 60601

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

**A.L.T.A. COMMITMENT
SCHEDULE A**

Number: **N01121637**

Property: Ogden Avenue and Spinning Wheel Road, Hinsdale, IL

REFER INQUIRIES TO: Near North National Title LLC, (312)419-3900

Effective Date: **September 15, 2012**

1. Policy or Policies to be issued:

Owner's Policy	ALTA 2006 Owners Policy	AMOUNT TBD
----------------	-------------------------	------------

Proposed Insured: **To be determined.**

Loan Policy	ALTA 2006 Loan Policy	AMOUNT TBD
-------------	-----------------------	------------

Proposed Insured: **To be determined.**

2. The estate or interest in the Land described or referred to in this Commitment and covered herein is Fee Simple as to Fee Parcel 1-W, Fee Parcel 2, Fee Parcel 4A and Fee Parcel 4B and Easements as to Easement Parcel 2-W, Easement Parcel 3-W and Easement Parcel 7 and title thereto is at the effective date hereof vested in:

Adventist Hinsdale Hospital, an Illinois not-for-profit corporation, as to Fee Parcel 1-W, Easement Parcels 2-W and 3-W, Fee Parcel 2 and Easement Parcel 7; and

15 Spinning Wheel LLC, an Illinois limited liability company, as to Fee Parcel 4A; and

21 Spinning Wheel LLC, an Illinois limited liability company, as to Fee Parcel 4B.

3. The mortgage and assignments, if any, covered by this Commitment are described as follows:

Mortgage dated [] and recorded [] as document number [] made by [] to [], to secure a note in the amount of \$[].

4. The Land referred to in this commitment is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

This Commitment is valid only if Schedule B is attached.

NEAR NORTH NATIONAL TITLE LLC

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

A.L.T.A. COMMITMENT SCHEDULE B

Number: N01121637

STANDARD EXCEPTIONS

Schedule B of the policy or policies to be issued will contain these exceptions:

1. Rights or claims of parties in possession not shown by the public records.
2. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Easements, or claims of easements, not shown by the public records.
4. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by public records.
5. Taxes, or special assessments which are not shown as existing liens by the public records.

SPECIAL EXCEPTIONS

1. A. General real estate taxes for the year 2012.
Tax numbers 06-36-405-023 Affects Lot 9 in Fee Parcel 1-W
 06-36-405-024 Affects part of Lot 8 in Fee Parcel 1-W
 06-36-406-016 Affects part of Fee Parcel 2
 06-36-406-018 Affects Fee Parcel 4A and part of Fee Parcel 4B and other property
 09-01-207-013 Affects part of Lot 8 in Fee Parcel 1-W
 09-01-208-003 Affects part of Fee Parcel 4B

Note: Taxes for the year 2011 have been paid in the following amounts:

06-36-405-023	\$29,887.14
06-36-405-024	\$9,086.42
06-36-406-016	\$3,040.04
06-36-406-018	\$186,911.16
09-01-207-013	\$17,300.08
09-01-208-003	\$2,988.02

Note: Taxes for the year 2012 are not yet due and payable.

B. General real estate taxes for the year 2012.

Tax numbers 06-36-406-005 Affects part of Fee Parcel 2

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

09-01-208-004 Affects part of Fee Parcel 2

Note: Taxes for the year 2011 and prior years have been marked exempt.

Note: Taxes for the year 2012 are not yet due and payable.

2. The Land lies within the Flagg Creek Water Reclamation District, formerly Hinsdale Sanitary 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.
3. Terms, provisions and conditions contained in Flagg Creek Water Reclamation District Amended Ordinance 756, entitled An Ordinance Requiring Payment of User Charges Prior to Sale or Transfer of Real Estate, and Further Requiring Evaluation of Connection Permits for Sales of Commercial Property, a copy of which was recorded March 13, 2009 as document R2009-37066.
4. As of the Effective date of this Commitment, we find no mortgage of record. This should be explained to the Company.
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 quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

6. Grant of easement made by Office Park of Hinsdale, a partnership, to the Village of Hinsdale, a municipal corporation, and its assigns, dated August 13, 1973 and recorded November 6, 1973 as document R73-69217, of easements for the existing water wells and pumping stations described on the plats attached thereto as Exhibit "A" and Exhibit "B".

Note: By quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

7. Easement and modification of existing easements created by a grant dated July 21, 1980 and recorded September 23, 1980 as document R80-57056, by and between Office Park of Hinsdale and Hinsdale

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

Sanitary District, for storm and surface water control and sanitary sewer purposes.

Note: By quit claim deed recorded May 27, 1981 as document R81-27229, Hinsdale Sanitary District conveyed its interest in said easement to the Village of Oak Brook.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

8. 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, and amendments thereto recorded as documents R73-35331, R81-02365 and R2001-197280, and the terms, provisions, conditions and easements contained therein, including those relating to perpetual, non-exclusive easement for sanitary sewer and water line and to covenants and easements appurtenant to and benefiting the Land.
9. Easement grant recorded January 18, 1989 as document R89-006821, as amended by instruments recorded as documents R89-072896 and 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.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

10. 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, and further providing for the termination of said agreement, together with the terms, provisions and conditions contained therein.

(Affects Fee Parcel 1-W and Easement Parcel 2-W)

11. Grant made by Drovers National Bank of Chicago, as trustee under trust number 61116, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, their respective licensees, successors and assigns, dated June 10, 1970 and recorded June 15, 1970 as document R70-19380, of an easement to construct, operate, maintain, renew, relocate and remove, from time to time, poles, wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with overhead and underground transmission and distribution of electricity, sounds and signals, together with right of access to the same and the 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 property, as follows:

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

Strips of land 10 feet in width as shown shaded on the attached sketch marked Exhibit "A" and made a part thereof.

(Affects Fee Parcel 1-W and other property)

12. Gas main easement made by Paul Schwendener to Northern Illinois Gas Company, dated March 2, 1970 and recorded April 7, 1970 as document number R70-10262, 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 Westerly 1/2 of the private road known as Salt Creek Lane.

(Affects Easement Parcel 2-W and other property)

13. The surveys prepared by Mackie Consultants LLC, dated February 13, 2003, Survey Project No. 949 and Survey Number ALTA-02.plt, dated April 25, 2003, includes a certification by the surveyor stating: Floodplain limits shown per Illinois Department of Transportation SC4 with a date of July 1997. Area outside the shown flood plain limit is designated zone C defined as an area of minimal flooding by the National Flood Insurance Program's Flood Insurance Rate Map, Community Panel Number 170105 004 B, with a date of identification of January 16, 1981, in Du Page County, Illinois.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)

14. Rights of owners North and adjoining in and to the use of sidewalks located on either side of Salt Creek Lane.

(Affects Fee Parcel 1-W and Easement Parcel 2-W)

15. Provisions appearing on the plat of Office Park of Hinsdale recorded September 20, 2002 as document R2002-243817 stating there shall be no direct access to Ogden Avenue (U.S. Route 34) from Lot 8, and that access to each lot to be via Salt Creek Lane and Elm Street.

Note: Said plat also depicts easements created by or contained in other documents.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W and other property)

16. Grant made by Office Park of Hinsdale (signed by Paul H. Schwendener, Jr. and Dimitry Handa, as managers), to Northern Illinois Gas Company, its successors and assigns, dated October 9, 1964 and recorded November 30, 1964 as document R64-44844, of a perpetual easement and right of way to lay, maintain, operate, renew, replace and remove gas mains and necessary gas facilities in, upon, under, along and across a 10 foot strip of land as shown on Exhibit "A" attached thereto and made a part thereof, together with the terms, provisions and conditions contained therein.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

(Affects Fee Parcel 1-W and other property)

17. Grant made by Drovers National Bank of Chicago, as trustee under trust number 64208, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their respective licensees, successors and assigns, dated June 30, 1969 and recorded July 8, 1969 as document R69-30057, of an easement to construct, operate, maintain, renew, relocate and remove wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with the underground transmission and distribution of electricity, sounds and signals, together with the right of access to the same and the further terms, provisions and conditions contained therein, in, over, under, across, along and upon the surface of strips of land 10 feet in width as shown shaded on the attached sketch marked Exhibit "A" and made a part thereof.

Note: Partial Release of Easement dated December 9, 1970 and recorded December 17, 1970 as document R70-46092, wherein the Illinois Bell Telephone Company released to the owners of record all its right, title and interest in that portion of the easement running East and West.

Note: Partial Release of Easement dated October 8, 1970 and recorded September 14, 1971 as document R71-46873, wherein the Commonwealth Edison Company released all its right, title and interest in said easement.

Note: That portion of easements noted as document R69-30057 and as document R70-38458 that run in a North - South direction along the Easterly line of the Land are coextensive.

(Affects Fee Parcel 1-W and other property)

18. Grant made by Drovers National Bank of Chicago, as trustee under trust number 64208, to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their respective licensees, successors and assigns, dated October 9, 1970 and recorded October 22, 1970 as document R70-38458, of an easement to construct, operate, maintain, renew, relocate and remove poles, wires, cables, conduits, manholes, transformers, pedestals and other facilities used in connection with overhead and underground transmission and distribution of electricity, sounds and signals, together with right of access to the same and the further terms, provisions and conditions contained therein, in, over, under, across, along and upon the surface of strips of land 10 feet in width as shown shaded on the sketch attached thereto as Exhibit "A" and made a part thereof.

Note: That portion of easements noted as document R69-30057 and as document R70-38458 that run in a North - South direction along the Easterly line of the Land are coextensive.

(Affects Fee Parcel 1-W and other property)

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

19. Easement in, upon, under, over and along 10 foot strips of land identified therein to install and maintain all equipment for the purpose of serving the land and other property with telephone and electric service, together with right of access to said equipment, as created by grant to Commonwealth Edison Company and Illinois Bell Telephone Company recorded July 8, 1969 as document R69-30062.

(Affects Fee Parcel 1-W and other property)

20. Easement in, upon, under, over and along 10 foot strips of land identified therein to install and maintain all equipment for the purpose of serving the land and other property with telephone and electric service, together with right of access to said equipment, as created by grant to Commonwealth Edison Company and Illinois Bell Telephone Company recorded July 8, 1969 as document R69-30061.

(Affects Fee Parcel 1-W and other property)

21. 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 Westerly 1/2 of the private road known as Salt Creek Lane, including the Westerly 1/2 of the Westbound turn lane

(Affects Fee Parcel 1-W and Easement Parcel 2-W and other property)

22. Terms and provisions contained in Access Easement Agreement dated December 19, 2001, recorded December 26, 2001 as document R2001-284945, by and between Midwest Bank and Trust Company, as trustee under trust agreement dated November 8, 2001, and known as trust number 01-1-7933, and Elm Creek Property Management, Inc., d/b/a Office Park of Hinsdale, an Illinois corporation, and Hinsdale Hospital, an Illinois not-for-profit corporation.

(Affects Fee Parcel 1-W and other property)

23. Terms, provisions and conditions contained in instrument recorded October 24, 1973 as document R73-66783, relating to the closing of access from Spinning Wheel Road to Ogden Avenue.

24. Easement in, upon, under, along and across the part of the Land to install and maintain all equipment necessary to serve the Land and other property with gas service, together with right of access thereto, as created by grant to Northern Illinois Gas Company recorded October 9, 1967 as document R67-40511.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

25. Easement contained in deeds recorded as documents R62-10321, R65-15555, R68-53557, R68-53558 and R68-53559, and as shown on plat of Koplin's Assessment Plat recorded as document R67-16396, for ingress and egress over the Land.
26. Agreement dated December 15, 1967 and recorded December 28, 1967 as document R67-52749, and amended by document R69-38273, made by and between the Hinsdale Sanitary District and Alfred N. Koplin Company and Elmhurst National Bank, as trustee under trust agreement dated May 29, 1967 and known as trust number 2487, which provides for the furnishing of sewage facilities and services to the Land and other property and annual sewage treatment charges and termination of services, together with a 50 foot by 30 foot easement for construction, maintenance and operation of a sanitary sewer lift station, together with a 20 foot easement for public utilities, including sanitary sewer force main from the lift station to Ogden Avenue.
27. 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.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)
28. 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 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 the terms, provisions, covenants, conditions and easements contained therein, including those relating to use of the Land, formation of an association, costs, assessments and liens, and easements for roadways, utilities, maintenance, drainage and stormwater, and pedestrian and passive recreation.

Amendment to Office Park of Hinsdale Declaration of Easements and Operating Covenants dated September 2011 and effective January 1, 2011 and recorded February 27, 2012 as document R2012-24784 made by and between FirstMerit Bank, N.A., as successor trustee under trust number 01-1-7933, Foxford, LLC, and The Office Park of Hinsdale Owners Association.

(Affects Fee Parcel 1-W and Easement Parcels 2-W and 3-W)
29. Terms, provisions and conditions contained in Amended and Restated Development Agreement recorded August 1, 2008 as document R2008-120585, relating to settlement agreement concerning litigation had in Case No. 07CH1334.
30. Provisions and easement contained in Declaration recorded March 2, 1967 as document R67-5975, relating to use and landscaping of the Land and easement for ingress and egress over part of the Land.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

Note: said instrument contains no provision for a forfeiture of or reversion of title in case of breach of condition.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

31. Easement over and upon part of the land to install and maintain an access or by-pass road, as created by grant to the Illinois State Toll Highway Commission recorded November 7, 1957 as document 862331.

Note: By quit-claim deed recorded February 27, 1958, the rights in the aforementioned easement were conveyed to the Department of Public Works and Buildings of the State of Illinois.

32. Easement over, along, across and under part of the Land to install and maintain all equipment necessary to serve the Land and other property with sanitary sewer, as created by grant to the Hinsdale Sanitary District recorded June 8, 1971 as document R71-25053.

(Affects the East 20 feet of Fee Parcel 2 and other property)

33. Easement over, along, across, under and through part of the land to install and maintain all equipment necessary to serve the land with a facility, system or systems for sanitary district purposes, as created by grant to the Hinsdale Sanitary District, its successors and assigns, recorded January 18, 1980 as document R80-04876.

(Affects the West 10 feet of the East 30 feet of Fee Parcel 2)

34. Terms, conditions and provisions contained in Environmental No Further Remediation Letter recorded March 17, 1999 as document R99-064605.

(Affects Fee Parcel 2)

35. Covenants, restrictions and easements contained in Trustee's Deed from Frederick K. Castle, as trustee under trust agreement dated June 5, 1961, to Alfred N. Koplin, dated May 14, 1967 and recorded June 2, 1967 as document R67-17789, including grant of perpetual rights of way for all purposes.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

36. Grant dated August 25, 1967 and recorded September 5, 1967 as document R67-34538 and amended by R70-8536 and R70-8537 made by Alfred N. Koplin to the Commonwealth Edison Company and the Illinois Bell Telephone Company, and their successors and assigns, granting the right, permission and authority to lay, maintain, operate, and remove underground conduit and cable, with necessary appurtenances for the transmission and distribution of electric current, with right of access to same for maintenance, repair

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

and operation thereof, in upon, under and along strips of land 12 feet in width as shown on attached sketch marked Exhibit "A".

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

37. Agreement dated December 15, 1967 and recorded December 28, 1967 as document R67-52749, and amended by document R69-38273, made by and between the Hinsdale Sanitary District and Alfred N. Koplin Company and Elmhurst National Bank, as trustee under trust agreement dated May 29, 1967 and known as trust number 2487, which provides for the furnishing of sewage facilities and services to the land and annual sewage treatment charges and termination of services, together with a 50 foot by 30 foot easement for construction, maintenance and operation of a sanitary sewer lift station, together with a 20 foot easement for public utilities, including sanitary sewer force main from the lift station to Ogden Avenue.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

38. Grant of easement from Alfred N. Koplin to the Illinois Bell Telephone Company and the Commonwealth Edison Company, together with their respective successors and assigns, dated October 12, 1967 and recorded October 20, 1967 as document R67-42538, granting permission and authority to lay, maintain, operate and remove underground conduit and cable, with the necessary appurtenances for the transmission and distribution of electric current, with the right of access for the maintenance, repair and operation thereof, and subsurface as may be necessary for the installation and maintenance of such facilities, in, upon, under and along part of the Land.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

39. Declaration of Easement and Agreement for Maintenance of Easement by Elmhurst National Bank, as trustee under trust agreement dated May 19, 1967 and known as trust number 2487, Elmhurst National Bank, as trustee under trust agreement dated August 8, 1968 and known as trust number 2704, and Elmhurst National Bank, as trustee under trust agreement dated August 8, 1968 and known as trust number 2705, dated September 25, 1968 and recorded October 29, 1968 as document R68-50520.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

40. Perpetual easement and right of way for all purposes over and across the land and restrictions affecting the land as reserved in Trustee's Deed recorded December 18, 1967 as document R67-51476.

(Affects Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B)

41. Cross Easement Agreement dated as of May 16, 2001 and recorded May 21, 2001 as document R2001-95641 made by and between Hinsdale Hospital, Cole Taylor Bank, as successor trustee under trusts number 76136, 61116, 64208 and 65276, and LaSalle Bank National Association, as successor

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

trustee under trusts number 2487, 2704 and 2705, and the terms, provisions, conditions, covenants and easements contained therein, including those relating to use of the Land and to reimbursement of costs.

- 42. Terms, provisions, and conditions relating to the easements described in Easement Parcels 2-W, 3-W and 7 contained in the instrument creating said easements.
- 43. Rights of adjoining owners to the concurrent use of Easement Parcels 2-W, 3-W and 7.
- 44. Rights of the public and the State of Illinois Department of Transportation in and to that part of the Land taken or used for temporary construction easement for road purposes, known as Parcel 1G50001TE, as disclosed by proceedings had in Circuit Court of DuPage County, Illinois, Case No. 07 ED 15; by lis pendens notice recorded March 30, 2007 as document R2207-58252; by orders entered in said proceedings copies of which were recorded June 25, 2007 as document R2007-116869 and November 25, 2008 as document R2008-169965; and by plat of Proposed Plans for Ogden Avenue recorded January 18, 2008 as document R2008-9295.

(Affects the South line of the Land)

- 45. Rights of the public and the State of Illinois Department of Transportation in and to that part of the Land taken or used for road purposes, known as Parcel 1G50002, and for temporary construction easements for road purposes, known as Parcels 1G50002TE-A and 1G50002TE-B, as disclosed by proceedings had in Circuit Court of DuPage County, Illinois, Case No. 07 ED 19; by lis pendens notice recorded April 18, 2007 as document R2007-71648; and by plat of Proposed Plans for Ogden Avenue recorded January 18, 2008 as document R2008-9295.

(Affects the South line of the Land)

- 46. Rights of public and quasi-public utilities to use and maintain existing utility facilities located on the Land, including fiber optic lines, electric lines, gas lines, telephone lines, storm and sanitary sewers, and related facilities.
- 47. Rights of way for drainage tiles, ditches, feeders and laterals, if any.

(Affects that part of the Land that has not been subdivided and developed)

- 48. Rights of the public, the State of Illinois and the municipality in and to that part of the Land, if any, taken or used for road purposes.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

49. Easement Parcel 3-W, Easement Parcel 7 and Fee Parcels 4A and 4B as described and referred to in Schedule A relate to different interests in the same parcels of property, and have been included in this report on title as described at the request of the applicant. The Company may not be willing to insure certain combinations of those interests, such as fee and easement interests in the same parcels of property held by the same party. When it has been determined for what combination of those interests title insurance may be sought, request should be made to the Company to consider its willingness to insure the requested combination of interests.
50. A statement that no broker has been contracted or utilized in connection with a sale, lease or mortgage of the Land, or a final lien waiver from any such broker, should be furnished to the Company at the time of closing. Absent such statement or waiver, the policy to be issued pursuant to this commitment will be subject to the following:
- Any lien, or right to a lien, established pursuant to the provisions of the Illinois Commercial Real Estate Broker Lien Act.
51. A statement that no property manager has been contracted or employed to manage the Land or the improvements thereon, or a final lien waiver from any such manager, should be furnished to the Company at the time of closing. Absent such statement or waiver, the policy to be issued pursuant to this commitment will be subject to the following:
- Any lien, or right to a lien, in favor of any property manager established pursuant to the provisions of the Illinois Mechanic's Lien Act.
52. Note: The Federal statute appearing at 42 USC 3604 has been interpreted to mean title companies are prohibited from either providing copies of, or reflecting as exceptions in title commitments, preliminary reports or policies, restrictive covenants which are in violation of the statute. In light of this interpretation, we believe it necessary to include the following "carve out" with regard to the language of any exception for restrictive covenants included in any title evidence issued by the Company:
- If any document referenced herein contains a covenant, condition or restriction which is in violation of 42USC 3604(c), such covenant, condition or restriction, to the extent of such violation, is hereby deleted.
53. Note: Property lying within Cook, Will, Kane or Peoria Counties in Illinois is subject to the Predatory Lending Database Program Act (765 ILCS 77/70 et seq.). In order to record any Insured Mortgage encumbering such property, a Certificate of Compliance or a Certificate of Exemption must be obtained at the time of closing. If the closing is not conducted by the Company, the appropriate certificate should be attached to the mortgage to be recorded.
54. The recording or filing of any deed or other instrument of conveyance may be subject to real estate transfer taxes imposed by the State of Illinois and by the county in which the land is located. Therefore, all deeds presented to the Company for recording must have the appropriate transfer tax stamps affixed

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

thereto, or be properly marked exempt, and be accompanied by the applicable State of Illinois transfer declaration or exemption forms properly executed.

Note: As of the date of this commitment, the State of Illinois transfer tax rate is \$.50 for each \$500 of value or fraction thereof, and the county transfer tax rate is \$.25 for each \$500 of value or fraction thereof.

Note: If the transaction is closed through the Near North National Title Escrow Department, stamps may be purchased as part of the closing process provided we are furnished with a properly executed transfer declaration.

55. Franchise tax in favor of the State of Illinois against Adventist Hinsdale Hospital, an Illinois not-for-profit corporation.
56. In the event of a conveyance or mortgage of the Land, the following materials relating to the corporation which holds title to part of the Land should be furnished to the Company:
- (a) Certification from the state of organization that the corporation has properly filed its articles of organization and is in good standing;
 - (b) Certified corporate resolution authorizing the transaction and execution of the deed, mortgage or other instruments;
 - (c) Certified copy of the bylaws, together with any amendments thereto; and
 - (d) An incumbency certificate, if the resolution does not identify parties authorized to execute instruments.

Note: In the event of a sale of all or substantially all of the assets of the corporation, or a sale of corporate assets to an officer or director, we should be furnished a copy of a resolution adopted by the shareholders of the corporation authorizing the transaction.

57. In the event of a conveyance or mortgage of the Land, the following materials relating to the limited liability companies which hold title to parts of the Land (the LLC) should be furnished to the Company:
- (a) Certification from the state of organization that the LLC has properly filed its articles of organization and is in good standing;
 - (b) Certification from the Illinois Secretary of State that the LLC has been admitted to transact business in the State of Illinois and is in good standing;
 - (c) Certified copy of the LLC articles of organization, together with any amendments thereto;
 - (d) Certified copy of the LLC operating agreement, together with any amendments thereto;
 - (e) Certified list of incumbent managers, or of incumbent members if managers have not been appointed;
 - (f) Certification that no event of dissolution has occurred; and
 - (g) Certified manager or member resolution or consent authorizing the transaction and execution of the deed, mortgage or other instruments.

Note: In the event of a sale of all or substantially all of the assets of the LLC, or a sale of the LLC assets to a member or manager, we should be furnished a copy of a resolution adopted by the members of the LLC authorizing the transaction.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

58. The owner's policy to be issued pursuant to this commitment will be subject to the Standard Exceptions stated above unless Owner's Extended Coverage is requested and approved by the Company.

In order to obtain Owner's Extended Coverage (deletion of any or all of the five Standard Exceptions) the information and materials described below should be furnished to the Company prior to closing. To avoid delays, please allow sufficient time for consideration by the Company. Specific matters affecting title to the land thus disclosed will be added to Schedule B of the policy as Special Exceptions.

Standard Exception 1:

A properly executed ALTA Loan and Extended Coverage Statement (ALTA Statement) should be furnished.

Any existing leases affecting the land which have not been recorded in full should be produced for examination by the Company, or a complete list of such leases, including disclosure of any rights or options contained in such leases, should be attached as an exhibit to the ALTA statement.

Standard Exception 2:

An ALTA Survey should be furnished. (See below for further detail.)

Standard Exception 3:

The Company should be furnished an "ALTA" survey certified to include Near North National Title LLC, dated within six months of closing and showing all improvements completed or substantially completed. When requesting issuance of a survey for this purpose, the surveyor should be informed that the desired survey is to be made in accordance with current Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys and the Accuracy Standards for Minimum Angle, Distance and Closure Requirements for Survey Measurements Which Control Land Boundaries for ALTA/ACSM Land Title Surveys.

Standard Exception 4:

A properly executed ALTA Statement should be furnished.

If any new improvements, additions, remodeling or repairs have been constructed, performed or contracted for within six months preceding the closing date, satisfactory evidence of the payment in full for all labor and materials should be furnished. Please contact the Near North Construction Escrow Department at 312 / 419 – 3900 with inquiries regarding sworn statements, contractors' affidavits and mechanic's lien waivers necessary to establish payment in full.

A.L.T.A. COMMITMENT
SCHEDULE B
(continued)

Standard Exception 5:

Any information known to the parties regarding any special assessments or special taxes pending or otherwise not fully paid should be disclosed in writing to the Company.

- 59. Any questions concerning title clearance or underwriting should be referred to the examiner of this commitment (Authorized Signatory below) at 312 / 419-3900.
- 60. To schedule a closing, please contact the Near North National Title LLC Escrow Department at 312 / 419-3900.
- 61. Note: The policy, when issued, will not be considered valid until all fees relative to said policy, as indicated on the final invoice, are paid in full.
- 62. Note: The policies to be issued pursuant to this commitment will be ALTA 2006 form policies, unless otherwise requested and approved.
- 63. This is a commitment for a Chicago Title Insurance Company policy.

ISSUING AGENT FOR CHICAGO TITLE INSURANCE COMPANY

BY: 

AUTHORIZED SIGNATORY

NEAR NORTH NATIONAL TITLE LLC
222 N. LaSalle Street, Lobby Level
Chicago, IL 60601

(312)419-3900
(312)419-0774 FAX

EXHIBIT "A"

Fee Parcel 1-W:

Lots 8 and 9 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 Du Page County, Illinois.

Easement Parcel 2-W:

Non-exclusive, perpetual easements for the benefit of Fee Parcel 1-W as created by Agreement recorded June 11, 1973 as document R73-33823 as amended by documents R73-35331, R81-2365 and R2001-197280, as 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, as described in Exhibits C1 through C5 attached thereto, for the purposes of ingress and egress over, upon and across the defined easement premises.

Easement Parcel 3-W:

A non-exclusive easement for the benefit of Lots 8 and 9 of Fee Parcel 1-W, (except that part of said lots falling in Salt Creek Lane), as created by that certain Cross Easement Agreement dated May 16, 2001 and recorded May 21, 2001 as document R2001-95641, for pedestrian and vehicular ingress and egress over, upon and across that portion of Spinning Wheel Road bounded on the South by the Northerly boundary line of Ogden Avenue and on the North by the Northernmost boundary line of the "New Road" and extended Easterly to its intersection with the East line of Spinning Wheel Road, which pedestrian and vehicular ingress and egress may be traveled solely (i) in a North and South direction along said portion of Spinning Wheel Road, and (ii) in an East and West direction only in those locations where curb cuts currently exist at the intersections of Spinning Wheel Road and the "Hospital Properties" (as specifically described in Section 1.4, therein).

Fee Parcel 2:

That part of the Northeast 1/4 of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, and that part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southeast corner of said Section 36, also being the Northeast corner of said Section 1; thence North 00 degrees 00 minutes 28 seconds West along said East line of Section 36, a distance of 360.04 feet to a line 311.45 feet South of as measured at right angles to and parallel with a South line of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence South 89 degrees 59 minutes 32 seconds West along said parallel line, a distance of 419.58 feet to the East line of said Lot 1, said line also being the East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53558, R68-53557, R65-15555, R62-10321, R67-5975 and R68-50520, said line also being parallel with the East line of said Sections 1 and 36; thence South 00 degrees 00 minutes 28 seconds East along said East line of Lot 1, also being the East line of said Spinning Wheel Road, being also parallel with said East line of Section 36, a distance of 647.37 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence North 79 degrees 52 minutes 02 seconds East (Record is North 80 degrees East), a distance

of 426.22 feet to the East line of said Section 1; thence North 00 degrees 00 minutes 28 seconds West along said East line of Section 1, a distance of 212.40 feet to said point of beginning, in Dupage County, Illinois.

Easement Parcel 7:

Non-exclusive easement for the benefit of Fee Parcel 2 as created by Cross Easement Agreement dated as of May 16, 2001 and recorded May 21, 2001 as document R2001-95641 made by and between Hinsdale Hospital, Cole Taylor Bank, as successor trustee under trusts number 76136, 61116, 64208 and 65276, and LaSalle Bank National Association, as successor trustee under trusts number 2487, 2704 and 2705, for pedestrian and vehicular ingress and egress over, upon and across that portion of Spinning Wheel Road more particularly described as Easement Sub-parcels 4A, 4B and 4C described below:

Easement Sub-Parcel 4A:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Lot 1, also being the West line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53557, R65-15555, R62-10321, R67-5975, R68-50520, R67-17789 and R67-51476, said line also being parallel with the East line of said Section 36, a distance of 405.51 feet to the Northeast corner of the property described in a deed recorded as document R76-45222; thence North 89 degrees 59 minutes 32 seconds East along a line parallel with the South line of said Lot 1, a distance of 48.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to a line 346.49 feet North of as measured at right angles to and parallel with the South line of said Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a Southerly corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along an East line of said Lot 1, also being the East line of said Spinning Wheel Road, a distance of 346.49 feet to the South line of said Lot 1; thence South 89 degrees 59 minutes 32 seconds West along the South line of said Lot 1, a distance of 60.00 feet to said point of beginning, in Dupage County, Illinois.

Easement Sub-Parcel 4B:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 89 degrees 59 minutes 32 seconds East along the South line of said Lot 1, a distance of 60.00 feet to the Southerly most Southeast corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along the East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document Numbers R67-16396, R68-53559, R68-53558, R68-53557, R62-10321, R67-5975, R68-50520, R67-17789, and R67-51476, said line also being parallel with the East line of said Sections 1 and 36, a distance of 612.33 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence South 79 degrees 52 minutes 02 seconds West (Record is South 80 degrees West) along said North right of way line of Ogden Avenue, a distance of 60.95 feet to the West line of said Spinning Wheel Road; thence North 00 degrees 00 minutes 28 seconds

West along the West line of said Spinning Wheel Road, said line also being parallel with the East line of said Sections 1 and 36, a distance of 623.05 feet to said point of beginning, in Dupage County, Illinois.

Easement Sub-Parcel 4C:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Commencing at the Southeast corner of said Section 36; thence North 00 degrees 00 minutes 28 seconds West along the East line of said Section 36, a distance of 671.49 feet to the Easterly most Southeast corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence South 89 degrees 59 minutes 32 seconds West along a South line of said Lot 1, a distance of 419.58 feet to the point of beginning, said point of beginning being a Southerly corner of said Lot 1; thence continuing South 89 degrees 59 minutes 32 seconds West, a distance of 12.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence North 00 degrees 00 minutes 28 seconds West along said parallel line, a distance of 59.09 feet to a line parallel with said South line of Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a line 419.58 feet West of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to said point of beginning, in Dupage County, Illinois.

Fee Parcel 4A:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Lot 1, also being the West line of an ingress/egress easement more commonly known as Spinning Wheel Road per document numbers R67-16396, R68-53559, R68-53557, R65-15555, R62-10321, R67-5975, R68-50520, R67-17789 and R67-51476, said line also being parallel with the East line of said Section 36, a distance of 405.51 feet to the Northeast corner of the property described in a deed recorded as document R76-45222; thence North 89 degrees 59 minutes 32 seconds East along a line parallel with the South line of said Lot 1, a distance of 48.00 feet to a line 431.58 feet East of as measured at right angles to and parallel with said East line of Section 36; thence South 00 degrees 00 minutes 28 seconds East, along said parallel line, a distance of 59.09 feet to a line 346.49 feet North of as measured at right angles to and parallel with the South line of said Lot 1; thence North 89 degrees 59 minutes 32 seconds East along said parallel line, a distance of 12.00 feet to a Southerly corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along an East line of said Lot 1, also being the East line of said Spinning Wheel Road, a distance of 346.49 feet to the South line of said Lot 1; thence South 89 degrees 59 minutes 32 seconds West along the South line of said Lot 1, a distance of 60.00 feet to said point of beginning, in Dupage County, Illinois.

Fee Parcel 4B:

That part of the Southeast 1/4 of Section 36, Township 39 North, Range 11, East of the Third Principal Meridian, and that part of Section 1, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows:

Beginning at the Southwest corner of Lot 1 in Koplin's Assessment Plat recorded as document R67-16396; thence North 89 degrees 59 minutes 32 seconds East along the South line of said Lot 1, a distance of 60.00 feet to the Southerly most Southeast corner of said Lot 1; thence South 00 degrees 00 minutes 28 seconds East along the

East line of an ingress/egress easement more commonly known as Spinning Wheel Road per document Numbers R67-16396, R68-53559, R68-53558, R68-53557, R62-10321, R67-5975, R68-50520, R67-17789, and R67-51476, said line also being parallel with the East line of said Sections 1 and 36, a distance of 612.33 feet to the North right of way line of Ogden Avenue (formerly known as Old Plank Road); thence South 79 degrees 52 minutes 02 seconds West (Record is South 80 degrees West) along said North right of way line of Ogden Avenue, a distance of 60.95 feet to the West line of said Spinning Wheel Road; thence North 00 degrees 00 minutes 28 seconds West along the West line of said Spinning Wheel Road, said line also being parallel with the East line of said Sections 1 and 36, a distance of 623.05 feet to said point of beginning, in Dupage County, Illinois.

PRIVACY POLICY NOTICE

Near North National Title LLC respects the privacy of our customers' personal information. This Notice explains the ways in which we may collect and use personal information under the Near North National Title LLC Privacy Policy.

What kinds of information we collect: Depending on the services you use, the types of information we may collect from you, your lender, attorney, real estate broker, public records or from other sources include:

- Information from forms and applications for services, such as your name, address and telephone number
- Information about your transaction, including information about the real property you bought, sold or financed such as address, cost, existing liens, easements, other title information and deeds
- With closing, escrow, settlement or mortgage lending services or mortgage loan servicing, we may also collect your social security number as well as information from third parties including property appraisals, credit reports, loan applications, land surveys, real estate tax information, escrow account balances, and sometimes bank account numbers or credit card account numbers to facilitate the transaction
- Information about your transactions and experiences as a customer of ours or our affiliated companies, such as products or services purchased and payments made

How we use and disclose this information: We use your information to provide you with the services, products and insurance that you, your lender, attorney, or real estate brokers have requested. We disclose information to our affiliates and unrelated companies as needed to carry out and service your transaction, to protect against fraud or unauthorized transactions, for institutional risk control, to provide information to government and law enforcement agencies and as otherwise permitted by law. As required to facilitate a transaction, our title affiliates record documents that are part of your transaction in the public records as a legal requirement for real property notice purposes.

We do not share any nonpublic personal information we collect from you with unrelated companies for their own use.

We do not share any information regarding your transaction that we obtain from third parties (including credit report information) except as needed to enable your transaction as permitted by law.

Near North National Title LLC may share information about its transaction and experience with you in order to satisfy underwriter requirements for policy issuance.

How we protect your information: We maintain administrative, physical, electronic and procedural safeguards to guard your nonpublic personal information. We reinforce our privacy policy with our employees and our contractors. Joint marketers and third party service providers who have access to nonpublic personal information to provide marketing or services on our behalf are required by contract to follow appropriate standards of security and confidentiality.

Title insurance agents may be covered by this policy: If your transaction is insured through a title insurance agent and not through Near North National Title LLC, the agent handling your transaction should provide you with the agent's own privacy policy or evidence that the agent has adopted our policy.

If you have any questions about this privacy statement or our practices at Near North National Title LLC, please email us at escrow@nnnt.com or write us at Near North National Title LLC, 222 N. LaSalle Street, Lobby Level, Chicago, IL 60601.

**December
2012**

Adventist Cancer Institute

Traffic and Parking Study



Prepared for:



Adventist
Hinsdale Hospital
Keeping you well

Eriksson Engineering Associates, Ltd.



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

601 W. Randolph St., Suite 500

Chicago, IL 60661

(312) 463-0551

1 - INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Adventist Hinsdale Hospital to analyze the traffic and parking conditions for their proposed Adventist Cancer Institute (ACI) facility in Hinsdale, Illinois. The proposed facility will be located at the northeast corner of Ogden Avenue and Salt Creek Lane/Oak Street. The site is a combination of two parcels previously occupied by a medical office building and a restaurant. These parcels are separated by Spinning Wheel Road, a private road, extending north from Ogden Avenue. A single development site will be created by realigning Spinning Wheel Road thru the north edge of property to Salt Creek Lane

The ACI will be a two story building with 53,200 square feet of gross building area and provide 238 parking spaces. Services at this campus will include:

- Women's Imaging
- Outpatient Imaging
- Radiation and Medical Oncology
- On-site Lab and Pharmacy
- Patient Support Services
- Office and Support Space

The purpose of the study is to observe the existing traffic patterns in the area, to determine the traffic characteristics of the development, and to analyze the future traffic conditions and access needs. The following sections of this report present a detailed description of the proposed site, the existing transportation conditions, the proposed development's traffic and parking characteristics, and the future transportation conditions.

2 - EXISTING CONDITIONS

Site Location and Area Land-Use

The site is located on the northeast corner of Salt Creek Lane and Ogden Avenue in Hinsdale, Illinois. It is currently vacant and has a private road, Spinning Wheel Road, running through it to Ogden Avenue. The site is bounded by Ogden Avenue to the south, Salt Creek Lane to the west, an office building (7 Salt Creek Lane) to the north, and the Cook County Forest Preserve land to the east.

Land-uses near the site include office and residential buildings to the north and west. Along Ogden Avenue, there are a variety of commercial uses. To the east, there is Cook County Forest Preserve land and the Tri-State Tollway (I-294). **Figure 1** illustrates the site location and the adjacent roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Ogden Avenue (US 34) is an east-west, major arterial roadway extending west from the City of Chicago to Oswego, Illinois. It has two through lanes in each direction with a flush left-turn median. Ogden Avenue has a signalized intersection at Salt Creek Lane/Oak Street and a full cloverleaf interchange with I-294. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation and has a posted speed limit of 35 miles per hour (mph).

Salt Creek Lane is a two-lane north-south collector road extending north from Ogden Avenue into a cul-de-sac. At its signalized intersection with Ogden Avenue, the north approach provides a shared right-turn/through lane, and a left-turn lane. The south approach (Oak Street) has a shared left/thru/right-turn lane. Salt Creek Lane is a private road with a 15 mph speed limit.

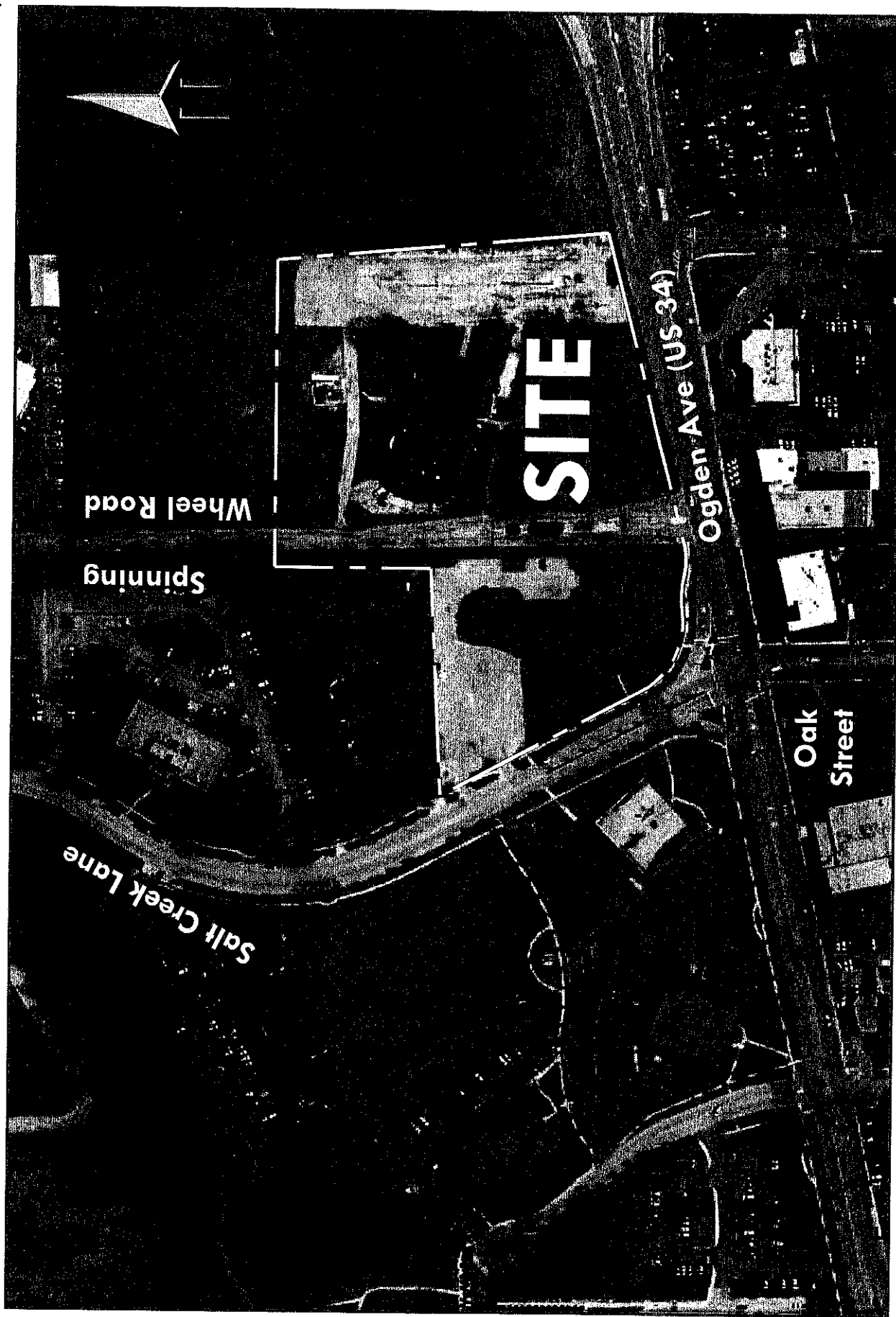
Spinning Wheel Road is a north-south two lane roadway extending north from Ogden Avenue. It serves several residential and office buildings. Spinning Wheel Road is a private road and has a 25 mph speed limit.

Oak Street is a north-south collector road extending south of Ogden Avenue. Oak Street is under the jurisdiction of the Village of Hinsdale with a 25 mph speed limit.

Bicycle and Pedestrian Facilities

An on-street bike route is adjacent to the site running along Salt Creek Lane and extending south on Oak Street. Future plans include providing a marked bike lane and signal enhancements at Ogden Avenue.

Sidewalks are provided on both sides of Salt Creek Lane, Oak Street, and Ogden Avenue, west of Salt Creek Lane. East of Salt Creek Lane, sidewalks are provided on the south side leading up to the interchange area. No sidewalks are provided on the north side due to the location of the southbound to westbound tollway off-ramp. Painted cross-walks are provided at the Salt Creek/Oak signalized intersection.



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

Site Location and Area Roadways

Figure 1

Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual traffic counts were conducted at the following study area intersections:

- Salt Creek Lane on Ogden Avenue
- Spinning Wheel Road on Ogden Avenue
- 2 Salt Creek Lane office driveway on Salt Creek Lane
- Spinning Wheel Road at 11 Salt Creek Lane/15 Spinning Wheel Road driveways

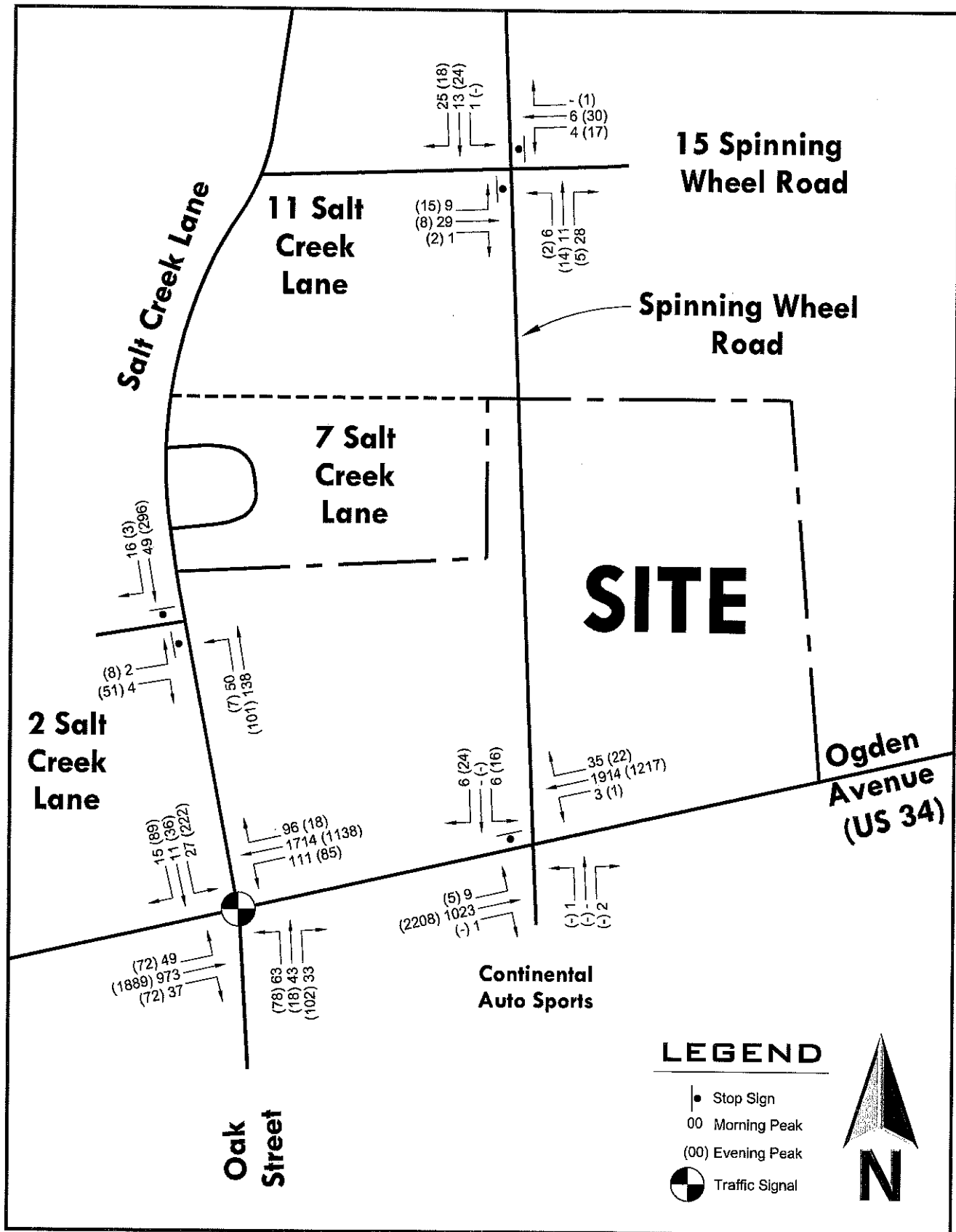
These counts showed the peak-hours of traffic occurring from 7:30 to 8:30 AM and 4:30 to 5:30 PM on a weekday. Ogden Avenue carries two-way traffic volumes ranging from 2,984 vehicles per hour (vph) during the morning peak to 3,453 vph in the evening peak in front of the site. Salt Creek Lane carries significantly less traffic (241 - 455 vph) along with Oak Street (298-391 vph). Spinning Wheel Road north of Ogden Avenue has traffic volumes ranging from 56-67 vph. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

Existing Traffic Operations

In order to quantify the operations of each intersection, the Highway Capacity Manual was used to define the capacity and vehicular delay of each intersection during the peak hours. The level of service ranges from LOS A to LOS F, with LOS A having minimal delays and LOS E/F having high levels of delay. **Table 1** summarizes the existing level of service results of the study intersections. Copies of the capacity analyses can be found in **Appendix**. Traffic turning left onto Ogden Avenue from Spinning Wheel Road or Continental Auto Sports experiences higher delays due to the high volume of traffic along Ogden Avenue.

Table 1
Existing Intersection Level of Service

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B – 14.2 sec	LOS E – 55.8 sec
Spinning Wheel Road/ Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS F (Sb and Nb Lefts)	LOS F (Sb and Nb Lefts)
2 Salt Creek Lane Driveway (Sb and Wb Stop Sign)	LOS A	LOS A
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A



ERIKSSON ENGINEERING ASSOCIATES, LTD.

The signalized intersection of Ogden Avenue/Salt Creek Lane/Oak Street works well in the morning peak given the low volume of traffic on both Salt Creek Lane and Oak Street which allows most of the green time to serve through traffic on Ogden Avenue.

Evening traffic volumes at the intersection are 20% higher than the morning volumes and there is significantly more traffic on Salt Creek Lane and Oak Street. Traffic exiting left from the office park, which does not have a left-turn arrow, results in a less efficient traffic signal phasing and timing. As a result the overall intersection is working at a Level of Service E.

Spinning Wheel Relocation

In order to create the larger contiguous development parcel, Spinning Wheel Road is proposed to be relocated to the west and intersect with Salt Creek Lane. It will remain a private road. There are several benefits to area traffic operations and safety in conjunction with this relocation:

- Traffic turning at the Spinning Wheel Road stop controlled intersection on Ogden Avenue will now be able to make those turns under the protection of a traffic signal.
- One less driveway on Ogden Avenue reduces the potential for vehicular conflicts and crashes.
- Spinning Wheel Road is located at the end of the I-294 Southbound to Westbound Off-ramp merge. The close proximity between the two creates a conflict between tollway traffic accelerating to merge onto Ogden Avenue and Spinning Wheel Road traffic slowing down to turn right into the site. Eastbound traffic turning left to Spinning Wheel Road must judge the gaps from westbound Ogden Avenue traffic and the off-ramp traffic. Eliminating the road provides for simpler and safer operations.

Spinning Wheel Road will swing to the west and intersect Salt Creek Lane opposite the existing driveway for 2 Salt Creek Lane. This intersection currently has stop signs for eastbound and southbound traffic. Spinning Wheel Road will also be under stop sign control and have one eastbound lane and two westbound lanes (left/thru and right). The northbound direction will remain free-flow. **Figure 3** illustrates the existing traffic volumes adjusted for the relocation of Spinning Wheel Road. **Table 2** summarizes the capacity analyses with the reassigned traffic.

Traffic exiting left from the Continental Auto Sports will have an easier maneuver with less traffic conflicts when Spinning Wheel Road traffic moved to Salt Creek Lane. The traffic signal will continue to work poorly in the evening peak.

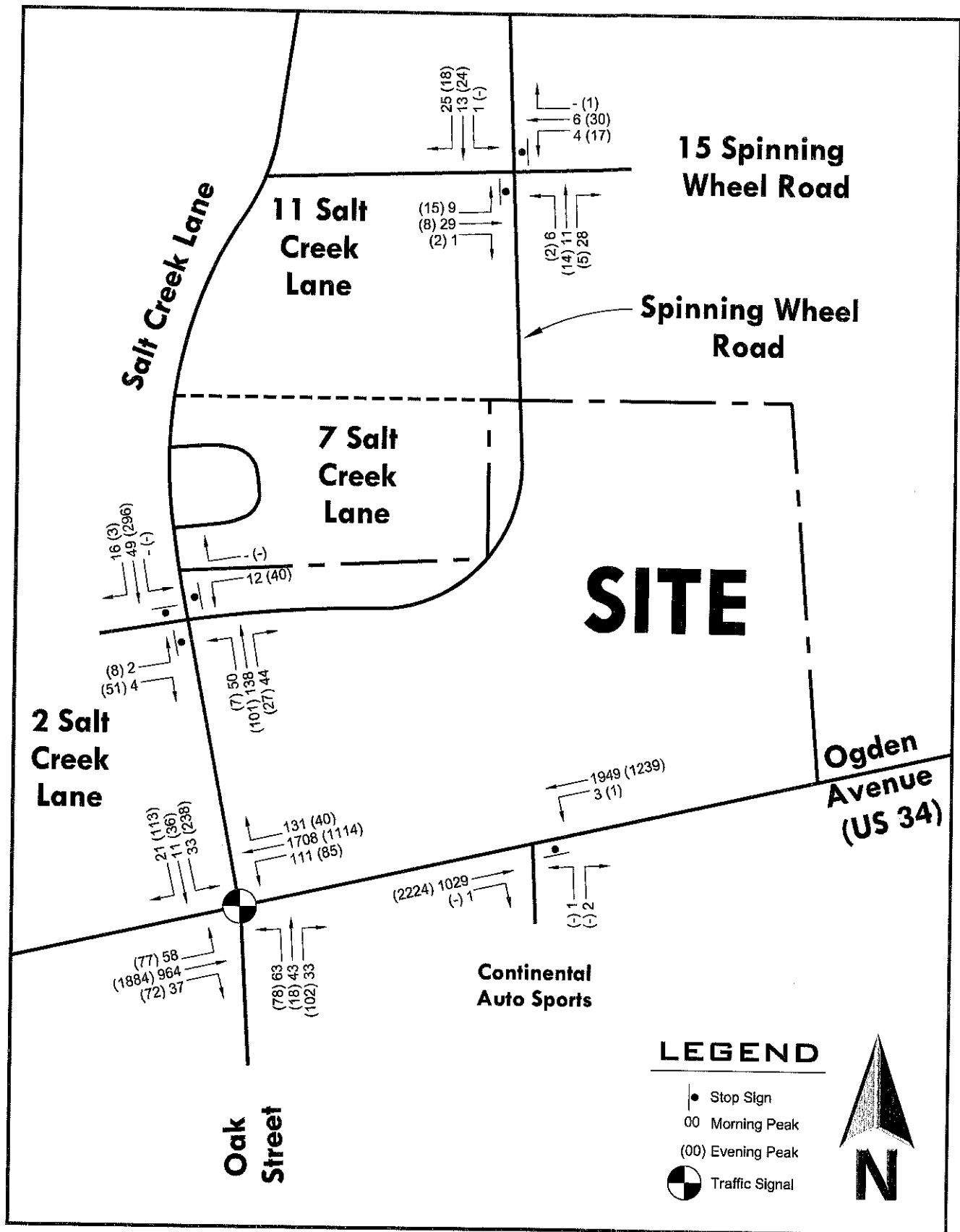


Table 2
Intersection Level of Service and Delay
With Spinning Wheel Relocated

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B – 14.2 sec	LOS E – 58.2 sec
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E (Nb Left)	LOS E (Nb Left)
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS B
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A

3 – SITE TRAFFIC CHARACTERISTICS

Site Trip Generation

Traffic estimates were made for the ACI using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of other similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Trip generation estimates were calculated for the morning and evening peak-hours for the proposed ACI plans. **Table 3** below shows the estimated volumes.

Table 3
Site Trip Generation Estimates

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Medical Office	720	100 employees	42	11	53	36	70	106

Trip Generation Comparison

The site was previously developed with medical office (demolished) and a vacant building that was once used as a sit-down restaurant and more recently as an office building. **Table 4** provides a comparison of their traffic volumes with the proposed ACI. The proposed ACI generates 54% less traffic in the morning peak and 39% less during the evening peak.

Table 4
Site Trip Generation Comparison
Of Prior and Proposed Land-Uses

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Prior Site Uses								
Office	710	93 employees ⁽¹⁾	55	7	62	16	78	94
Medical Office	720	22,000 sq. ft. ⁽²⁾	42	11	53	22	57	79
Totals		42,000 sq. ft.	97	18	115	38	135	173
Traffic Generated by ACI ⁽³⁾			42	11	53	36	70	106
Net Change in Site Generated Traffic			-55	-7	-62	-2	-65	-67

(1) Employees occupancy based on parking counts from historic aerial photographs

(2) Building size approximated from historic aerial photographs

(3) From Table 3 of this report

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes going by the site, the existing road system and the distribution of residents in the area. The trip distribution for the site is shown on **Table 5** and **Figure 4**.

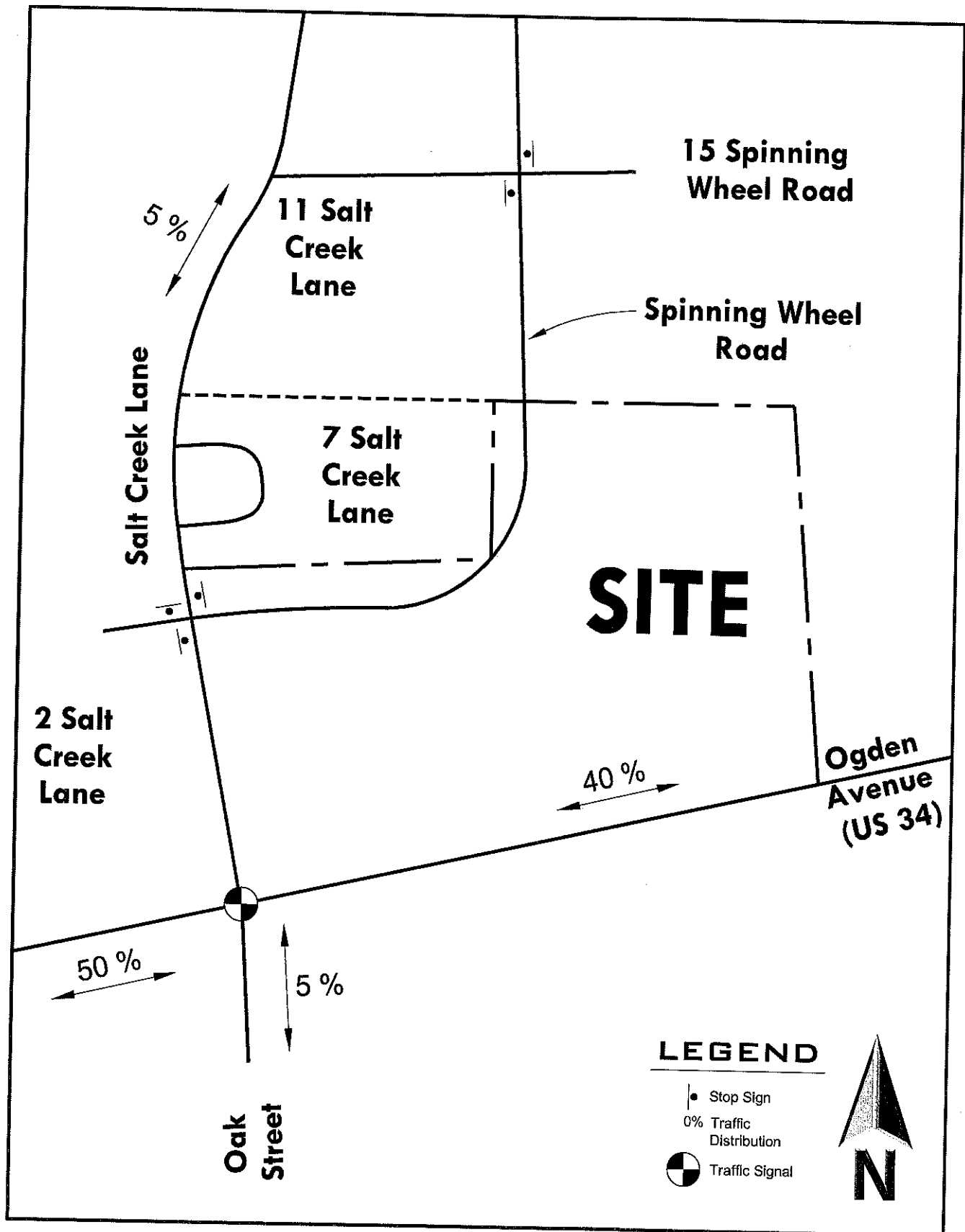
Table 5
Directional Distribution

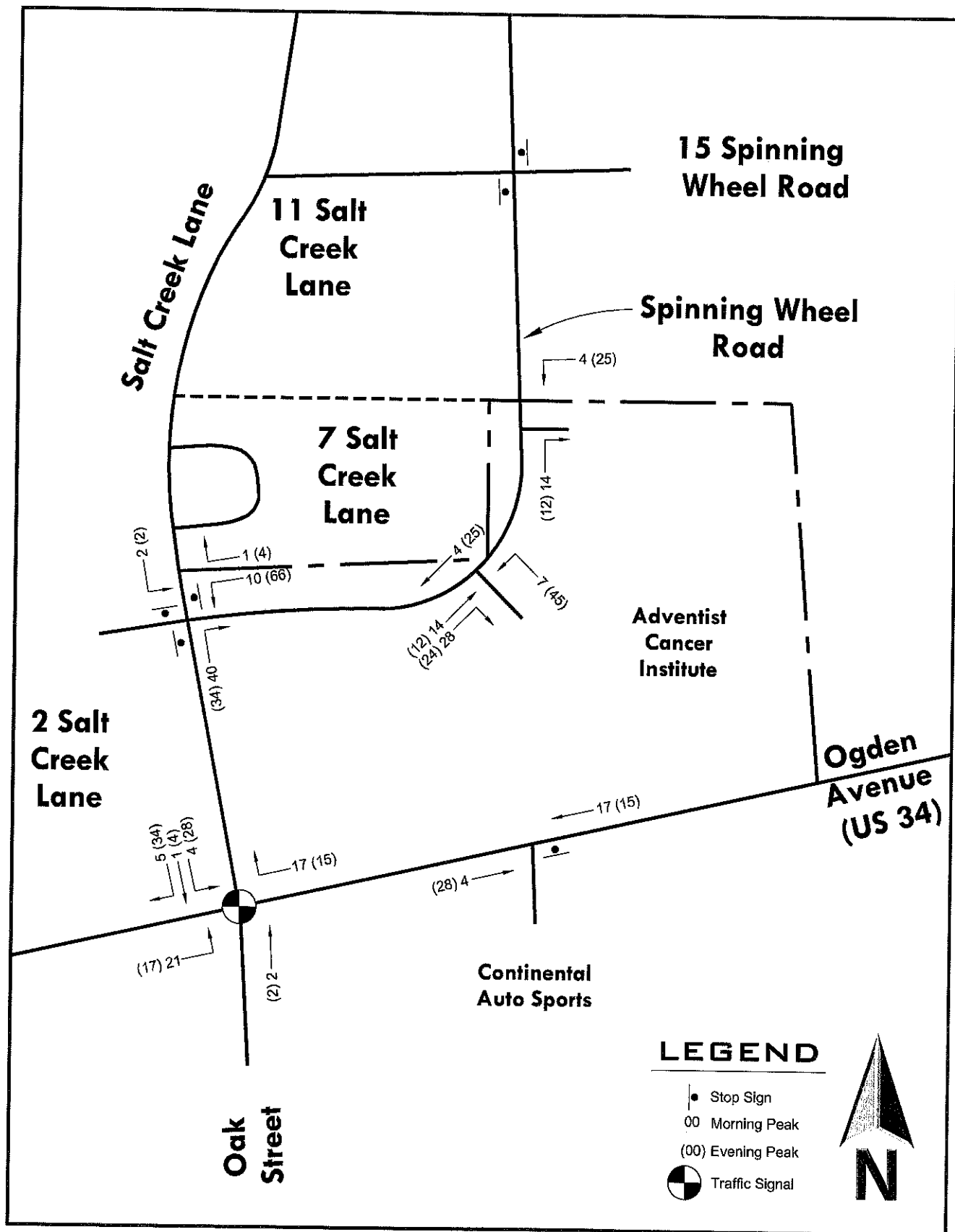
Direction	Percentage
East on Ogden Avenue	40%
West on Ogden Avenue	50%
South on Oak Street	5%
North on Salt Creek Lane	5%
Total	100%

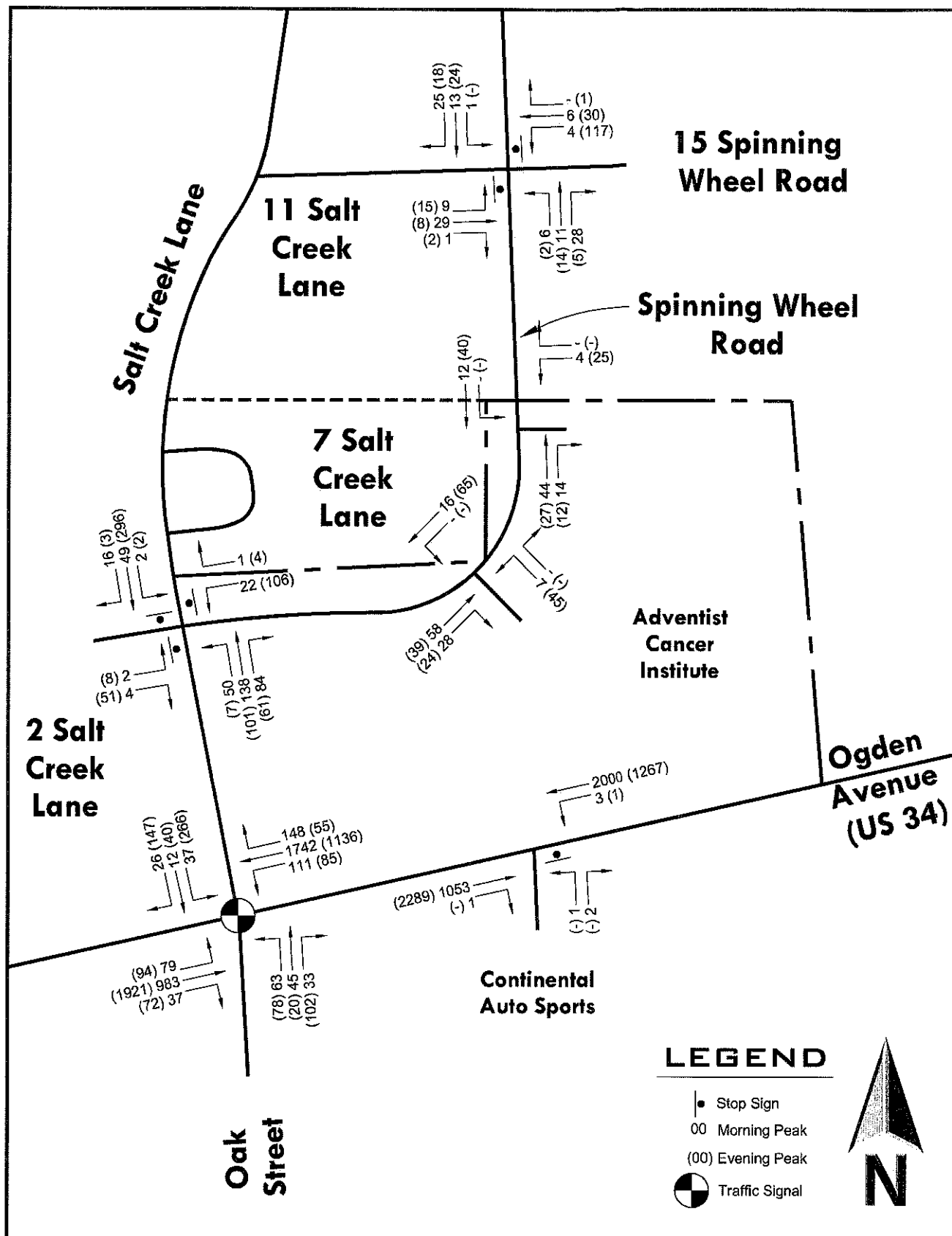
Site and Total Volumes

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drives and area roadways and is illustrated in **Figure 5**.

Site traffic assignments were combined with the 2012 base traffic volumes to obtain the 2014 Total Traffic volumes with the development. A 1% yearly growth rate was included for growth in regional traffic on Ogden Avenue. The resulting volumes are shown in **Figures 6**.







4 - ANALYSIS

Intersection Capacity Analyses

In order to determine the impact of the ACI on the study area intersections and the access drives, intersection capacity analyses were conducted for the Year 2014 with the proposed development. **Table 6** shows the future level of service results in the Year 2014 with the development.

Table 6
Intersection Level of Service and Delay
With Spinning Wheel Relocated

Intersection	Morning Roadway Peak	Evening Roadway Peak
Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B – 15.0 sec (LOS B – 15.2 sec) ⁽¹⁾	LOS E – 65.5 sec (LOS D – 48.7 sec) ⁽¹⁾
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E	LOS E
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS B
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A
North ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A
South ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A

(1) Providing a southbound left-turn arrow

Intersections

Salt Creek Lane/Oak Street at Ogden Avenue

The existing traffic signal will continue to operate at a poor level of service in the evening with or without the development. The addition of the ACI will increase the delay in the evening peak. The morning peak-hour will continue to work well, as will most other hours of the day.

The poor operation is a combination of the Ogden Avenue eastbound traffic volumes and the single traffic phase provided for Salt Creek Lane/Oak Street. Southbound left-turns must wait until the northbound Oak Street traffic clears before a left-turn can be made. There is insufficient green time provided for this phase given the needs of Ogden Avenue.

Modifying the existing traffic signal to provide a left-turn arrow for the southbound left-turning traffic will help improve the intersection by providing a more efficient traffic phasing. Southbound left-turns can turn, under a left-turn arrow, before northbound Oak Street traffic proceeds. This would provide for better operations and shorter delays. The evening peak-hour in the Year 2014 would work better than today with a LOS D versus the existing LOS E.

Continental Auto Sports at Ogden Avenue

With the relocation of Spinning Wheel Drive, traffic entering or exiting the west driveway to the dealership will have fewer conflicts. It is a low volume drive with fewer than 10 vehicles per hour.

North ACI Drive on Spinning Wheel Road

The North ACI Drive will be located north of the building and serves the northern part of the parking lot and the loading dock. It will have one inbound lane and one outbound lane. Exiting traffic will be under stop sign control.

South ACI Drive on Spinning Wheel Road

The South ACI Drive will be located southeast of the building and serves the southern part of the parking lot and building visitor entrances. It will have one inbound lane and one outbound lane with a landscaped median. Exiting traffic will be under stop sign control.

Spinning Wheel Road/2 Salt Creek Lane Driveway/Salt Creek Lane

Stop signs are located on the southbound, eastbound, and westbound approaches. Northbound traffic entering the intersection from Ogden Avenue is free flow and will not be stopped. The new westbound approach (Spinning Wheel Road) will have one eastbound lane, a landscaped median, and two westbound lanes. The westbound lanes will be under stop control and be striped for a shared thru/left-turn lane and a right-turn lane.

5 - PARKING

Zoning Requirements

The proposed ACI building will have 53,200 square feet (gross building area) on two floors. Based on the Hinsdale Zoning Code, the parking requirement is one parking space per 175 square feet of net floor area. The net floor area is the gross floor area of a building minus floor space devoted to washrooms intended for general public use; elevator shafts and stairwells at each floor; floor space and shafts used for mechanical, electrical, and plumbing equipment; public foyers and atria intended for general public use; exterior building walls; floor space devoted to off street parking and loading; and basement floor space used only for bulk storage. The net floor area for the building is 41,494 square feet. The required parking for the ACI will be 238 parking spaces. The parking provided on site is 238 spaces meeting the zoning requirements.

National Parking Data

Two sources of medical parking data were reviewed to determine the demand at the ACI. The Institute of Transportation of Engineers publication **Parking Generation**, 4th Edition provides parking demand data on medical clinics and offices from around the country. Another study of medical office space was conducted by Walker Parking. Both studies are based on gross floor area. **Table 7** summarizes the parking demand for the ACI based on the national data.

Table 7
National/Local Parking Requirements

Source	Land Use	Size	Village Code	
ITE	Clinic	53,200 sq. ft.	4.2 spaces/1,000 sq. ft.	224
ITE	Medical Office	53,200 sq. ft.	3.2 spaces/1,000 sq. ft.	170
Walker	Medical Office	53,200 sq. ft.	4.5 spaces/1,000 sq. ft.	240

The projected demand ranges from 170 to 240 parking spaces. The Walker data estimated demand does not consider the amount of space in the ACI dedicated to imaging equipment so it over estimates the total demand. The proposed parking supply of 238 spaces is adequate for the needs of the development.

6 – CONCLUSION

Based on the traffic and parking study for the proposed Adventist Cancer Institute, the following findings were developed:

- The ACI will generate 53 trips in the morning peak hour and 106 trips in the evening peak hour.
- The ACI generated traffic volumes will be 23% less in the morning peak-hour and 54% less in the evening when compared to the previous uses on the site.
- The realignment of Spinning Wheel Road from Ogden Avenue to Salt Creek Lane will improve the operation and safety of Ogden Avenue.
- The proposed parking plan provides 238 spaces which meets the zoning requirement of 238 spaces.
- The two ACI driveways will intersect Spinning Wheel Road as “T” intersections with one inbound and one outbound lane. Exiting traffic will be under stop sign control.
- The existing signalized intersection of Ogden Avenue/Salt Creek Lane/Oak Street currently works at a poor level of service in the evening peak-hour and will continue to do so in the future with or without the ACI. Traffic operations can be improved by adding a southbound left-turn arrow on the traffic signal.



Adventist Cancer Institute Traffic Study Appendix

- **Existing Traffic Counts**
- **2012 Existing Capacity Analyses**
- **2012 Spinning Wheel Realignment Analyses**
- **2014 Total Capacity Analyses**





2 Salt Creek Lane Driveway

Hinsdale, Illinois

Hinsdale, Illinois										
Begin Time	Salt Creek Northbound		Office Eastbound		Salt Creek Southbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	
	Left Turn	Right Turn	Right Turn	Left Turn	Right Turn					
Monday, July 9, 2012										
7:00 AM	4	2	1	1	1	8	50	0.66		
7:15 AM	3	1	0	0	2	6	62	0.78		
7:30 AM	14	0	0	0	5	19	72	0.90		
7:45 AM	11	1	0	0	5	17	72	0.90		
8:00 AM	17	1	0	0	2	20	67	0.84		
8:15 AM	8	2	2	2	4	16				
8:30 AM	12	5	0	0	2	19				
8:45 AM	9	1	1	1	1	12				
Total	78	13	4	2	22	72				
7:30-8:30 AM										
4:00 PM	3	13	2	2	1	19	65	0.86		
4:15 PM	1	16	1	1	0	18	66	0.83		
4:30 PM	0	12	3	3	0	15	69	0.82		
4:45 PM	2	9	1	1	1	13	70	0.83		
5:00 PM	0	17	2	2	1	20	68	0.81		
5:15 PM	5	13	2	2	1	21				
5:30 PM	3	11	1	1	1	16				
5:45 PM	0	11	0	0	0	11				
Total	14	102	12	8	5	69				
4:30-5:30 PM										
	7	51	8	3						



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

Ogden Avenue at Spinning Wheel Road/Continental Auto Sports Hinsdale, Illinois

Begin Time	Spinning Wheel Road Southbound			Ogden Avenue Westbound		Continental Auto Sports Northbound			Ogden Avenue Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through	Left Turn	Right Turn	Left Turn			
Thursday, July 12, 2012													
7:00 AM	2	0	2	6	1	0	0	0	0	0	11	52	0.81
7:15 AM	6	0	5	3	0	0	0	0	0	2	16	60	0.79
7:30 AM	0	0	1	3	1	1	0	0	0	3	9	63	0.83
7:45 AM	1	0	1	9	2	1	0	0	0	2	16	68	0.89
8:00 AM	2	0	3	11	0	0	0	1	1	1	19	73	0.87
8:15 AM	3	0	1	12	0	0	0	0	0	3	19		
8:30 AM	0	0	1	11	0	0	0	0	0	2	14		
8:45 AM	3	0	1	13	0	0	0	0	0	4	21		
Total	17	0	15	68	4	2	0	1	1	17			
7:30-8:30 AM	6	0	6	35	3	2	0	1	1	9	63		
Wednesday July 18, 2012													
4:00 PM	9	0	3	4	0	4	0	0	2	4	26	77	0.74
4:15 PM	4	0	3	6	0	0	0	0	1	2	16	71	0.77
4:30 PM	5	0	4	3	0	0	0	0	0	0	12	68	0.74
4:45 PM	9	0	3	10	0	0	0	0	0	1	23	69	0.75
5:00 PM	7	0	4	6	0	0	0	0	0	3	20	62	0.78
5:15 PM	3	0	5	3	1	0	0	0	0	1	13		
5:30 PM	5	0	2	4	0	0	0	0	0	2	13		
5:45 PM	2	0	2	6	0	2	0	0	0	4	16		
Total	44	0	26	42	1	6	0	0	3	17			
4:30-5:30 PM	24	0	16	22	1	0	0	0	0	5	68		



Hinsdale, Illinois

Spinning Wheel Road at 11 Salt Creek Lane/15 Salt Creek Lane

Begin Time	Spinning Wheel Road Southbound			15 Salt Creek Lane Building Westbound			Spinning Wheel Road Northbound			11 Salt Creek Lane Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
Tuesday, July 10, 2012															
7:00 AM	1	1	0	0	2	0	3	4	0	0	5	1	17	93	0.63
7:15 AM	4	3	1	0	0	0	6	0	1	0	2	2	19	112	0.76
7:30 AM	3	3	0	0	0	1	6	0	0	0	5	2	20	133	0.83
7:45 AM	10	5	0	0	2	0	6	4	0	0	9	1	37	148	0.93
8:00 AM	4	2	1	0	1	2	9	1	4	0	7	5	36	148	0.93
8:15 AM	8	3	0	0	3	1	7	6	2	1	8	1	40		
8:30 AM	3	3	0	0	1	1	13	3	2	0	8	1	35		
8:45 AM	5	2	0	0	0	1	6	5	2	1	12	3	37		
Total	38	22	2	0	9	6	56	23	11	2	56	16			
7:30-8:30 AM	25	13	1	0	6	4	28	11	6	1	29	9	133		
Thursday, July 12, 2012															
4:00 PM	4	4	0	0	8	4	1	5	0	0	4	0	30	139	0.85
4:15 PM	8	7	0	0	8	5	2	5	0	0	1	5	41	158	0.81
4:30 PM	3	11	0	0	8	3	1	3	2	2	4	3	40	136	0.69
4:45 PM	8	3	0	0	8	2	2	1	0	0	1	3	28	122	0.62
5:00 PM	7	9	0	0	9	9	2	5	0	0	2	5	49	122	0.62
5:15 PM	0	1	0	0	5	3	0	5	0	0	1	4	19		
5:30 PM	4	1	0	0	5	4	1	3	0	0	2	6	26		
5:45 PM	5	4	1	0	5	3	3	2	0	0	2	3	28		
Total	39	40	1	1	56	33	12	29	2	2	17	29			
4:30-5:30 PM	18	24	0	1	30	17	5	14	2	2	8	15	136		



Ogden Avenue at Salt Creek Lane/Oak Street

Hinsdale, Illinois

Begin Time	Salt Creek Lane Southbound			Ogden Avenue Westbound			Oak Street Northbound			Ogden Avenue Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
Thursday/Friday June 14/15, 2012															
7:00 AM	0	0	4	10	369	17	8	4	11	9	182	7	621	2988	0.90
7:15 AM	0	1	6	12	431	14	11	8	16	8	235	7	749	3166	0.95
7:30 AM	3	6	7	18	441	32	11	7	21	7	218	16	787	3172	0.95
7:45 AM	1	1	8	32	443	34	8	15	16	7	258	8	831	3155	0.95
8:00 AM	5	1	5	25	444	20	6	10	13	11	248	11	799	3132	0.97
8:15 AM	6	3	7	21	386	25	8	11	13	12	249	14	755		
8:30 AM	5	2	16	27	397	22	11	7	21	19	233	10	770		
8:45 AM	5	5	17	25	412	32	14	9	21	14	230	24	808		
Total	25	19	70	170	3323	196	77	71	132	87	1853	97			
7:30-8:30 AM	15	11	27	96	1714	111	33	43	63	37	973	49	3172		
Monday, July 16, 2012															
4:00 PM	19	6	34	9	263	22	21	3	11	28	396	28	840	3499	0.93
4:15 PM	15	6	46	9	232	52	20	4	20	26	363	26	819	3677	0.90
4:30 PM	24	7	52	5	288	19	16	4	19	25	460	25	944	3819	0.94
4:45 PM	20	7	47	4	239	27	26	3	23	19	462	19	896	3689	0.91
5:00 PM	25	11	63	4	303	17	33	3	16	17	509	17	1018	3613	0.89
5:15 PM	20	11	60	5	308	22	27	8	20	11	458	11	961		
5:30 PM	14	9	40	10	201	63	16	5	17	24	391	24	814		
5:45 PM	6	6	25	3	271	39	14	1	17	16	406	16	820		
Total	143	63	367	49	2105	261	173	31	143	166	3445	166			
4:30-5:30 PM	89	36	222	18	1138	85	102	18	78	72	1889	72	3819		

HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA	Intersection Information	
Analyst	SBC	Duration, h	0.25
Jurisdiction	IDOT/Hinsdale	Area Type	Other
Intersection	Ogden at Salt Creek/Oak	PHF	0.95
File Name	Ogden AM 2012.xus	Analysis Period	1> 7:00
Project Description	2012 Existing		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	49	973	37	111	1714	96	63	43	33	27	11	15

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	0.9	77.2	23.9	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	16.9	87.1	13.0	83.2		29.9		29.9
Change Period, (Y+R ₀), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g _s), s	3.0		5.1			12.9		15.5
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.3		0.2
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.10			0.00		0.01

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	52	535	528	117	1804	101		146		28	27	
Adjusted Saturation Flow Rate (s), veh/h/ln	1740	1827	1803	1740	1739	1548		1543		1288	1655	
Queue Service Time (g _s), s	1.0	10.5	10.5	3.1	45.5	1.9		8.5		2.6	1.8	
Cycle Queue Clearance Time (g _c), s	1.0	10.5	10.5	3.1	45.5	1.9		10.9		13.5	1.8	
Capacity (c), veh/h	298	1140	1125	471	2066	919		324		184	304	
Volume-to-Capacity Ratio (X)	0.173	0.469	0.470	0.248	0.873	0.110		0.452		0.154	0.090	
Available Capacity (c _a), veh/h	298	1140	1125	471	2066	919		324		184	304	
Back of Queue (Q), veh/ln (95th percentile)	1.4	6.0	6.9	2.0	17.0	1.2		7.7		1.5	1.3	
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	17.4	5.0	5.0	7.8	10.2	5.7		47.6		53.8	44.0	
Incremental Delay (d ₂), s/veh	0.1	1.4	1.4	0.1	5.5	0.2		0.4		0.1	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	17.5	6.4	6.4	7.9	15.7	5.9		48.0		54.0	44.1	
Level of Service (LOS)	B	A	A	A	B	A		D		D	D	
Approach Delay, s/veh / LOS	6.9	A		14.8	B		48.0	D		49.1	D	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1	B		2.3	B		3.0	C		2.9	C	
Bicycle LOS Score / LOS	1.4	A		2.2	B		0.7	A		0.6	A	

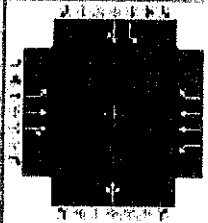
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden PM 2012.xus
Project Description	2012 Existing

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.94
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	72	1889	72	85	1138	18	78	18	102	222	36	89

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	15.4	82.6	15.4	82.6		42.0		42.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g _s), s	4.3		4.7			26.1		38.0
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		1.0		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.04		1.00

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	77	1043	1043	90	1211	19		211		236	133	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1838	1774	1773	1579		1228		1258	1651	
Queue Service Time (g _s), s	2.3	76.6	76.6	2.7	23.7	0.5		15.0		11.9	9.1	
Cycle Queue Clearance Time (g _c), s	2.3	76.6	76.6	2.7	23.7	0.5		24.1		36.0	9.1	
Capacity (c), veh/h	379	1019	1006	211	1941	864		352		158	425	
Volume-to-Capacity Ratio (X)	0.202	1.023	1.037	0.428	0.624	0.022		0.599		1.492	0.313	
Available Capacity (c _a), veh/h	379	1019	1006	211	1941	864		352		158	425	
Back of Queue (Q), veh/ln (95th percentile)	1.6	44.0	45.4	3.0	12.0	0.3		11.2		28.0	6.7	
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	12.1	18.9	18.9	30.7	11.8	8.6		49.1		66.0	42.0	
Incremental Delay (d ₂), s/veh	0.1	34.3	38.4	0.5	1.5	0.0		2.0		251.8	0.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	12.2	53.2	57.3	31.2	13.3	8.7		51.1		317.8	42.2	
Level of Service (LOS)	B	F	F	C	B	A		D		F	D	
Approach Delay, s/veh / LOS	53.7		D	14.5		B	51.1		D	218.5		F
Intersection Delay, s/veh / LOS	55.8						E					

Multimodal Results

	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.1	B	3.0	C
Bicycle LOS Score / LOS	2.3	B	0.8	A

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst		SBC			Intersection		Ogden/S. Wheel/ContinentalAuto		
Agency/Co.		Eriksson Engineering			Jurisdiction		IDOT/Hindale		
Date Performed		8/8/2012			Analysis Year		2012 Existing		
Analysis Time Period		AM Peak-Hour							
Project Description									
East/West Street: Ogden Avenue					North/South Street: Spinning Wheel/ContinentalAuto				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Eastbound			Westbound				
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	9	1023	1	3	1914	35			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly Flow Rate, HFR (veh/h)	9	1076	1	3	2014	36			
Percent Heavy Vehicles	1	--	--	1	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	1	2	0	1	2	0			
Configuration	L	T	TR	L	T	TR			
Upstream Signal		0			0				
Minor Street		Northbound			Southbound				
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)	1	0	2	6	0	6			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly Flow Rate, HFR (veh/h)	1	0	2	6	0	6			
Percent Heavy Vehicles	1	1	1	1	1	1			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	1	0	0	1	1			
Configuration		LTR		LT		R			
Delay, Queue Length, and Level of Service									
Approach	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L	LTR			LT	R		
v (veh/h)	9	3	3			6	6		
C (m) (veh/h)	274	649	79			12	286		
v/c	0.03	0.00	0.04			0.50	0.02		
95% queue length	0.10	0.01	0.12			1.17	0.06		
Control Delay (s/veh)	18.6	10.6	52.4			475.6	17.9		
LOS	C	B	F			F	C		
Approach Delay (s/veh)	--	--	52.4			246.7			
Approach LOS	--	--	F			F			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Ogden/S. Wheel/Continental/Auto			
Agency/Co.	Eriksson Engineering			Jurisdiction	IDOT/Hindale			
Date Performed	8/8/2012			Analysis Year	2012 Existing			
Analysis Time Period	PM Peak-Hour							
Project Description								
East/West Street: Ogden Avenue				North/South Street: Spinning Wheel/Continental/Auto				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	2208	0	1	1217	22		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	5	2348	0	1	1294	23		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street		Northbound			Southbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	16	0	24		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	0	0	17	0	25		
Percent Heavy Vehicles	1	1	1	1	1	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	1		
Configuration		LTR		LT		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LT		R
v (veh/h)	5	1	0			17		25
C (m) (veh/h)	526	209				15		465
v/c	0.01	0.00				1.13		0.05
95% queue length	0.03	0.01				2.65		0.17
Control Delay (s/veh)	11.9	22.3				626.1		13.2
LOS	B	C				F		B
Approach Delay (s/veh)	--	--				261.3		
Approach LOS	--	--				F		

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst: SBC
 Agency/Co.: Eriksson Engineering
 Date Performed: 8/8/2012
 Analysis Time Period: AM Peak-Hour

Site Information

Intersection: Salt Creek Lane at 2 SC
 Jurisdiction: Hinsdale
 Analysis Year: 2012 Existing

Project ID:

East/West Street: 2 Salt Creek Lane Access

North/South Street: Salt Creek Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	2	0	4	0	0	0		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	50	138	0	0	49	16		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	TR	
PHF	0.90				0.90	0.90		
Flow Rate (veh/h)	6				55	153	65	
% Heavy Vehicles	1				1	1	1	
No. Lanes	1		0		2		1	
Geometry Group	1				5		3a	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3				1.0	0.0	0.0	
Prop. Right-Turns	0.7				0.0	0.0	0.2	
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	
hLT-adj	0.2	0.2			0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	
x, initial	0.01				0.05	0.14	0.06	
hd, final value (s)	4.19				5.07	4.57	4.09	
x, final value	0.01				0.08	0.19	0.07	
Move-up time, m (s)	2.0				2.3		2.0	
Service Time, t _s (s)	2.2				2.8	2.3	2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	256				305	403	315	
Delay (s/veh)	7.22				8.20	8.37	7.41	
LOS	A				A	A	A	
Approach: Delay (s/veh)	7.22				8.32		7.41	
LOS	A				A		A	
Intersection Delay (s/veh)	8.09							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Salt Creek Lane at 2 SC			
Agency/Co.	Eriksson Engineering				Jurisdiction	Hinsdale			
Date Performed	8/8/2012				Analysis Year	2012 Existing			
Analysis Time Period	PM Peak Hour								
Project ID									
East/West Street: 2 Salt Creek Lane Access					North/South Street: Salt Creek Lane				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	8	0	51		0	0	0		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	7	101	0		0	296	3		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				L	T	TR		
PHF	0.90				0.90	0.90	0.90		
Flow Rate (veh/h)	64				7	112	331		
% Heavy Vehicles	1				1	1	1		
No. Lanes	1		0		2		1		
Geometry Group	1				5		3a		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1				1.0	0.0	0.0		
Prop. Right-Turns	0.9				0.0	0.0	0.0		
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0		
hLT-adj	0.2	0.2			0.5	0.5	0.2	0.2	
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.6	-0.6	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	-0.5				0.5	0.0	0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20	3.20	3.20		
k, initial	0.06				0.01	0.10	0.29		
hd, final value (s)	4.42				5.41	4.90	4.30		
k, final value	0.08				0.01	0.15	0.40		
Move-up time, m (s)	2.0				2.3		2.0		
Service Time, t _s (s)	2.4				3.1	2.6	2.3		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	314				257	362	581		
Delay (s/veh)	7.80				8.16	8.49	10.09		
LOS	A				A	A	B		
Approach Delay (s/veh)	7.80				8.47		10.09		
LOS	A				A		B		
Intersection Delay (s/veh)					9.43				
Intersection LOS					A				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	SBC				Intersection	Spinning Wheel+ 11/15 Salt Crk			
Agency/Co.	Eriksson Engineering				Jurisdiction	Hinsdale			
Date Performed	8/7/2012				Analysis Year	2012 Existing			
Analysis Time Period	AM Peak Hour								
Project Description									
East/West Street: 11/15 Salt Creek Lane					North/South Street: Spinning Wheel Road				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	6	11	28	1	13	25			
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly Flow Rate, HFR (veh/h)	7	13	33	1	15	30			
Percent Heavy Vehicles	2	--	--	2	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	1	1	0	1	1	0			
Configuration	L		TR	L		TR			
Upstream Signal		0			0				
Minor Street	Eastbound			Westbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)	9	29	1	4	6	0			
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83			
Hourly Flow Rate, HFR (veh/h)	10	34	1	4	7	0			
Percent Heavy Vehicles	2	2	2	2	2	2			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration		LTR			LTR				
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L	LTR			LTR			
v (veh/h)	7	1	11			45			
C (m) (veh/h)	1563	1562	816			820			
v/c	0.00	0.00	0.01			0.05			
95% queue length	0.01	0.00	0.04			0.17			
Control Delay (s/veh)	7.3	7.3	9.5			9.6			
LOS	A	A	A			A			
Approach Delay (s/veh)	--	--	9.5			9.6			
Approach LOS	--	--	A			A			

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	SBC			Intersection	Spinning Wheel+ 11/15 Salt Crk		
Agency/Co.	Eriksson Engineering			Jurisdiction	Hinsdale		
Date Performed	8/7/2012			Analysis Year	2012 Existing		
Analysis Time Period	PM Peak Hour						
Project Description							
East/West Street: 11/15 Salt Creek Lane				North/South Street: Spinning Wheel Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	14	5	0	24	18	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	2	17	6	0	29	22	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	15	8	2	17	30	1	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	18	9	2	21	37	1	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	L	L		LTR			LTR
v (veh/h)	2	0		59			29
C (m) (veh/h)	1555	1592		850			865
v/c	0.00	0.00		0.07			0.03
95% queue length	0.00	0.00		0.22			0.10
Control Delay (s/veh)	7.3	7.3		9.6			9.3
LOS	A	A		A			A
Approach Delay (s/veh)	--	--	9.6			9.3	
Approach LOS	--	--	A			A	

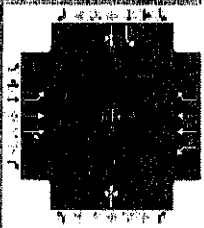
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden AM 2012 SW .xus
Project Description	2012 Existing SW Realigned

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	58	964	37	111	1708	131	63	43	33	33	11	21

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	16.9	87.1	13.0	83.2		29.9		29.9
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g _s), s	3.2		5.1			12.9		16.2
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.3		0.2
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.10			0.00		0.01

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (<i>v</i>), veh/h	61	530	523	117	1798	138		146		35	34	
Adjusted Saturation Flow Rate (<i>s</i>), veh/h/ln	1740	1827	1803	1740	1739	1548		1539		1288	1634	
Queue Service Time (<i>g_s</i>), s	1.2	10.4	10.4	3.1	45.0	2.7		8.5		3.2	2.2	
Cycle Queue Clearance Time (<i>g_c</i>), s	1.2	10.4	10.4	3.1	45.0	2.7		10.9		14.2	2.2	
Capacity (<i>c</i>), veh/h	297	1140	1125	474	2066	919		323		184	300	
Volume-to-Capacity Ratio (<i>X</i>)	0.206	0.465	0.465	0.247	0.870	0.150		0.453		0.189	0.112	
Available Capacity (<i>c_a</i>), veh/h	297	1140	1125	474	2066	919		323		184	300	
Back of Queue (<i>Q</i>), veh/ln (95th percentile)	1.7	5.9	5.8	2.0	16.8	1.7		7.7		1.9	1.6	
Overflow Queue (<i>Q₃</i>), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (<i>RQ</i>) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (<i>d₁</i>), s/veh	18.0	5.0	5.0	7.8	10.2	5.8		47.6		54.1	44.2	
Incremental Delay (<i>d₂</i>), s/veh	0.1	1.4	1.4	0.1	5.4	0.3		0.4		0.2	0.1	
Initial Queue Delay (<i>d₃</i>), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (<i>d</i>), s/veh	18.2	6.4	6.4	7.9	15.5	6.1		48.0		54.3	44.3	
Level of Service (LOS)	B	A	A	A	B	A		D		D	D	
Approach Delay, s/veh / LOS	7.0	A		14.5	B		48.0	D		49.4	D	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results

	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.1 B	2.3 B	3.0 C	2.9 C
Bicycle LOS Score / LOS	1.4 A	2.2 B	0.7 A	0.6 A

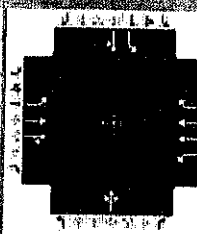
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden PM 2012 SW Adjusted Timings.xus
Project Description	2012 Existing SW Realigned

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.94
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	77	1884	72	85	1114	40	78	18	102	236	36	113

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	13.4	81.6	13.4	81.6		45.0		45.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.4		3.4
Queue Clearance Time (g _s), s	4.6		4.9			27.8		41.0
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		1.2		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.02		0.04			0.03		1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	82	1040	1040	90	1185	43		211		251	159	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1838	1774	1773	1579		1171		1258	1639	
Queue Service Time (g _s), s	2.6	75.6	75.6	2.9	23.6	1.1		15.0		13.2	10.8	
Cycle Queue Clearance Time (g _c), s	2.6	75.6	75.6	2.9	23.6	1.1		25.8		39.0	10.8	
Capacity (c), veh/h	351	1006	993	186	1915	852		362		170	457	
Volume-to-Capacity Ratio (X)	0.233	1.034	1.048	0.486	0.619	0.050		0.582		1.475	0.347	
Available Capacity (c _a), veh/h	351	1006	993	186	1915	852		362		170	457	
Back of Queue (Q), veh/ln (95th percentile)	1.8	45.7	47.0	3.0	12.1	0.7		11.1		29.2	7.8	
Overflow Queue (Q _o), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	13.4	19.6	19.6	31.4	12.3	9.2		47.6		65.4	40.3	
Incremental Delay (d ₂), s/veh	0.1	37.6	42.0	0.7	1.5	0.1		1.6		242.6	0.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	13.5	57.2	61.6	32.1	13.8	9.3		49.2		308.0	40.5	
Level of Service (LOS)	B	F	F	C	B	A		D		F	D	
Approach Delay, s/veh / LOS	57.7	E		14.9	B		49.2	D		204.5	F	
Intersection Delay, s/veh / LOS	58.2						E					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1		B	2.3		B	3.0		C	2.9		C
Bicycle LOS Score / LOS	2.3		B	1.6		A	0.8		A	1.2		A

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	SBC
Agency/Co.	Eriksson Engineering
Date Performed	8/8/2012
Analysis Time Period	AM Peak-Hour

Site Information

Intersection	Ogden and Continental Auto
Jurisdiction	IDOT/Hindale
Analysis Year	2012 Existing w/ SW Realigned

Project Description Existing Volume with SW realigned to Salt Creek

East/West Street: Ogden Avenue

Intersection Orientation: East-West

North/South Street: Continental Auto

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street						
Movement	Eastbound			Westbound		
	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1029	1	3	1949	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1083	1	3	2051	0
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	
Minor Street						
Movement	Northbound			Southbound		
	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		2			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	0	2	0		
Percent Heavy Vehicles	1	1	1	1	1	1
Percent Grade (%)		0				
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0			0
Configuration		LR		0	0	0

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		3		3				
C (m) (veh/h)		645		114				
v/c		0.00		0.03				
95% queue length		0.01		0.08				
Control Delay (s/veh)		10.6		37.4				
LOS		B		E				
Approach Delay (s/veh)	--	--		37.4				
Approach LOS	--	--		E				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	Ogden/S. Wheel/Continental Auto		
Agency/Co.	Eriksson Engineering			Jurisdiction	IDOT/Hindale		
Date Performed	8/8/2012			Analysis Year	2012 Existing w/ SW Realigned		
Analysis Time Period	PM Peak-Hour						
Project Description Existing with SW realigned to Salt Creek							
East/West Street: Ogden Avenue				North/South Street: Spinning Wheel/Continental Auto			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound						Westbound
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		2224	0	1	1239		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly Flow Rate, HFR (veh/h)	0	2365	0	1	1318	0	
Percent Heavy Vehicles	1	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0				
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0	
Percent Heavy Vehicles	1	1	1	1	1	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0		0		
Lanes	0	1	0	0	0	0	
Configuration		LTR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LTR			12
v (veh/h)		1		0			
C (m) (veh/h)		206					
v/c		0.00					
95% queue length		0.01					
Control Delay (s/veh)		22.6					
LOS		C					
Approach Delay (s/veh)	--	--					
Approach LOS	--	--					

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst: SBC
 Agency/Co.: Eriksson Engineering
 Date Performed: 10/26/2012
 Analysis Time Period: AM Peak-Hour

Site Information

Intersection: Salt Creek/S. Wheel at 2 SC
 Jurisdiction: Hinsdale
 Analysis Year: 2012 Existing w SW realigned

Project ID Existing with SW moved to Salt Creek

East/West Street: 2 Salt Creek Lane Access

North/South Street: Salt Creek Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	0	4	12	0	0
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	138	44	0	49	16
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	L	TR	L	TR
PHF	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate (veh/h)	6		13	0	55	201	0	71
% Heavy Vehicles	1		1	1	1	1	1	1
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		1.0	0.0	1.0	0.0	0.0	0.0
Prop. Right-Turns	0.7		0.0	0.0	0.0	0.2	0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
nLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
nRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		0.5	0.0	0.5	-0.2	0.0	-0.2

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
c, initial	0.01		0.01	0.00	0.05	0.18	0.00	0.06
hd, final value (s)	4.92		5.74	5.24	5.12	4.45	4.75	4.58
c, final value	0.01		0.02	0.00	0.08	0.25	0.00	0.09
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	2.6		3.4	2.9	2.8	2.2	2.5	2.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	256		263	0	305	451	0	321
Delay (s/veh)	7.66		8.56	7.94	8.25	8.62	7.45	7.74
LOS	A		A	A	A	A	A	A
Approach Delay (s/veh)	7.66		8.56		8.54		7.74	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.36							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Salt Creek Lane at 2 SC		
Agency/Co.	Eriksson Engineering				Jurisdiction	Hinsdale		
Date Performed	8/8/2012				Analysis Year	2012 Existing w SW realigned		
Analysis Time Period	PM Peak- Hour							
Project ID Existing with SW moved to Salt Creek								
East/West Street: 2 Salt Creek Lane Access					North/South Street: Salt Creek Lane			
Volume Adjustments and Site Characteristics								
Approach								
Movement	Eastbound				Westbound			
Volume (veh/h)	L	T	R		L	T	R	
%Thrus Left Lane								
Approach								
Movement	Northbound				Southbound			
Volume (veh/h)	L	T	R		L	T	R	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT		L		TR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	64		44		7		142	
% Heavy Vehicles	1		1		1		1	
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	0.0	0.0
Prop. Right-Turns	0.9		0.0	0.0	0.0	0.2	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.5		0.5	0.0	0.5	-0.1	0.0	0.0
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06		0.04	0.00	0.01	0.13	0.00	0.29
hd, final value (s)	5.25		6.26	5.76	5.62	4.97	4.96	4.96
x, final value	0.09		0.08	0.00	0.01	0.20	0.00	0.46
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.0		4.0	3.5	3.3	2.7	2.7	2.7
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314		294	0	257	392	0	581
Delay (s/veh)	8.49		9.47	8.46	8.38	8.88	7.66	11.74
LOS	A		A	A	A	A	A	B
Approach: Delay (s/veh)	8.49		9.47		8.85		11.74	
LOS	A		A		A		B	
Intersection Delay (s/veh)	10.49							
Intersection LOS	B							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	Spinning Wheel+ 11/15 Salt Crk		
Agency/Co.	Eriksson Engineering			Jurisdiction	Hinsdale		
Date Performed	8/7/2012			Analysis Year	2012 Existing w SW Realigned		
Analysis Time Period	AM Peak Hour						
Project Description Existing with Spinning Wheel Realigned to Salt Creek							
East/West Street: 11/15 Salt Creek Lane				North/South Street: Spinning Wheel Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	6	11	28	1	13	25	
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly Flow Rate, HFR (veh/h)	7	13	33	1	15	30	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	9	29	1	4	6	0	
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly Flow Rate, HFR (veh/h)	10	34	1	4	7	0	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	LTR			LTR	
v (veh/h)	7	1	11			45	
C (m) (veh/h)	1563	1562	816			820	
v/c	0.00	0.00	0.01			0.05	
95% queue length	0.01	0.00	0.04			0.17	
Control Delay (s/veh)	7.3	7.3	9.5			9.6	
LOS	A	A	A			A	
Approach Delay (s/veh)	--	--	9.5			9.6	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	SBC
Agency/Co.	Eriksson Engineering
Date Performed	8/7/2012
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Spinning Wheel+ 11/15 Salt Crk
Jurisdiction	Hinsdale
Analysis Year	2012 Existing w SW Realigned

Project Description

East/West Street: 11/15 Salt Creek Lane	North/South Street: Spinning Wheel Road
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

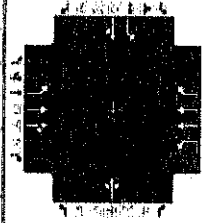
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	14	5	0	24	18
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	2	17	6	0	29	22
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	8	2	17	30	1
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	18	9	2	21	37	1
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	2	0		59			29	
C (m) (veh/h)	1555	1592		850			865	
v/c	0.00	0.00		0.07			0.03	
95% queue length	0.00	0.00		0.22			0.10	
Control Delay (s/veh)	7.3	7.3		9.6			9.3	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--		9.6			9.3	
Approach LOS	--	--		A			A	

HCS 2010 Signalized Intersection Results Summary



General Information

Agency	EEA	Duration, h	0.25
Analyst	SBC	Analysis Date	10/17/2012
Jurisdiction	IDOT/Hinsdale	Area Type	Other
Intersection	IDOT/Hinsdale	Time Period	AM PEAK
Intersection	Ogden at Salt Creek/Oak	PHF	0.95
File Name	Ogden AM 2014 .xus	Analysis Year	2014 Total Traffic
Project Description	2014 Total Traffic	Analysis Period	1> 7:00

Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	79	983	37	111	1742	148	63	45	33	37	12	26

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	0.9	77.2	23.9	0.0	0.0		
				Yellow	3.0	3.0	4.5	4.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	16.9	87.1	13.0	83.2		29.9		29.9
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g _s), s	3.7		5.1			13.3		17.0
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.3		0.2
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.10			0.00		0.03



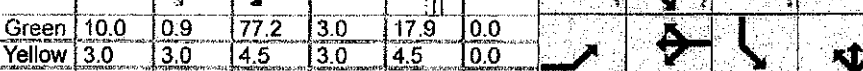

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	83	540	533	117	1834	156		148		39	40	
Adjusted Saturation Flow Rate (s), veh/h/in	1740	1827	1803	1740	1739	1548		1526		1286	1627	
Queue Service Time (g _s), s	1.7	10.7	10.7	3.1	48.0	3.1		8.6		3.7	2.7	
Cycle Queue Clearance Time (g _c), s	1.7	10.7	10.7	3.1	48.0	3.1		11.3		15.0	2.7	
Capacity (c), veh/h	289	1140	1125	467	2066	919		321		180	299	
Volume-to-Capacity Ratio (X)	0.288	0.474	0.474	0.250	0.888	0.169		0.463		0.217	0.134	
Available Capacity (c _a), veh/h	289	1140	1125	467	2066	919		321		180	299	
Back of Queue (Q), veh/in (95th percentile)	3.0	6.0	6.0	2.0	17.9	1.9		7.8		2.2	2.0	
Overflow Queue (Q _o), veh/in	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	22.6	5.0	5.0	7.8	10.5	5.8		47.8		54.7	44.4	
Incremental Delay (d ₂), s/veh	0.2	1.4	1.4	0.1	6.1	0.4		0.4		0.2	0.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	22.8	6.4	6.4	7.9	16.6	6.2		48.2		54.9	44.5	
Level of Service (LOS)	C	A	A	A	B	A		D		D	D	
Approach Delay, s/veh / LOS	7.6		A	15.4		B	48.2		D	49.6		D
Intersection Delay, s/veh / LOS	15.0						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1		B	2.3		B	3.0		C	2.9		C
Bicycle LOS Score / LOS	1.4		A	2.2		B	0.7		A	0.6		A

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information															
Agency	EEA					Duration, h	0.25														
Analyst	SBC					Analysis Date	10/17/2012		Area Type	Other											
Jurisdiction	IDOT/Hinsdale					Time Period	AM PEAK		PHF	0.95											
Intersection	Ogden at Salt Creek/Oak					Analysis Year	2014 Total Traffic		Analysis Period	1> 7:00											
File Name	Ogden AM 2014 with Sb Left turn arrow.xus																				
Project Description	2014 Total Traffic																				
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						79	983	37	111	1742	148	63	45	33	37	12	26				
Signal Information																					
Cycle, s	130.0	Reference Phase	2																		
Offset, s	0	Reference Point	End																		
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	0.9	77.2	3.0	17.9	0.0											
				Yellow	3.0	3.0	4.5	3.0	4.5	0.0											
				Red	0.0	0.0	1.5	0.0	1.5	0.0											
Force Mode	Fixed	Simult. Gap N/S	On																		
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						5		2		1		6				8		7		4	
Case Number						1.1		4.0		1.1		3.0				8.3		1.0		4.0	
Phase Duration, s						16.9		87.1		13.0		83.2				23.9		6.0		29.9	
Change Period, (Y+Rc), s						3.0		6.0		3.0		6.0				6.0		3.0		6.0	
Max Allow Headway (MAH), s						3.1		0.0		3.1		0.0				3.2		3.1		3.2	
Queue Clearance Time (gs), s						3.7				5.1						13.8		4.5		4.7	
Green Extension Time (ge), s						0.1		0.0		0.1		0.0				0.1		0.0		0.3	
Phase Call Probability						1.00				1.00				1.00		1.00		1.00		1.00	
Max Out Probability						0.00				0.10						0.40		1.00		0.00	
Movement Group Results						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement						5	2	12	1	6	16	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h						83	540	533	117	1834	156		148		39	40					
Adjusted Saturation Flow Rate (s), veh/h/ln						1740	1827	1803	1740	1739	1548		1541		1740	1627					
Queue Service Time (gs), s						1.7	10.7	10.7	3.1	48.0	3.1		9.8		2.5	2.7					
Cycle Queue Clearance Time (gc), s						1.7	10.7	10.7	3.1	48.0	3.1		11.8		2.5	2.7					
Capacity (c), veh/h						289	1140	1125	467	2066	919		252		156	299					
Volume-to-Capacity Ratio (X)						0.288	0.474	0.474	0.250	0.888	0.169		0.588		0.250	0.134					
Available Capacity (ca), veh/h						289	1140	1125	467	2066	919		252		156	299					
Back of Queue (Q), veh/ln (95th percentile)						3.0	6.0	6.0	2.0	17.9	1.9		8.3		1.9	2.0					
Overflow Queue (Qo), veh/ln						0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0					
Queue Storage Ratio (RQ) (95th percentile)						0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00					
Uniform Delay (d1), s/veh						22.6	5.0	5.0	7.8	10.5	5.8		53.3		45.9	44.4					
Incremental Delay (d2), s/veh						0.2	1.4	1.4	0.1	6.1	0.4		2.4		0.3	0.1					
Initial Queue Delay (d3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0					
Control Delay (d), s/veh						22.8	6.4	6.4	7.9	16.6	6.2		55.7		46.2	44.5					
Level of Service (LOS)						C	A	A	A	B	A		E		D	D					
Approach Delay, s/veh / LOS						7.6	A			15.4	B		55.7	E		45.3	D				
Intersection Delay, s/veh / LOS						15.2						B									
Multimodal Results						EB			WB			NB			SB						
Pedestrian LOS Score / LOS						2.1	B		2.3	B		3.0	C		2.9	C					
Bicycle LOS Score / LOS						1.4	A		2.2	B		0.7	A		0.6	A					

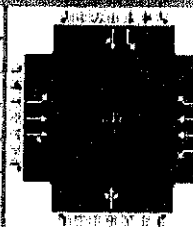
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden PM 2014 Timing Adjustment .xus
Project Description	22014 Total Traffic

Intersection Information




Duration, h	0.25
Area Type	Other
PHF	0.94
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	1921	72	85	1136	55	78	20	102	266	40	147

Signal Information

Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.4	76.6	42.0	0.0	0.0	0.0			
				Yellow	3.0	4.5	4.5	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.5	0.0	0.0	0.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		8.0		6.0
Phase Duration, s	9.4	82.6	9.4	82.6		48.0		48.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.4		3.4
Queue Clearance Time (g _s), s	5.4		5.1			30.9		44.0
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		1.4		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.04		1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	100	1060	1060	90	1209	59		213		283	199	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1839	1774	1773	1579		1082		1255	1632	
Queue Service Time (g _s), s	3.4	76.6	76.6	3.1	23.6	1.5		15.3		13.1	13.6	
Cycle Queue Clearance Time (g _c), s	3.4	76.6	76.6	3.1	23.6	1.5		28.9		42.0	13.6	
Capacity (c), veh/h	297	1019	1006	135	1941	864		360		169	490	
Volume-to-Capacity Ratio (X)	0.336	1.040	1.054	0.669	0.623	0.068		0.590		1.679	0.406	
Available Capacity (c _a), veh/h	297	1019	1006	135	1941	864		360		169	490	
Back of Queue (Q), veh/ln (95th percentile)	2.5	46.3	47.7	3.6	11.9	1.0		11.2		36.3	9.3	
Overflow Queue (Q _o), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	14.9	18.9	18.9	33.2	11.8	8.8		47.1		65.5	39.1	
Incremental Delay (d ₂), s/veh	0.2	39.2	43.6	9.8	1.5	0.2		1.8		330.0	0.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	15.1	58.1	62.5	43.0	13.3	8.9		48.8		395.5	39.3	
Level of Service (LOS)	B	F	F	D	B	A		D		F	D	
Approach Delay, s/veh / LOS	58.3		E	15.1		B		48.8		248.4		F
Intersection Delay, s/veh / LOS	65.5						E					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1	B		2.3	B		3.0	C		2.8	C	
Bicycle LOS Score / LOS	2.3	B		1.6	A		0.8	A		1.3	A	

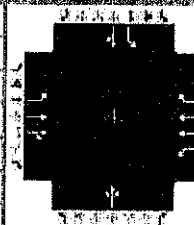
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden PM 2014 SB Lt Arrow and Timing Adjustment .xus
Project Description	22014 Total Traffic

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.94
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	1921	72	85	1136	55	78	20	102	266	40	147

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8	7	4
Case Number	1.1	4.0	1.1	3.0		8.3	1.0	4.0
Phase Duration, s	9.4	82.6	9.4	82.6		33.0	15.0	48.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3	3.1	3.3
Queue Clearance Time (g _s), s	5.4		5.1			21.4	13.0	15.6
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.5	0.0	0.9
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	1.00		1.00			0.25	1.00	0.00

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	100	1060	1060	90	1209	59		213		283	199	
Adjusted Saturation Flow Rate (s), veh/h/in	1774	1863	1839	1774	1773	1579		1440		1774	1632	
Queue Service Time (g _s), s	3.4	76.6	76.6	3.1	23.6	1.5		16.9		11.0	13.6	
Cycle Queue Clearance Time (g _c), s	3.4	76.6	76.6	3.1	23.6	1.5		19.4		11.0	13.6	
Capacity (c), veh/h	297	1019	1006	135	1941	864		313		259	490	
Volume-to-Capacity Ratio (X)	0.336	1.040	1.054	0.669	0.623	0.068		0.679		1.094	0.406	
Available Capacity (c _a), veh/h	297	1019	1006	135	1941	864		313		259	490	
Back of Queue (Q), veh/in (95th percentile)	2.5	46.3	47.7	3.6	11.9	1.0		11.9		15.5	9.3	
Overflow Queue (Q _o), veh/in	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	14.9	18.9	18.9	33.2	11.8	8.8		53.2		50.4	39.1	
Incremental Delay (d ₂), s/veh	0.2	39.2	43.6	9.8	1.5	0.2		4.8		83.3	0.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	15.1	58.1	62.5	43.0	13.3	8.9		58.0		133.7	39.3	
Level of Service (LOS)	B	F	F	D	B	A		E		F	D	
Approach Delay, s/veh / LOS	58.3	E		15.1	B		58.0	E		94.7	F	
Intersection Delay, s/veh / LOS	48.7						D					

Multimodal Results

	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.1 B	2.3 B	3.0 C	2.8 C
Bicycle LOS Score / LOS	2.3 B	1.6 A	0.8 A	1.3 A

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	Ogden and Continental Auto		
Agency/Co.	Eriksson Engineering			Jurisdiction	IDOT/Hindale		
Date Performed	10/26/2012			Analysis Year	2014 Total Traffic		
Analysis Time Period	AM Peak-Hour						
Project Description Existing Volume with SW realigned to Salt Creek							
East/West Street: Ogden Avenue				North/South Street: Continental Auto			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound						Westbound
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1053	1	3	2000		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	1108	1	3	2105	0	
Percent Heavy Vehicles	1	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	1		2				
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	1	0	2	0	0	0	
Percent Heavy Vehicles	1	1	1	1	1	1	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0		0		
Lanes	0	0	0	0	0	0	
Configuration		LR			0	0	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		3		3			
C (m) (veh/h)		631		107			
v/c		0.00		0.03			
95% queue length		0.01		0.09			
Control Delay (s/veh)		10.7		39.6			
LOS		B		E			
Approach Delay (s/veh)	--	--		39.6			
Approach LOS	--	--		E			

TWO-WAY STOP CONTROL SUMMARY							
General Information			Site Information				
Analyst	SBC		Intersection	Ogden/Continental/Auto			
Agency/Co.	Eriksson Engineering		Jurisdiction	IDOT/Hindale			
Date Performed	10/26/2012		Analysis Year	2014 Total Volumes			
Analysis Time Period	PM Peak-Hour						
Project Description: Total traffic with SW realigned to Salt Creek							
East/West Street: Ogden Avenue			North/South Street: Continental/Auto				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		2289	0	1	1267		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly Flow Rate, HFR (veh/h)	0	2435	0	1	1347	0	
Percent Heavy Vehicles	1	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0				
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0	
Percent Heavy Vehicles	1	1	1	1	1	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	0	0	
Configuration		LTR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LTR			
v (veh/h)		1		0			
C (m) (veh/h)		193					
v/c		0.01					
95% queue length		0.02					
Control Delay (s/veh)		23.7					
LOS		C					
Approach Delay (s/veh)	--	--					
Approach LOS	--	--					

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Salt Creek/S. Wheel at 2 SC		
Agency/Co.	Eriksson Engineering				Jurisdiction	Hinsdale		
Date Performed	10/26/2012				Analysis Year	2014 Total		
Analysis Time Period	AM Peak- Hour							
Project ID Existing with SW moved to Salt Creek								
East/West Street: 2 Salt Creek Lane Access					North/South Street: Salt Creek Lane			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	2	0	4		22	0	1	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	50	138	84		2	49	16	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	L	TR	L	TR
PHF	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate (veh/h)	6		24	1	55	246	2	71
% Heavy Vehicles	1		1	1	1	1	1	1
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.7		0.0	1.0	0.0	0.4	0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		0.5	-0.7	0.5	-0.2	0.5	-0.2
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
k, initial	0.01		0.02	0.00	0.05	0.22	0.00	0.06
hd, final value (s)	5.03		5.84	4.64	5.16	4.39	5.32	4.66
k, final value	0.01		0.04	0.00	0.08	0.30	0.00	0.09
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	2.7		3.5	2.3	2.9	2.1	3.0	2.4
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	256		274	251	305	496	252	321
Delay (s/veh)	7.77		8.77	7.34	8.30	8.97	8.04	7.83
LOS	A		A	A	A	A	A	A
Approach: Delay (s/veh)	7.77		8.71		8.85		7.83	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.64							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Salt Creek Lane at 2 SC			
Agency/Co.	Eriksson Engineering				Jurisdiction	Hinsdale			
Date Performed	10/26/2012				Analysis Year	2014 Total			
Analysis Time Period	PM Peak- Hour								
Project ID									
East/West Street: 2 Salt Creek Lane Access					North/South Street: Salt Creek Lane				
Volume Adjustments and Site Characteristics									
Approach									
Movement	Eastbound			Westbound			Southbound		
	L	T	R	L	T	R	L	T	R
Volume (veh/h)	8	0	51	106	0	4			
%Thrus Left Lane									
Approach									
Movement	Northbound			Southbound					
	L	T	R	L	T	R			
Volume (veh/h)	7	101	69	2	296	3			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LT	R	L	TR	L	TR	
PHF	0.90		0.90	0.90	0.90	0.90	0.90	0.90	
Flow Rate (veh/h)	64		117	4	7	188	2	331	
% Heavy Vehicles	1		1	1	1	1	1	1	
No. Lanes	1		2		2		2		
Geometry Group	4b		5		5		5		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0	
Prop. Right-Turns	0.9		0.0	1.0	0.0	0.4	0.0	0.0	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5	
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.5		0.5	-0.7	0.5	-0.3	0.5	0.0	
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.06		0.10	0.00	0.01	0.17	0.00	0.29	
hd, final value (s)	5.58		6.44	5.24	5.96	5.17	5.81	5.30	
x, final value	0.10		0.21	0.01	0.01	0.27	0.00	0.49	
Move-up time, m (s)	2.3		2.3		2.3		2.3		
Service Time, t _s (s)	3.3		4.1	2.9	3.7	2.9	3.5	3.0	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	314		367	254	257	438	252	581	
Delay (s/veh)	8.89		10.84	7.97	8.73	8.77	8.53	12.93	
LOS	A		B	A	A	A	A	B	
Approach Delay (s/veh)	8.89		10.75		9.74		12.90		
LOS	A		B		A		B		
Intersection Delay (s/veh)	11.31								
Intersection LOS	B								

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst		SBC			Intersection		Spinning Wheel+ 11/15 Salt Crk		
Agency/Co.		Eriksson Engineering			Jurisdiction		Hinsdale		
Date Performed		10/7/2012			Analysis Year		2014 Total		
Analysis Time Period		AM Peak Hour							
Project Description									
East/West Street: 11/15 Salt Creek Lane					North/South Street: Spinning Wheel Road				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Northbound			Southbound				
Movement		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume (veh/h)		6	11	28	1	13	25		
Peak-Hour Factor, PHF		0.83	0.83	0.83	0.83	0.83	0.83		
Hourly Flow Rate, HFR (veh/h)		7	13	33	1	15	30		
Percent Heavy Vehicles		2	--	--	2	--	--		
Median Type		Undivided							
RT Channelized				0			0		
Lanes		1	1	0	1	1	0		
Configuration		L		TR	L		TR		
Upstream Signal			0			0			
Minor Street		Eastbound			Westbound				
Movement		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume (veh/h)		9	29	1	4	6	0		
Peak-Hour Factor, PHF		0.83	0.83	0.83	0.83	0.83	0.83		
Hourly Flow Rate, HFR (veh/h)		10	34	1	4	7	0		
Percent Heavy Vehicles		2	2	2	2	2	2		
Percent Grade (%)		0			0				
Flared Approach			N			N			
Storage			0			0			
RT Channelized				0			0		
Lanes		0	1	0	0	1	0		
Configuration			LTR			LTR			
Delay, Queue Length, and Level of Service									
Approach		Northbound		Southbound	Westbound			Eastbound	
Movement		1	4	7	8	9	10	11	12
Lane Configuration		L	L		LTR			LTR	
v (veh/h)		7	1		11			45	
C (m) (veh/h)		1563	1562		816			820	
v/c		0.00	0.00		0.01			0.05	
95% queue length		0.01	0.00		0.04			0.17	
Control Delay (s/veh)		7.3	7.3		9.5			9.6	
LOS		A	A		A			A	
Approach Delay (s/veh)		--	--		9.5			9.6	
Approach LOS		--	--		A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	Spinning Wheel+ 11/15 Salt Crk		
Agency/Co.	Eriksson Engineering			Jurisdiction	Hinsdale		
Date Performed	10/7/2012			Analysis Year	2014 Total		
Analysis Time Period	PM Peak Hour						
Project Description							
East/West Street: 11/15 Salt Creek Lane				North/South Street: Spinning Wheel Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	14	5	0	24	18	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	2	17	6	0	29	22	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	15	8	2	17	30	1	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	18	9	2	21	37	1	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound		Eastbound		
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
v (veh/h)	2	0		59			29
C (m) (veh/h)	1555	1592		850			865
v/c	0.00	0.00		0.07			0.03
95% queue length	0.00	0.00		0.22			0.10
Control Delay (s/veh)	7.3	7.3		9.6			9.3
LOS	A	A		A			A
Approach Delay (s/veh)	--	--	9.6		9.3		
Approach LOS	--	--	A		A		

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst		SBC			Intersection		North ACI Drive and Sp. Wheel		
Agency/Co.		EEA			Jurisdiction		Private Road		
Date Performed		10/26/2012			Analysis Year		2014 Total Traffic Volumes		
Analysis Time Period		AM Peak Hour							
Project Description									
East/West Street: North ACI Drive					North/South Street: Spinning Wheel Road				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Northbound			Southbound				
Movement		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume (veh/h)			44	14	1	12			
Peak-Hour Factor, PHF		0.83	0.83	0.83	0.83	0.83	0.83		
Hourly Flow Rate, HFR (veh/h)		0	53	16	1	14	0		
Percent Heavy Vehicles		0	--	--	0	--	--		
Median Type		Undivided							
RT Channelized				0			0		
Lanes		0	1	0	0	1	0		
Configuration				TR	LT				
Upstream Signal			0			0			
Minor Street		Eastbound			Westbound				
Movement		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume (veh/h)					4		1		
Peak-Hour Factor, PHF		0.83	0.83	0.83	0.83	0.83	0.83		
Hourly Flow Rate, HFR (veh/h)		0	0	0	4	0	1		
Percent Heavy Vehicles		0	0	0	0	0	0		
Percent Grade (%)		0			0				
Flared Approach			N			N			
Storage			0			0			
RT Channelized				0			0		
Lanes		0	0	0	0	0	0		
Configuration						LR			
Delay, Queue Length, and Level of Service									
Approach		Northbound		Southbound		Westbound		Eastbound	
Movement		1	4	7	8	9	10	11	12
Lane Configuration			LT		LR				
v (veh/h)			1		5				
C (m) (veh/h)			1545		945				
v/c			0.00		0.01				
95% queue length			0.00		0.02				
Control Delay (s/veh)			7.3		8.8				
LOS			A		A				
Approach Delay (s/veh)		--	--		8.8				
Approach LOS		--	--		A				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	North ACI Drive and Sp. Wheel			
Agency/Co.	EEA			Jurisdiction	Private Road			
Date Performed	10/26/2012			Analysis Year	2014 Total Traffic Volumes			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: North ACI Drive				North/South Street: Spinning Wheel Road				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		27	12	1	40			
Peak-Hour Factor, PHF	0.83	0.80	0.80	0.80	0.80	0.83		
Hourly Flow Rate, HFR (veh/h)	0	33	14	1	49	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				25		1		
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.80	0.83	0.80		
Hourly Flow Rate, HFR (veh/h)	0	0	0	31	0	1		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		1		32				
C (m) (veh/h)		1573		916				
v/c		0.00		0.03				
95% queue length		0.00		0.11				
Control Delay (s/veh)		7.3		9.1				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.1					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY						
General Information				Site Information		
Analyst	SBC			Intersection	South ACI Drive and Sp. Wheel	
Agency/Co.	EEA			Jurisdiction	Private Road	
Date Performed	10/26/2012			Analysis Year	2014 Total Traffic Volumes	
Analysis Time Period	AM Peak Hour					
Project Description						
East/West Street: South ACI Drive				North/South Street: Spinning Wheel Road		
Intersection Orientation: North-South				Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		58	28	1	16	
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	0	69	33	1	19	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				7		1
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	0	0	0	8	0	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	
Delay, Queue Length, and Level of Service						
Approach	Northbound	Southbound	Westbound		Eastbound	
Movement	1	4	7	8	9	10 11 12
Lane Configuration		LT		LR		
v (veh/h)		1		9		
C (m) (veh/h)		1503		903		
v/c		0.00		0.01		
95% queue length		0.00		0.03		
Control Delay (s/veh)		7.4		9.0		
LOS		A		A		
Approach Delay (s/veh)	--	--	9.0			
Approach LOS	--	--	A			

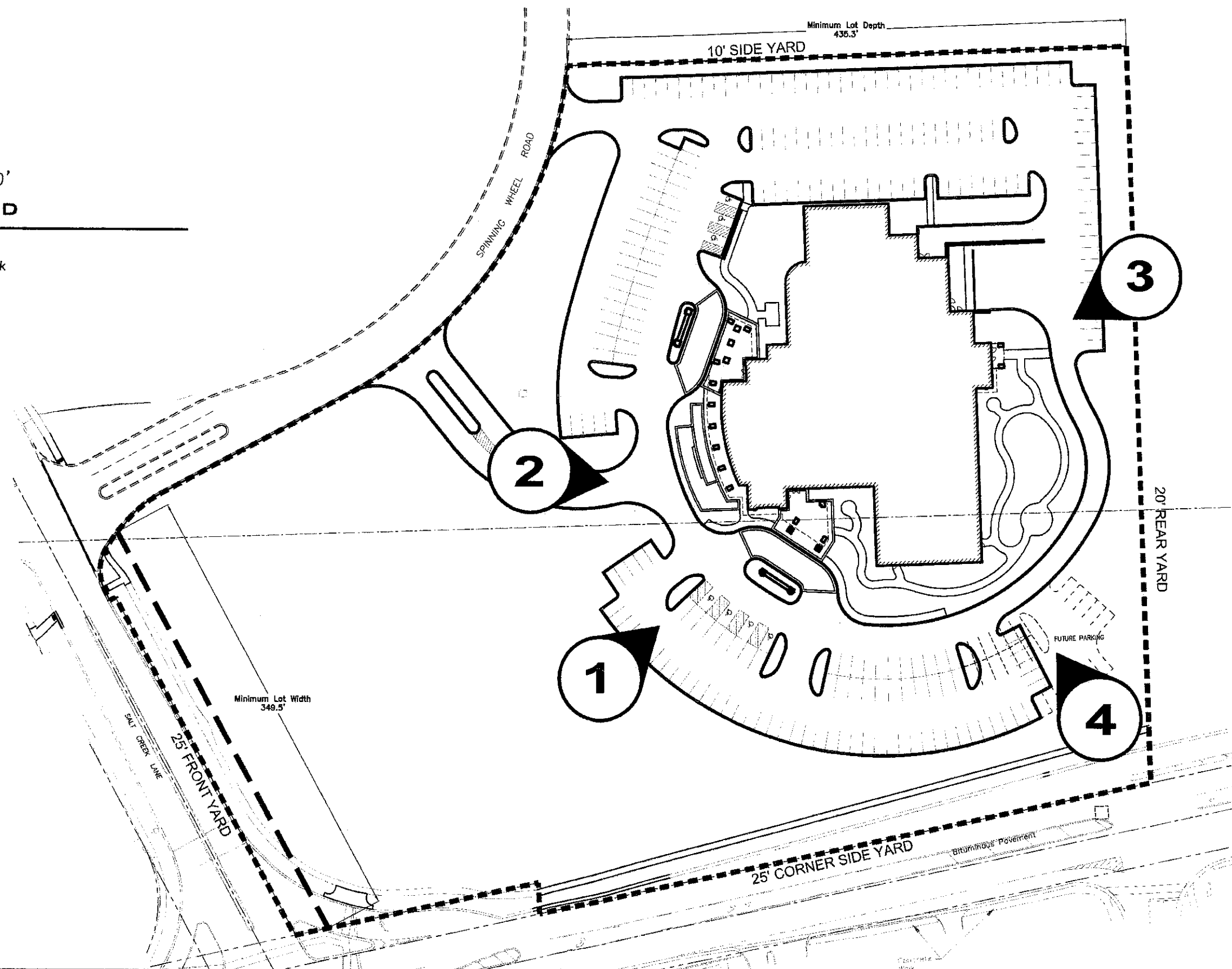
TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	South ACI Drive and Sp. Wheel		
Agency/Co.	EEA			Jurisdiction	Private Road		
Date Performed	10/26/2012			Analysis Year	2014 Total Traffic Volumes		
Analysis Time Period	AM Peak Hour						
Project Description							
East/West Street: South ACI Drive				North/South Street: Spinning Wheel Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		39	24	1	65		
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	0	48	29	1	81	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				45		1	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly Flow Rate, HFR (veh/h)	0	0	0	56	0	1	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		1		57			
C (m) (veh/h)		1535		853			
v/c		0.00		0.07			
95% queue length		0.00		0.21			
Control Delay (s/veh)		7.3		9.5			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.5				
Approach LOS	--	--	A				



Scale: 1"=80'

LEGEND

- Property Line
- - - - - Front Yard Setback



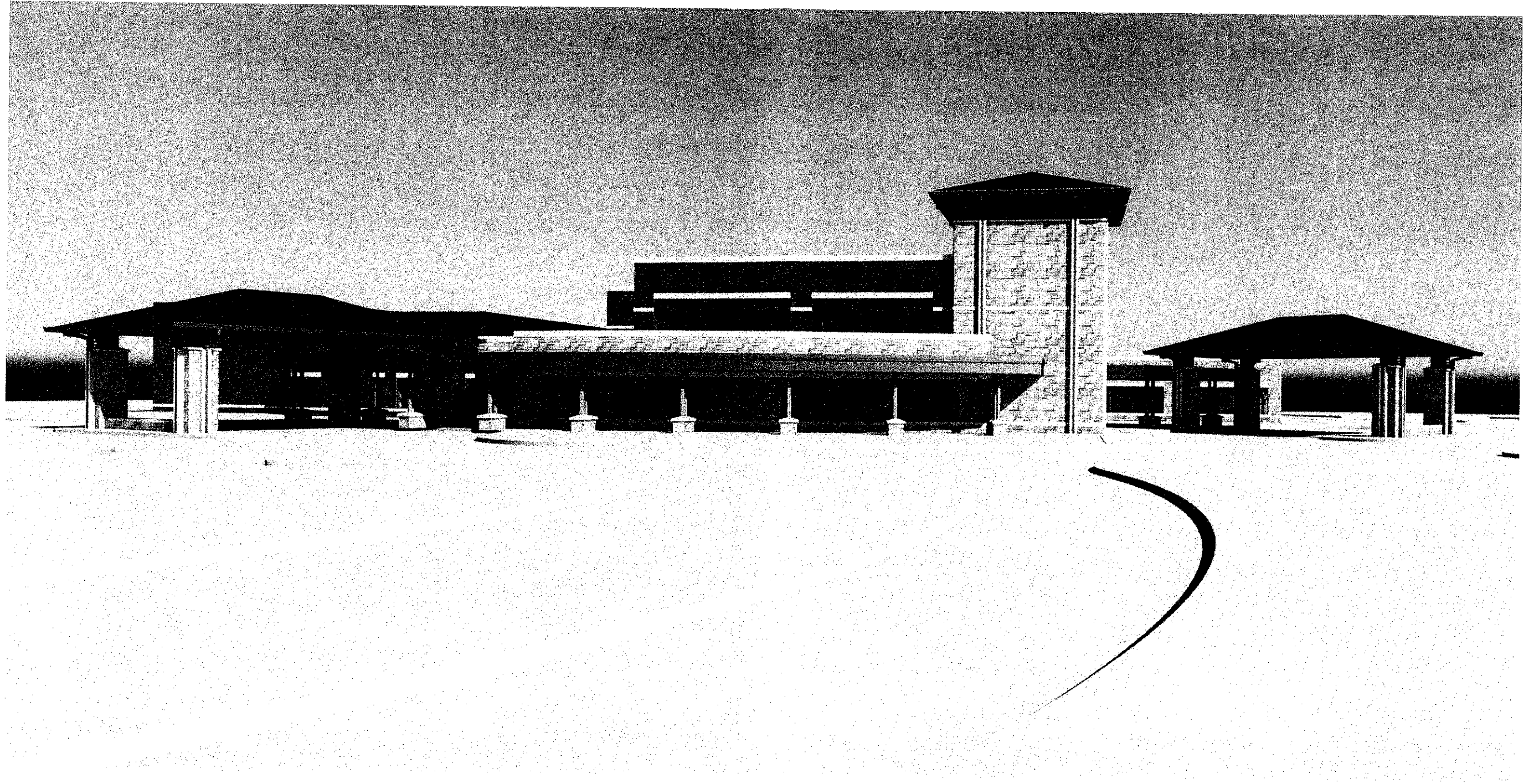


1 SOUTH - ACI ENTRY

NTS

ESa
12054.00

ADVENTIST CANCER INSTITUTE - OGDEN CAMPUS PHASE I
HINSDALE, ILLINOIS
02-08-13



2

WEST VIEW - MAIN ENTRY

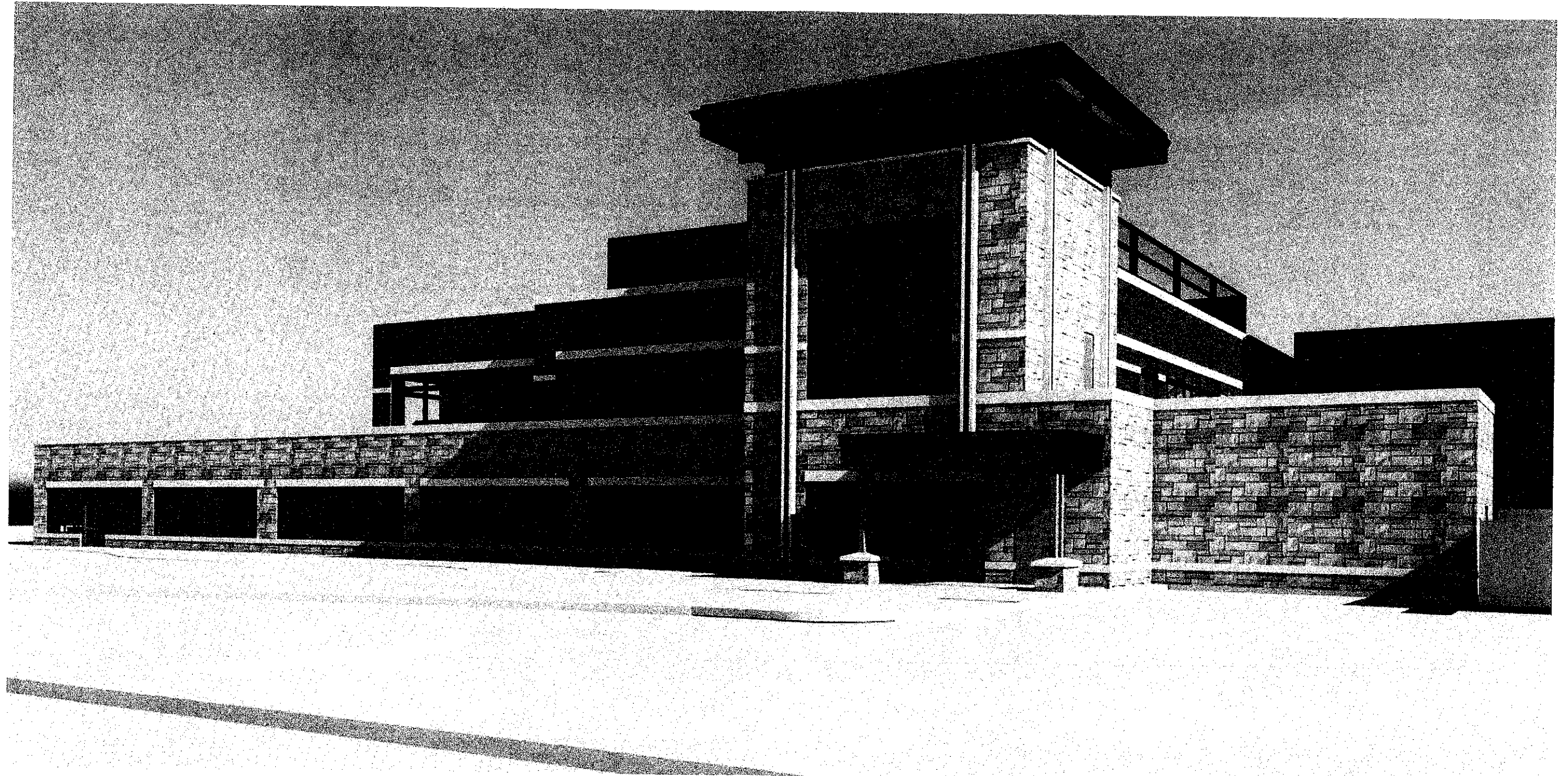
NTS

ESa
12054.00

ADVENTIST CANCER INSTITUTE - OGDEN CAMPUS PHASE I

HINSDALE, ILLINOIS

02-08-13



3

EAST VIEW - STAFF ENTRY

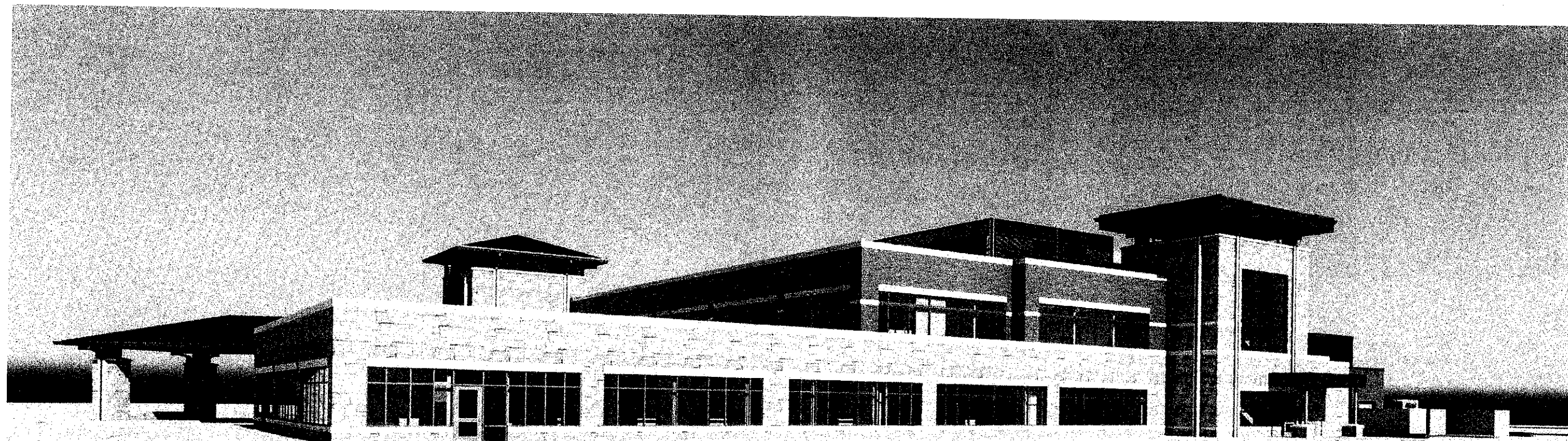
NTS

ESa
12054.00

ADVENTIST CANCER INSTITUTE - OGDEN CAMPUS PHASE I

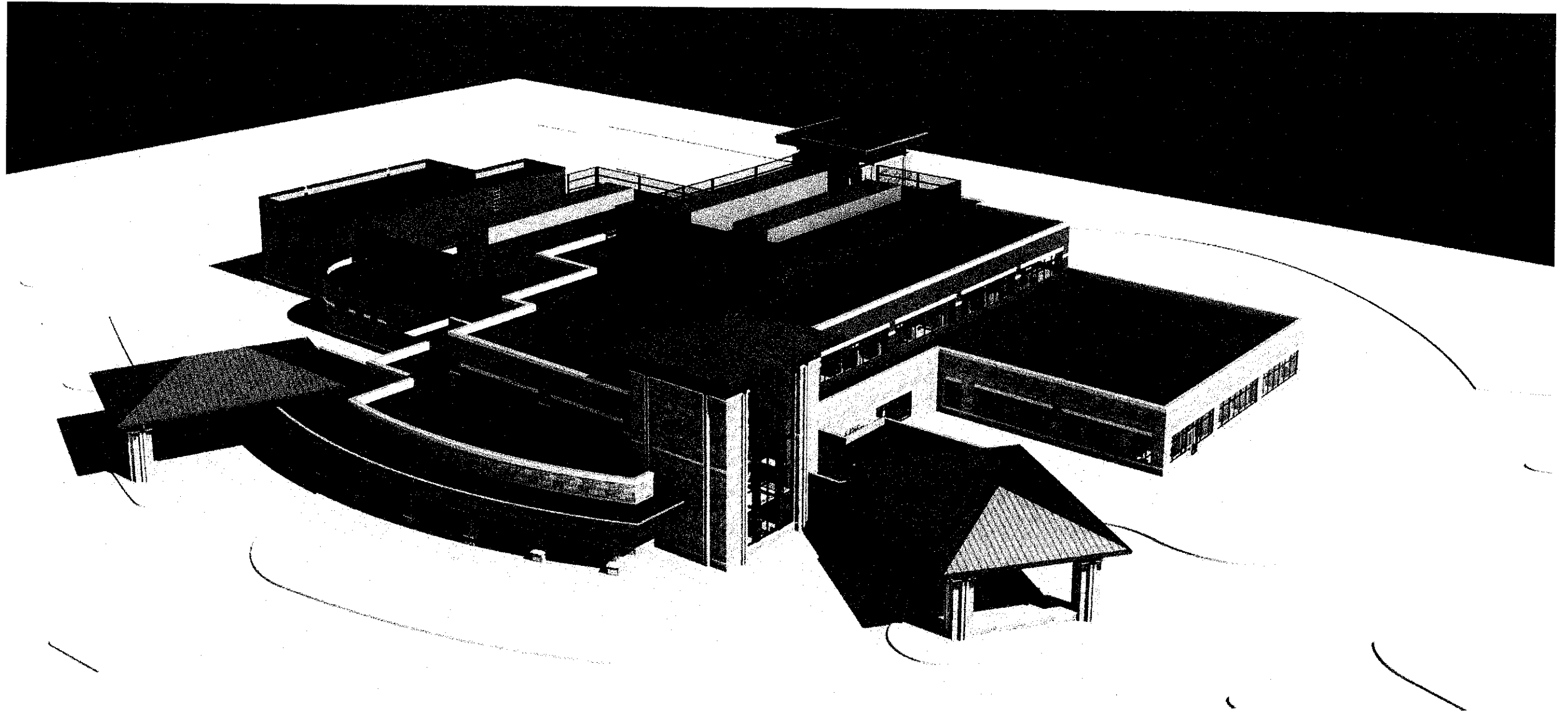
HINSDALE, ILLINOIS

02-08-13



4 SOUTHEAST VIEW - MEDICAL ONCOLOGY

NTS



BIRD'S EYE VIEW - 1

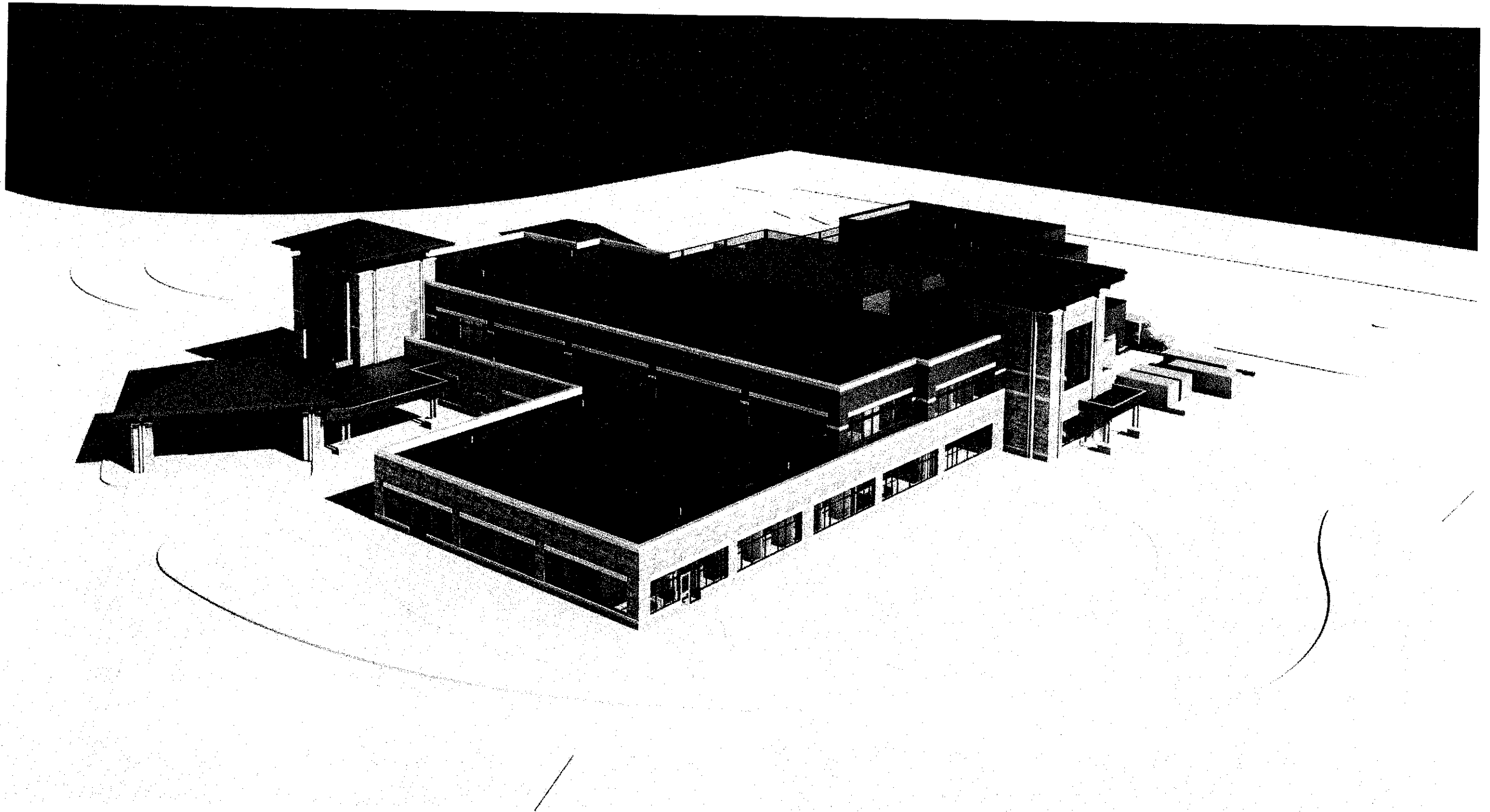
NTS

ESa
12054.00

ADVENTIST CANCER INSTITUTE - OGDEN CAMPUS PHASE I

HINSDALE, ILLINOIS

02-08-13



BIRD'S EYE VIEW - 2

NTS

ESa
12054.00

ADVENTIST CANCER INSTITUTE - OGDEN CAMPUS PHASE I

HINSDALE, ILLINOIS

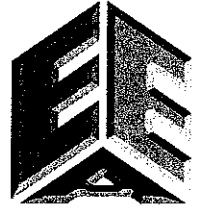
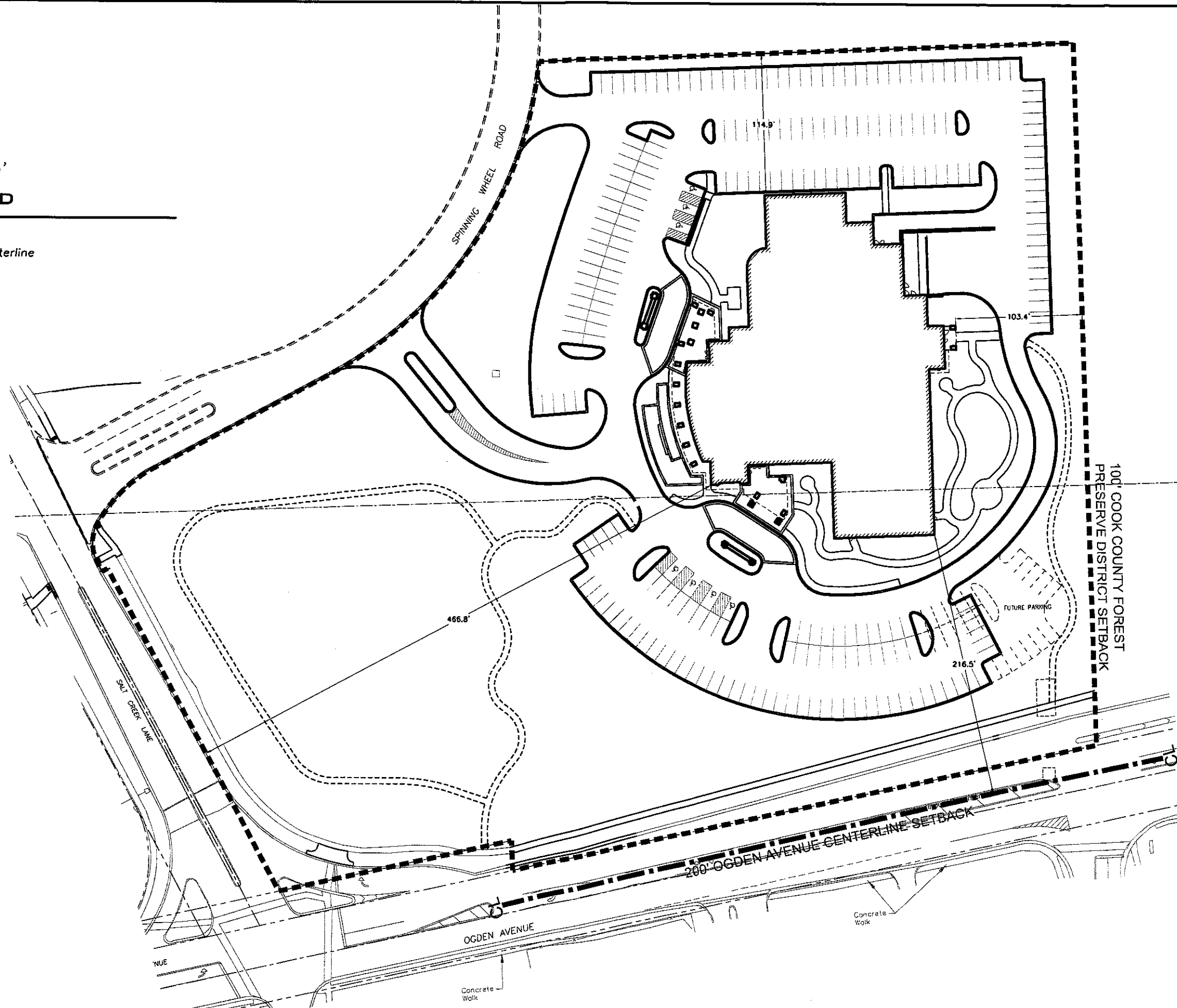
02-08-13



Scale: 1"=80'

LEGEND

- Property Line
- Ogden Avenue Centerline



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

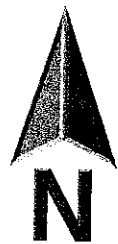
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003280
EXPIRES: 04-30-2013

ADVENTIST HINSDALE HOSPITAL ADVENTIST CANCER INSTITUTE Ogden Avenue and Salt Creek Lane Hinsdale, Illinois

DESIGN BY: SL		DATE: 2/08/13	
CHECKED BY: GE/KC		PROJECT NO.	

SHEET TITLE:
**SITE
SETBACKS
EXHIBIT**

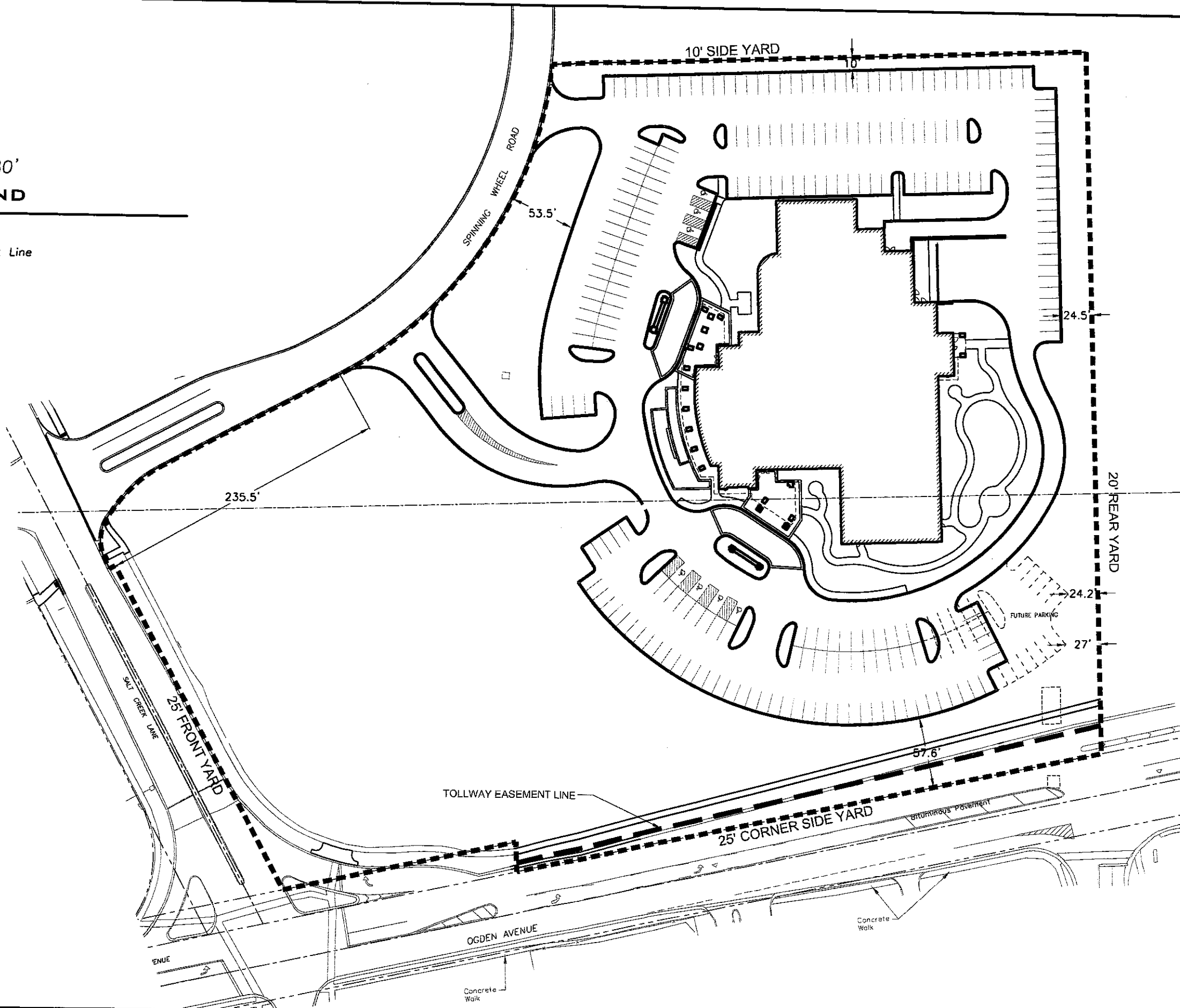
SHEET NO:
ZX-2



Scale: 1"=80'

LEGEND

- Property Line
- - - Tollway Easement Line



**ERIKSSON
ENGINEERING
ASSOCIATES, LTD.**

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
E-MAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-DD3220
EXPIRES: 04-30-2013

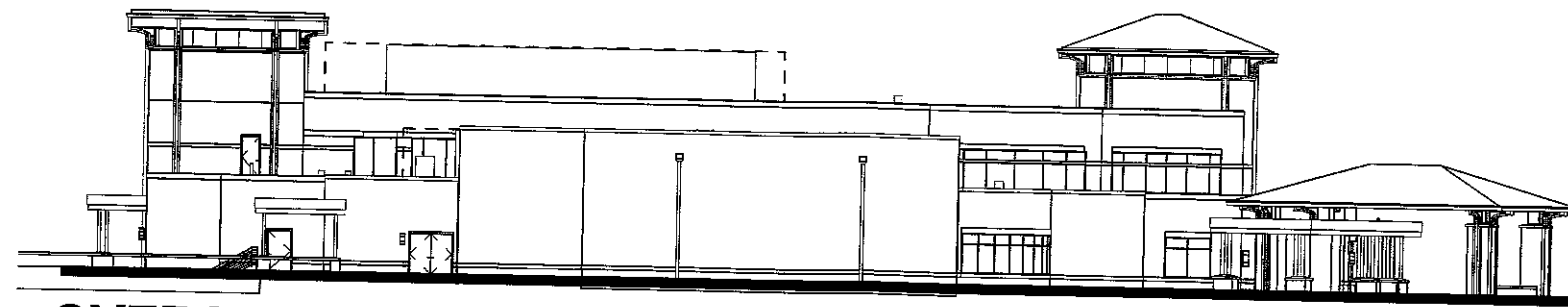
ADVENTIST HINSDALE HOSPITAL ADVENTIST CANCER INSTITUTE

Ogden Avenue and Salt Creek Lane
Hinsdale, Illinois

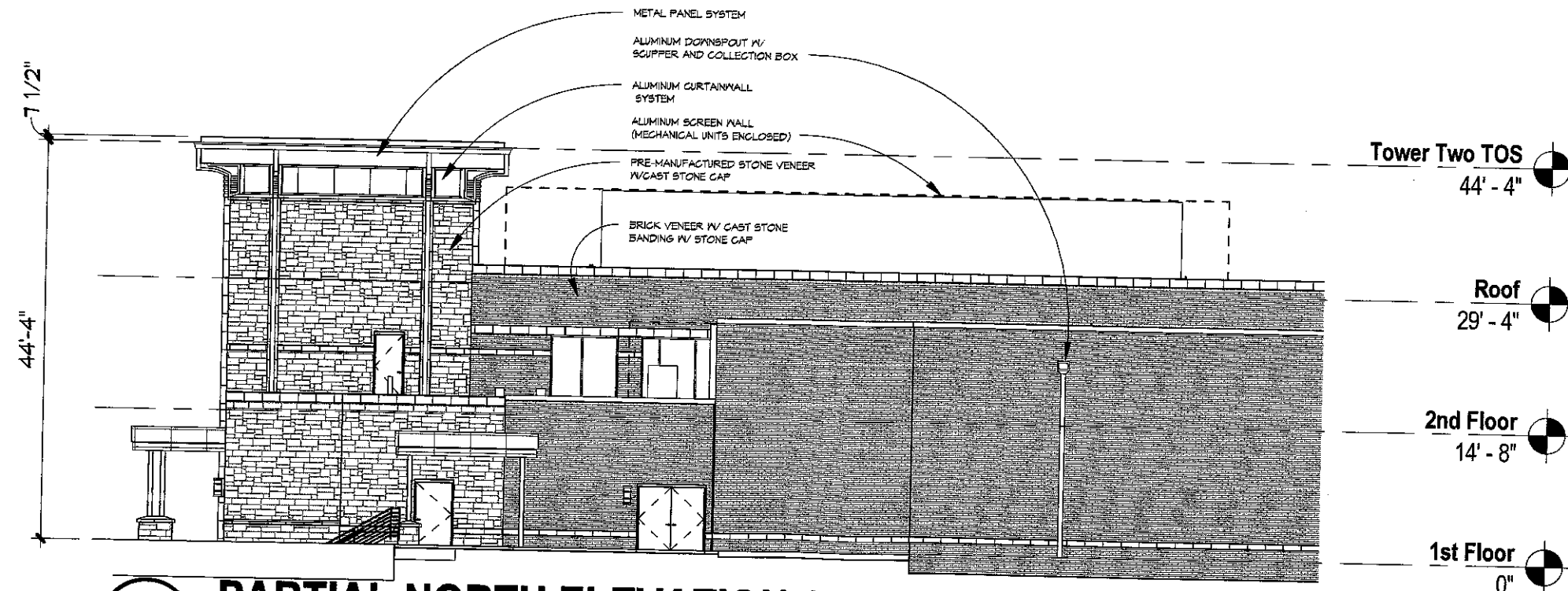
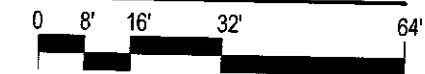
ERIKSSON ENGINEERING ASSOCIATES, LTD. 2013	
Design By: SL	Date: 2/08/13
Checked By: GE/KC	Project No:

Sheet Title:
**SITE YARD
REQUIREMENTS
EXHIBIT**

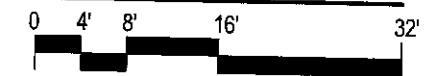
Sheet No:
ZX-1

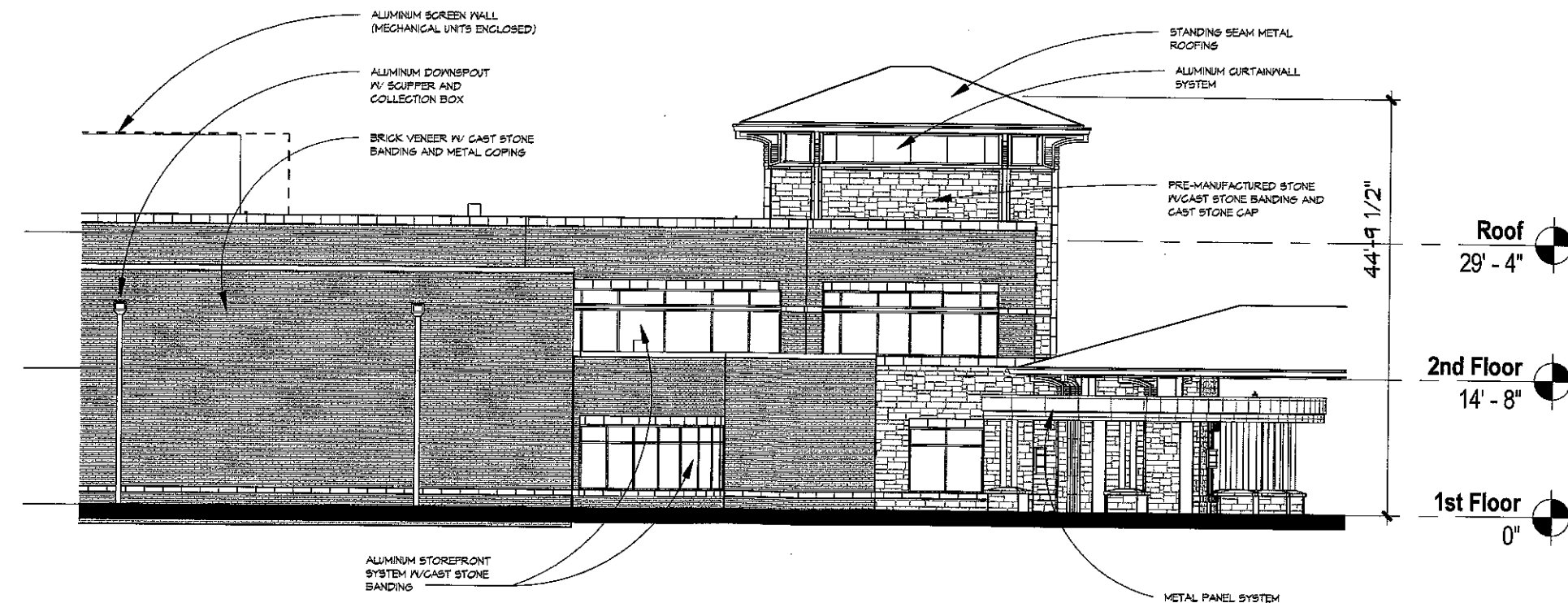
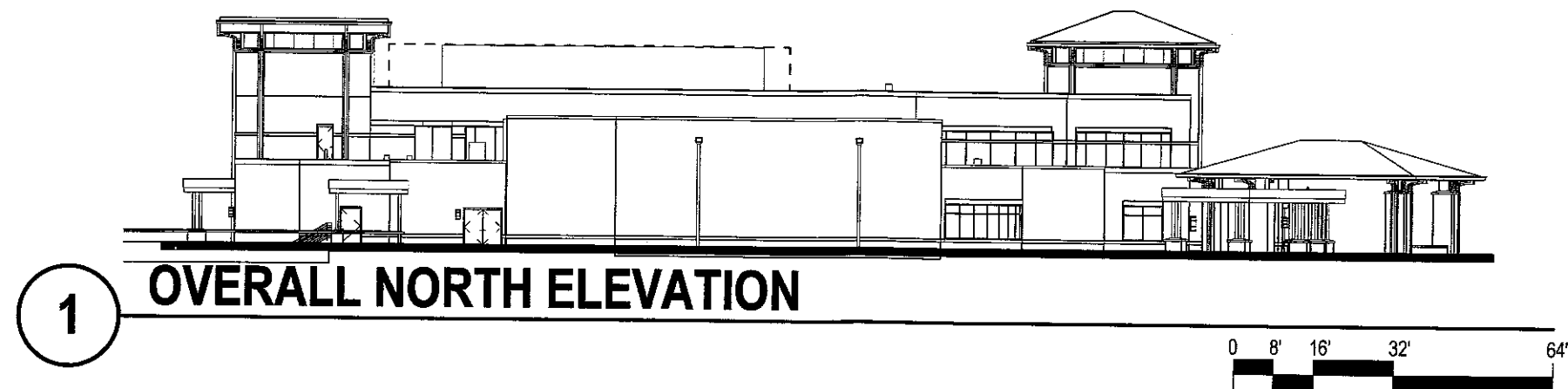


1 OVERALL NORTH ELEVATION

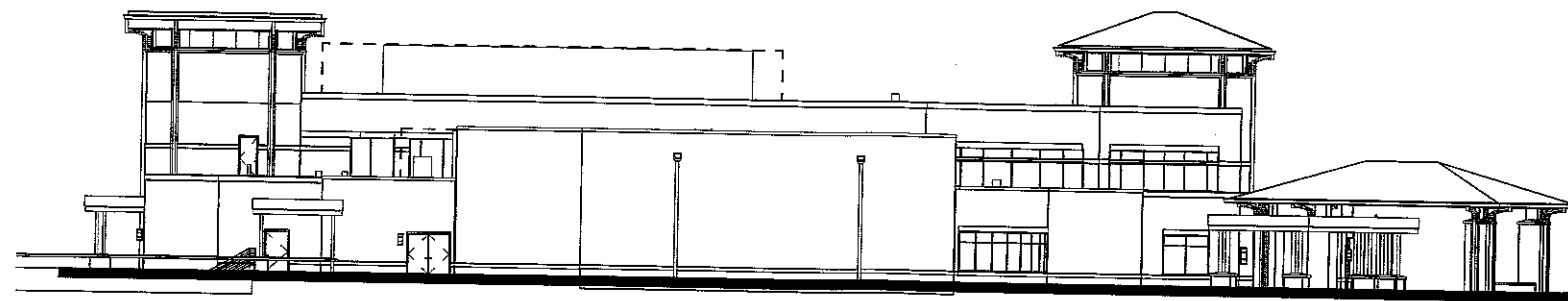


2 PARTIAL NORTH ELEVATION 1

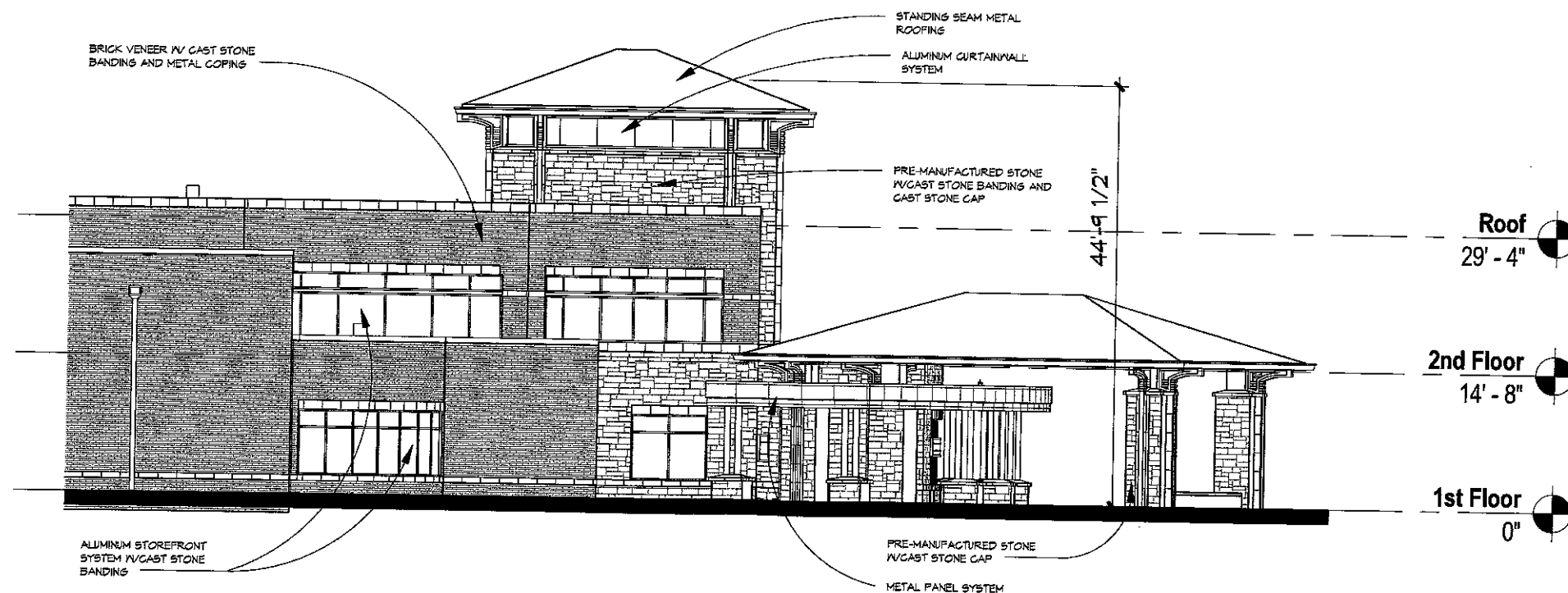
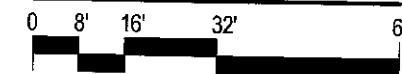




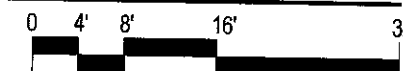
2 PARTIAL NORTH ELEVATION 2

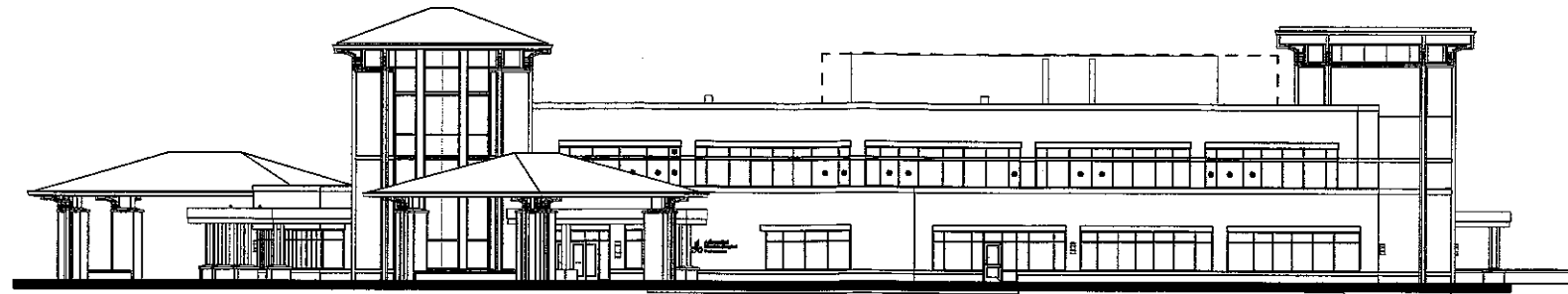


1 OVERALL NORTH ELEVATION

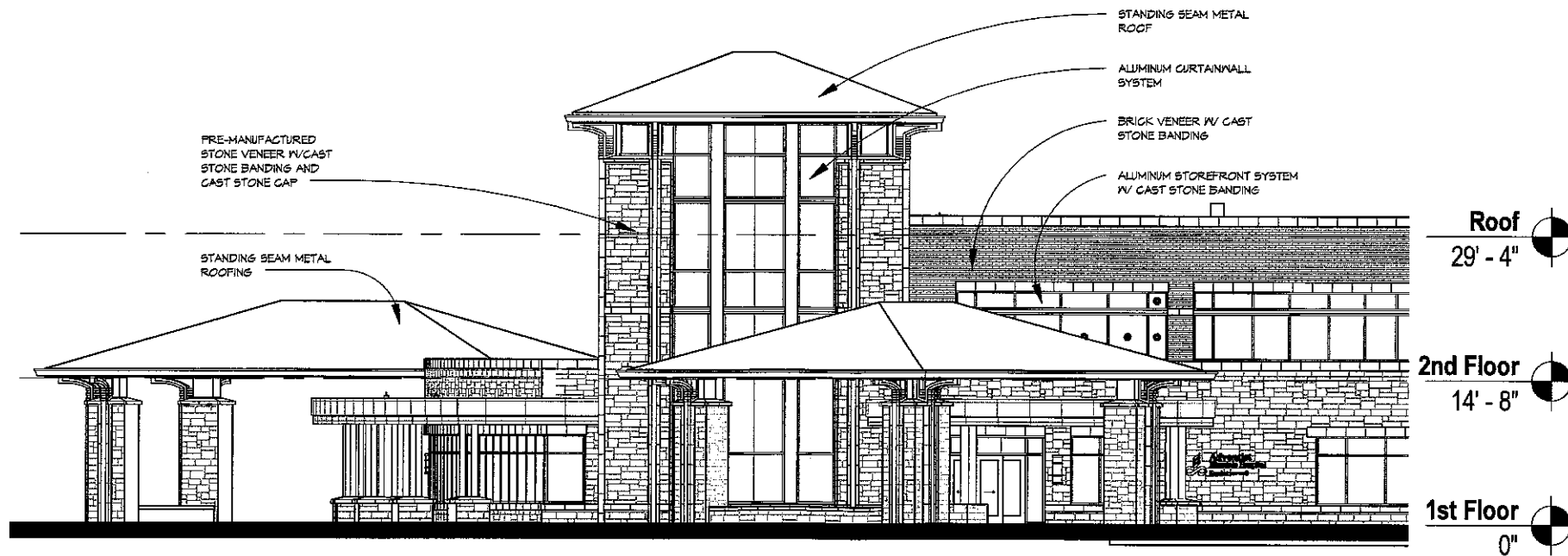
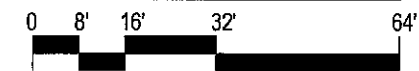


2 PARTIAL NORTH ELEVATION 3

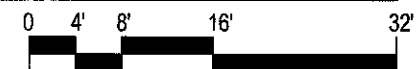


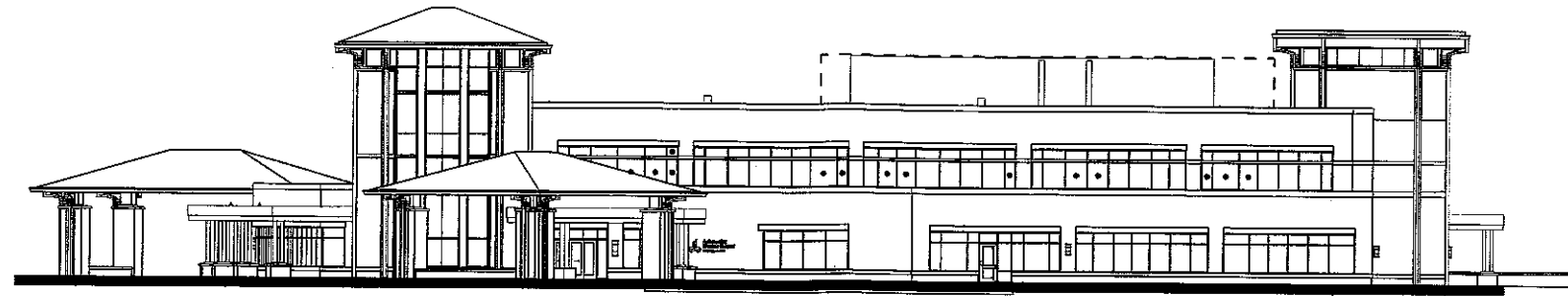


1 OVERALL SOUTH ELEVATION



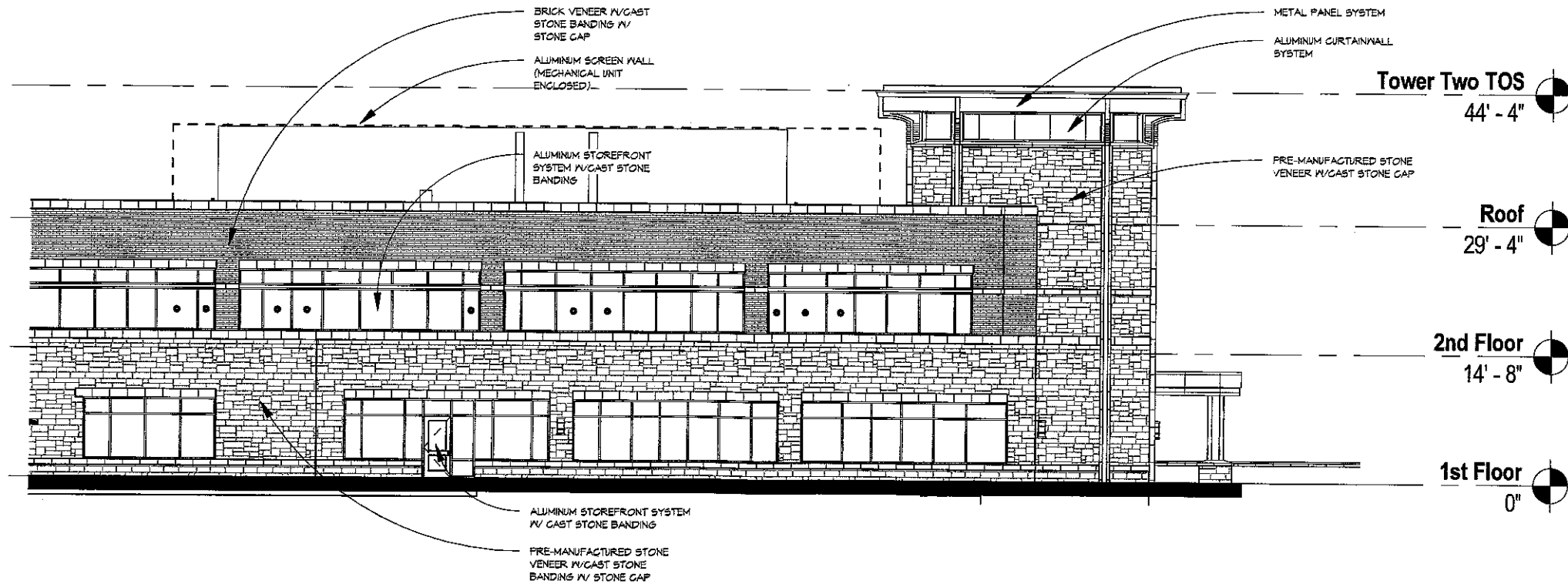
2 PARTIAL SOUTH ELEVATION 1





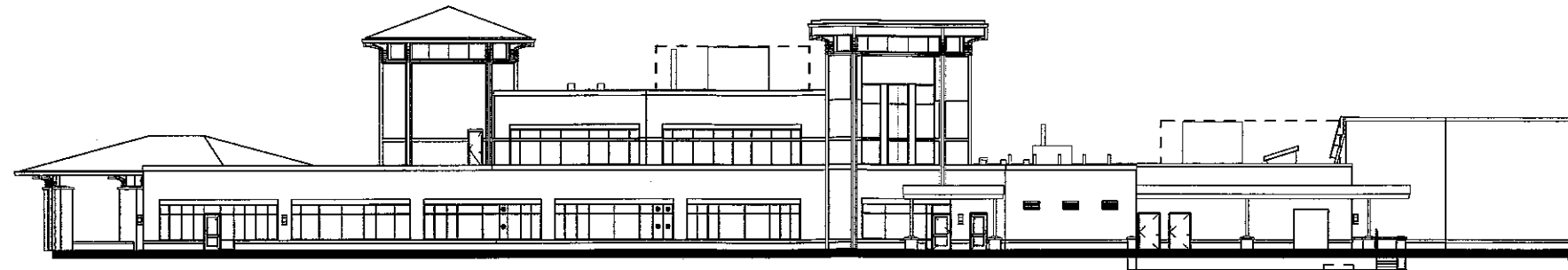
1 OVERALL SOUTH ELEVATION

0 8' 16' 32' 64'

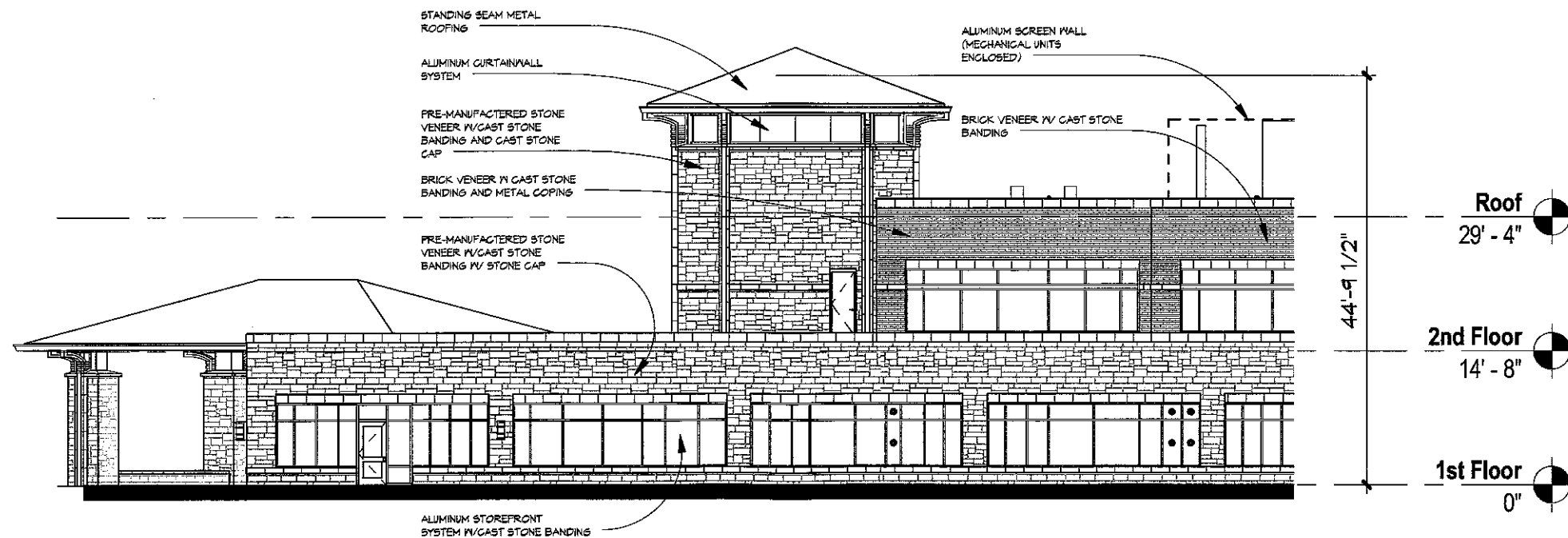
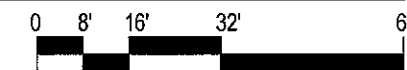


2 PARTIAL SOUTH ELEVATION 2

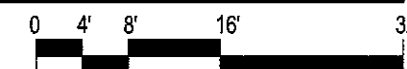
0 4' 8' 16' 32'

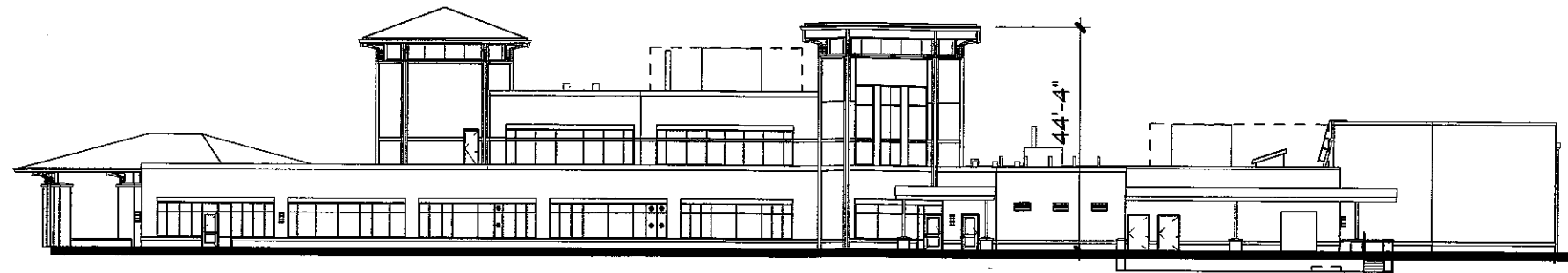


1 OVERALL EAST ELEVATION

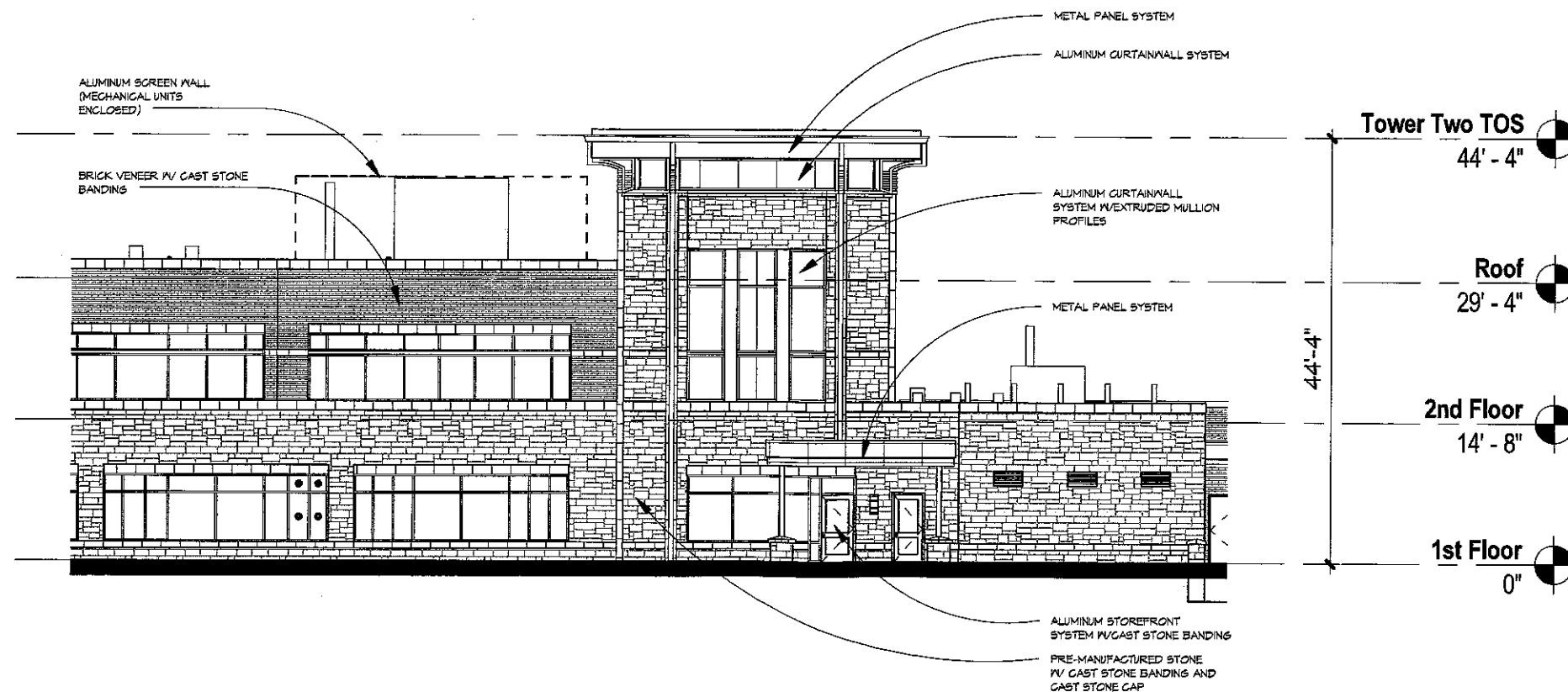


2 PARTIAL EAST ELEVATION 1

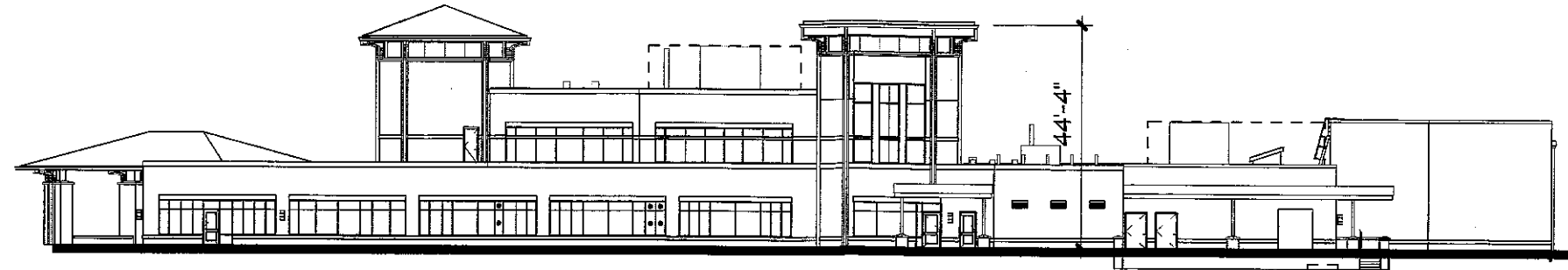




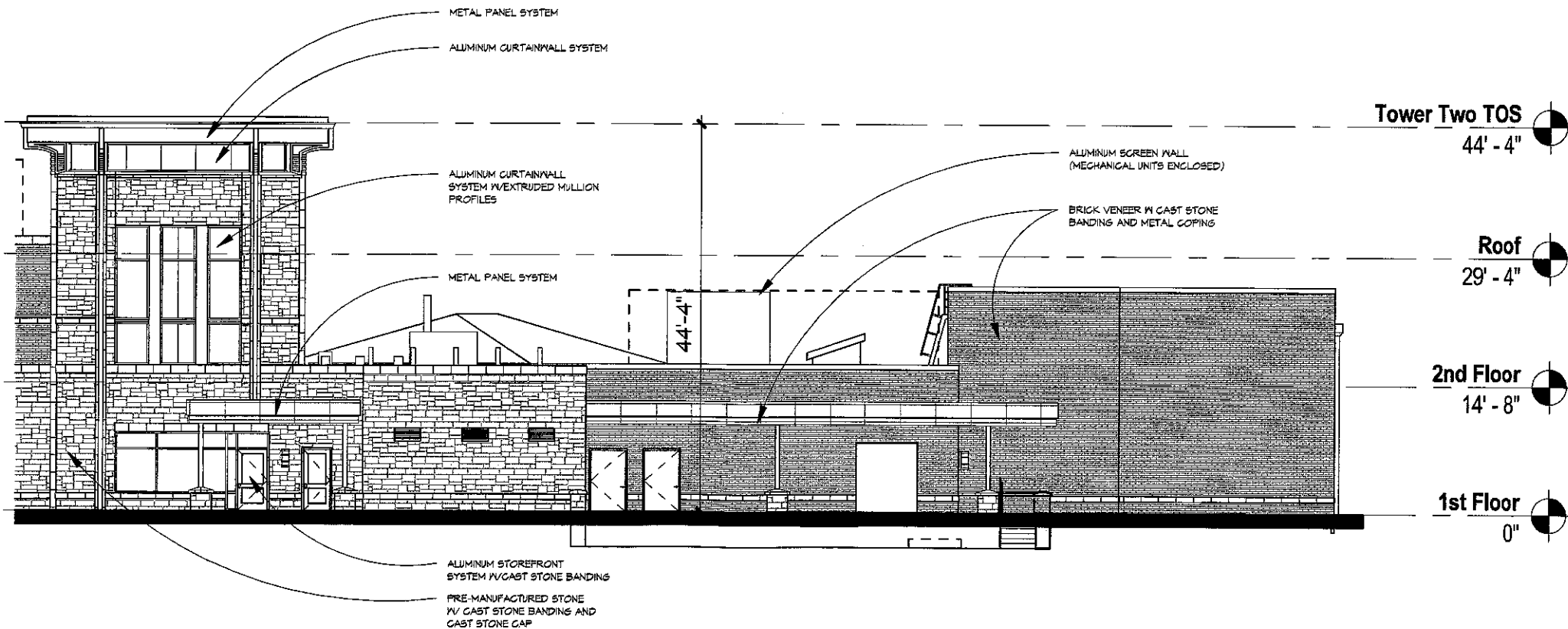
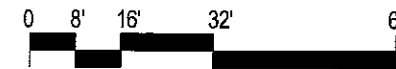
1 OVERALL EAST ELEVATION



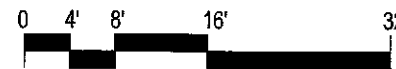
2 PARTIAL EAST ELEVATION 2

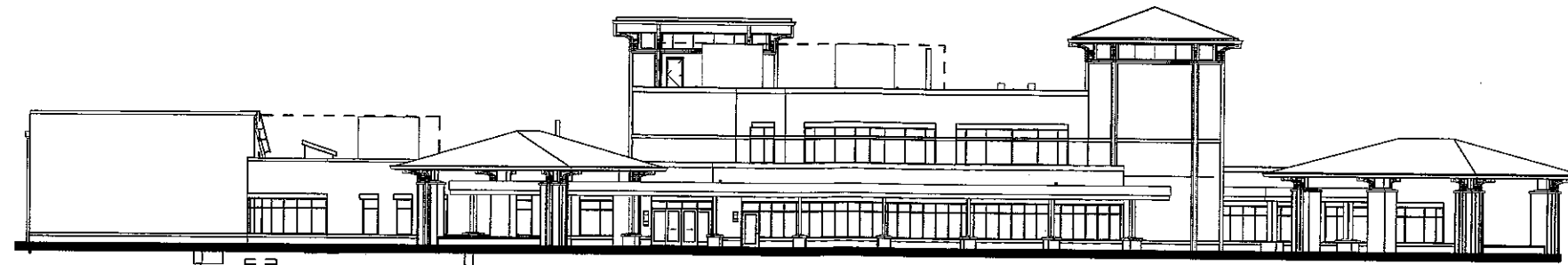


1 OVERALL EAST ELEVATION

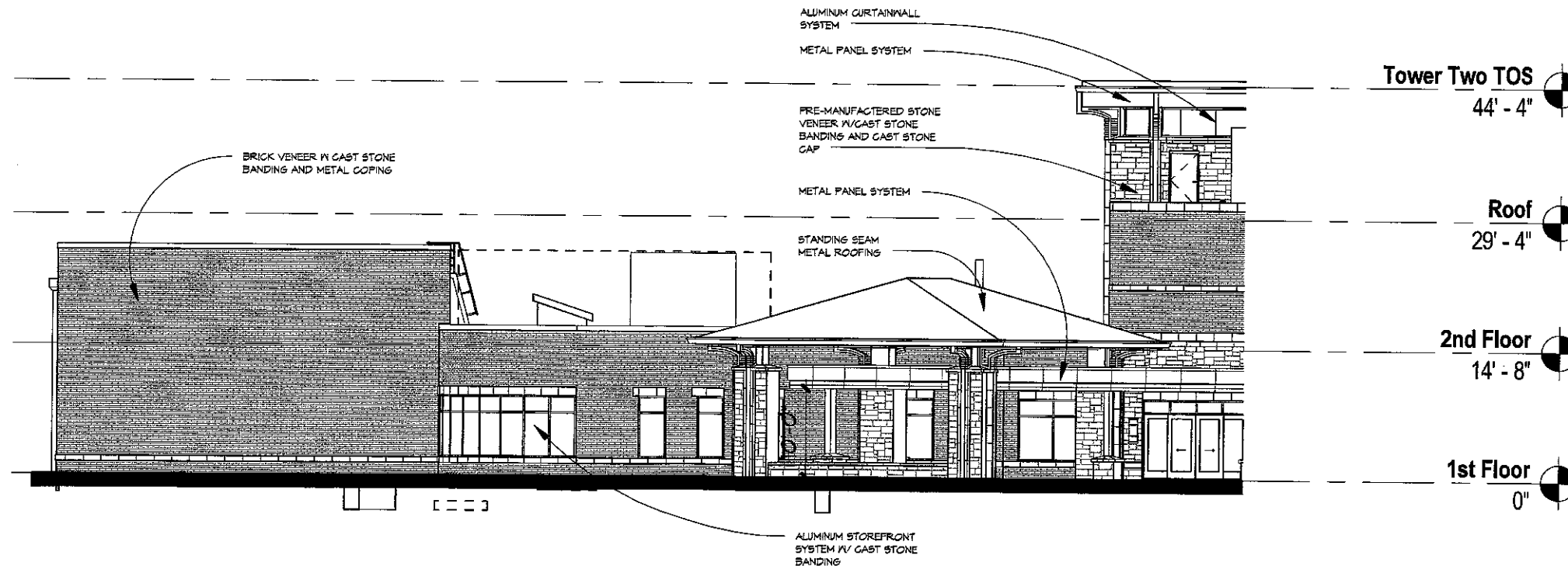
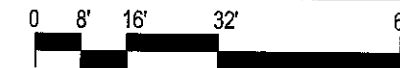


2 PARTIAL EAST ELEVATION 3

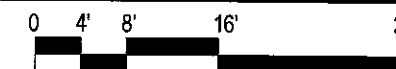


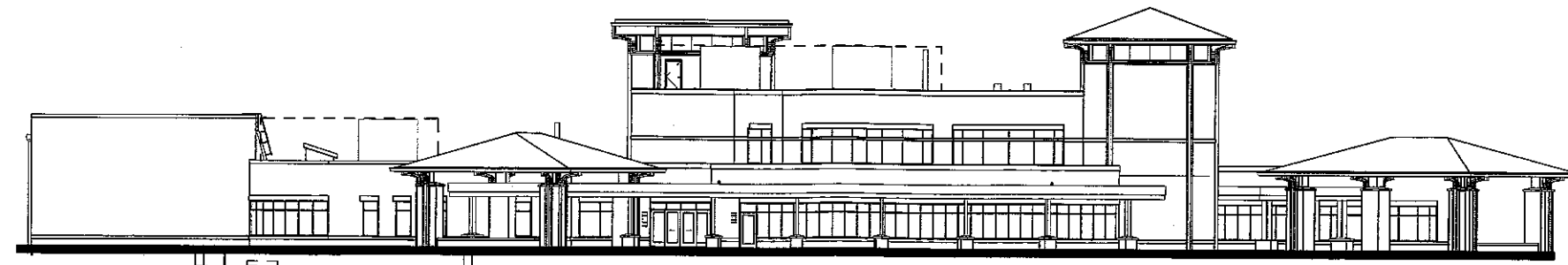


1 OVERALL WEST ELEVATION

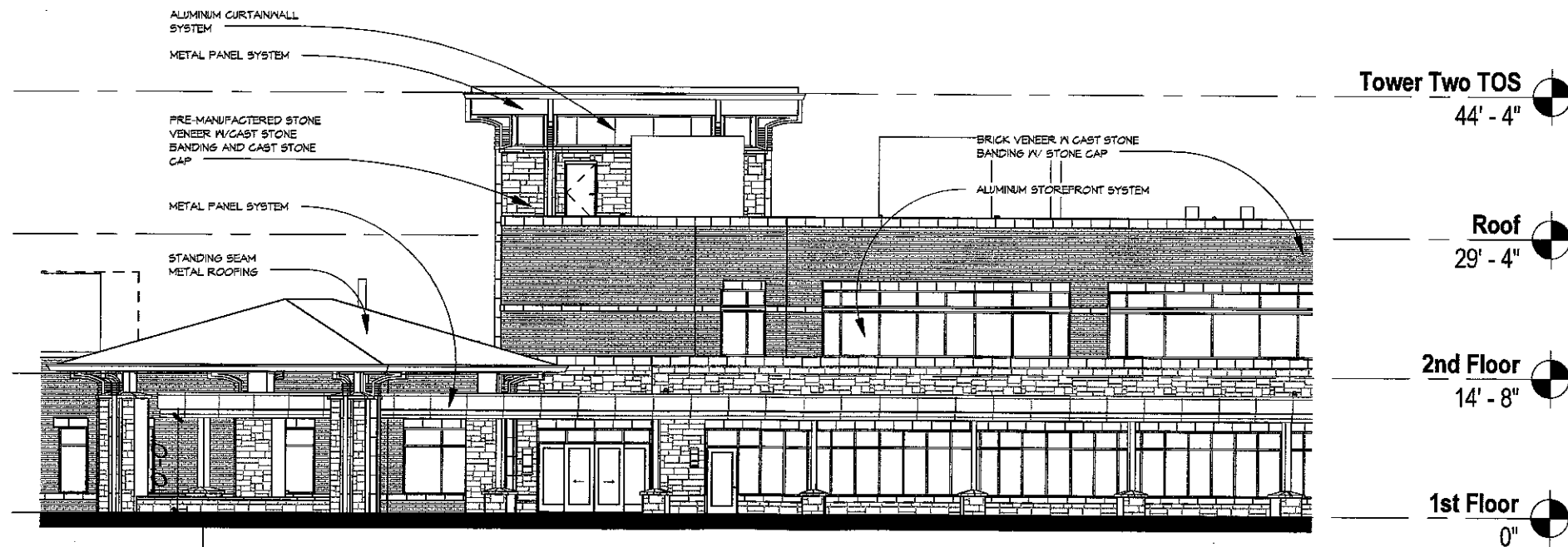
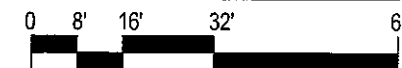


2 PARTIAL WEST ELEVATION 1

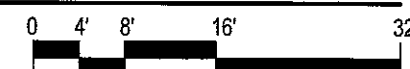


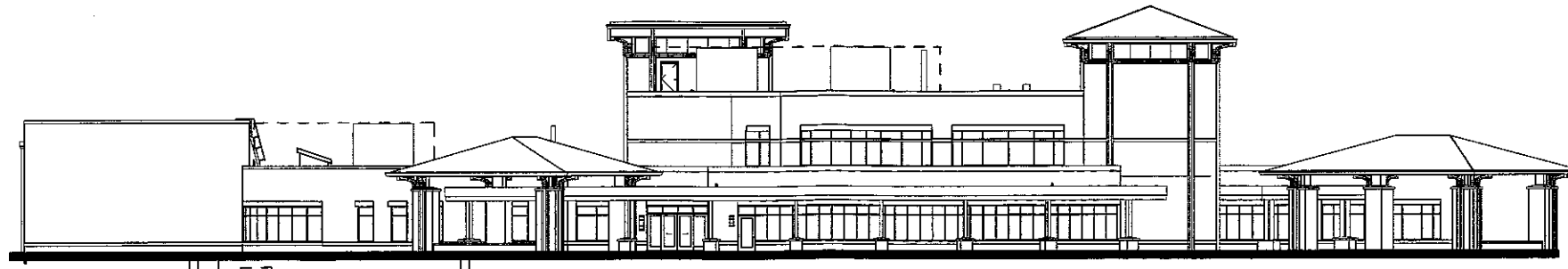


1 OVERALL WEST ELEVATION

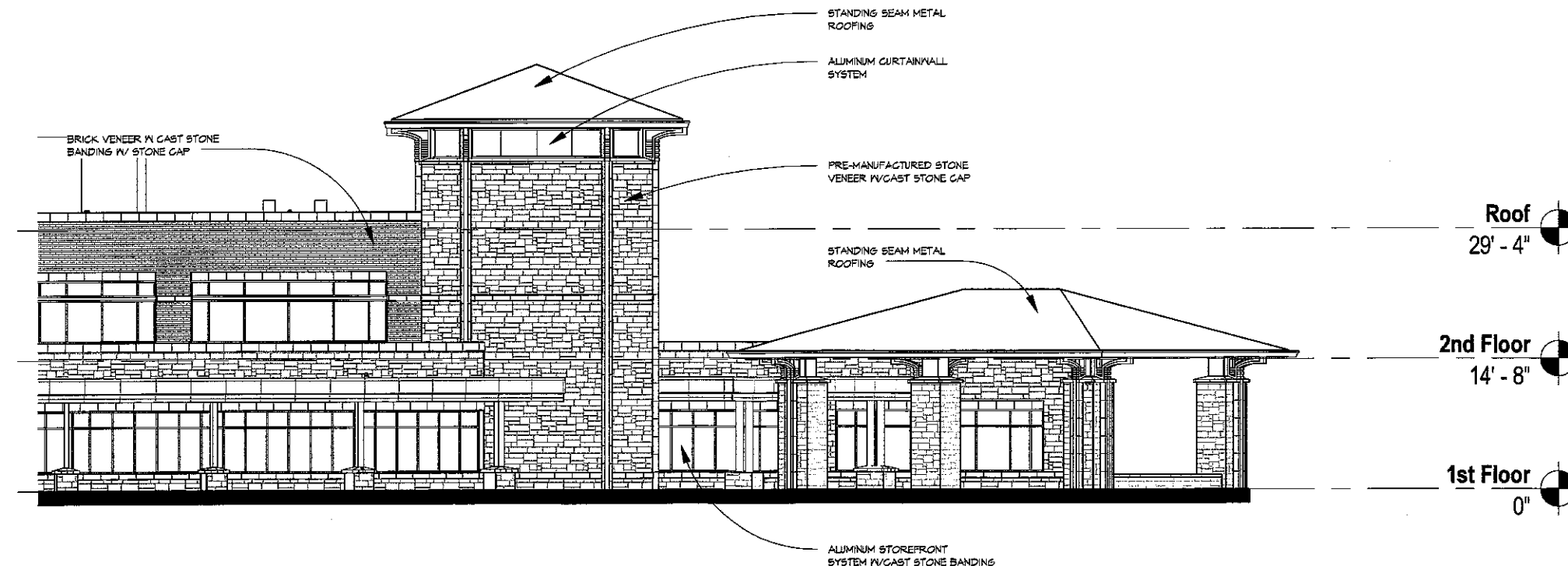
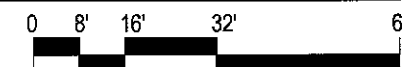


2 PARTIAL WEST ELEVATION 2

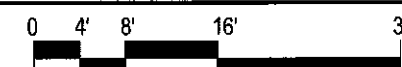




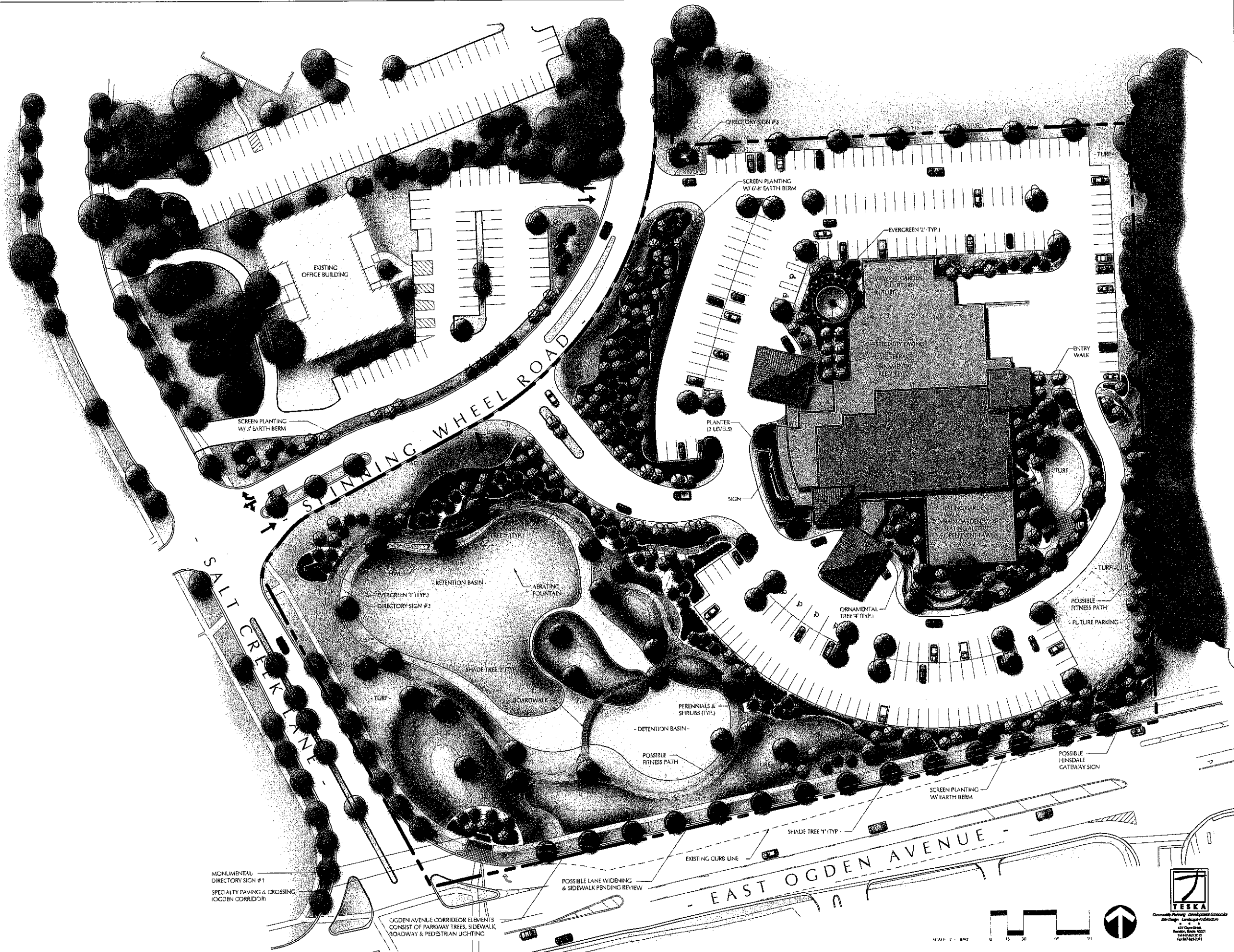
1 **OVERALL WEST ELEVATION**



2 **PARTIAL WEST ELEVATION 3**



1/15/2013 12:42:37 PM X:\Earl Swenson Associates\Hinsdale\Adventist\CAD\03 DESIGN DEV\ESA-AC120130114r.dwg



ESa
Earl Swenson Associates, Inc.
Richard L. Miller, architect
2100 West End Avenue, Suite 1200
Nashville, Tennessee 37203
615-329-9445
This drawing and the design shown is the property of the architect. The reproduction, copying or use of this drawing without prior written consent is prohibited and any infringement will be subject to legal action.
© Earl Swenson Associates, Inc. 2012

PRELIMINARY
NOT FOR CONSTRUCTION

Adventist Cancer Institute - Ogden Campus Phase 1

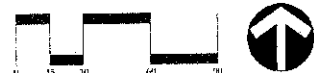
HINSDALE, ILLINOIS

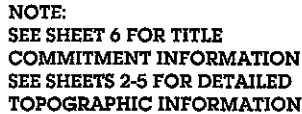
Revisions	By	Date	Description
1	JEM	12-11-12	concept revisions
2	JEM	01-15-13	concept revisions

Issue Description
Issue Date: 10-26-12
Project No: 12054.00
Drawn By: JEM
Checked By: NP

Drawing Title
CONCEPTUAL
LANDSCAPE PLAN

Sheet Number
L2.0





Except that part lying Northerly and Westerly of the following described line: Commencing at the Northwest corner of Lot 6 in Office Park of Hinsdale, being a subdivision of part of Section 38, Township 30 North, Range 11, East of the Third Principal Meridian, and part of Section 1, Township 30 North, Range 11, East of the Third Principal Meridian, according to the plat thereon recorded on September 20, 2002, (document RG-24587); thence along the East line of said Section 1, 8.16 degrees 18' 30" 29 seconds 13 minutes North, 14.42 degrees 14' 42" 29 seconds East, 14.42 degrees 14' 42" 29 seconds East, 70.77 feet to a point of curvature; thence Northeasterly 27.90 feet along the arc to the right, having a radius of 70.00 feet and whose chord bears North 50 degrees 19 minutes 08 seconds East, 27.61 feet; thence North 41 degrees 48 minutes 29 seconds East, 167.58 feet to a point of tangency; thence along the East line of said Section 1, 8.16 degrees 18' 30" 29 seconds 13 minutes North, 14.42 degrees 14' 42" 29 seconds East, 21 seconds East, 307.01 feet to a point on the line 311.41 feet South and parallel with the South line of said Section 1, 8.16 degrees 18' 30" 29 seconds East; thence along the said line described parallel line North 89 degrees 56 minutes 32 seconds East, 15.72 feet to the Point of Termination said point being 416.56 feet westerly of the easterly line of said Section 38, in said DuPage County, Illinois.

ALTA / ACSM LAND TITLE SURVEY

OGDEN CAMPUS

AMBULATORY CARE CENTER

HINSDALE, ILLINOIS

PREPARED FOR:

ADVENTIST HEALTH

SYSTEMS/SUNBELT, INC.

111 NORTH ORLANDO AVENUE

WINTER PARK, FL 32789

Bollinger, Lach & Associates, Inc.

333 PIERCE ROAD - SUITE 200, ITASCA, IL 60143

P(630) 438 6400 F(630) 438 4444 www.bollingerlach.com

ITASCA • CHICAGO • LAKE GENEA • SOUTH BEND • INDIANAPOLIS

CONSULTING ENGINEERS

SCENARIOS

SURVEYS

REVISIONS

△ ORIGINAL SURVEY 11/29/01

△ BOUNDARY REVISED 7/24/12

△ BOUNDARY REVISED 2/07/13

△ BOUNDARY REVISED 2/08/13

△ DRAWING FILE: F:\985-000 BOUNDARY.DWG

FIELD WORK 5/10/02

FIELD WORK/DEL

CHAINED BY: JC

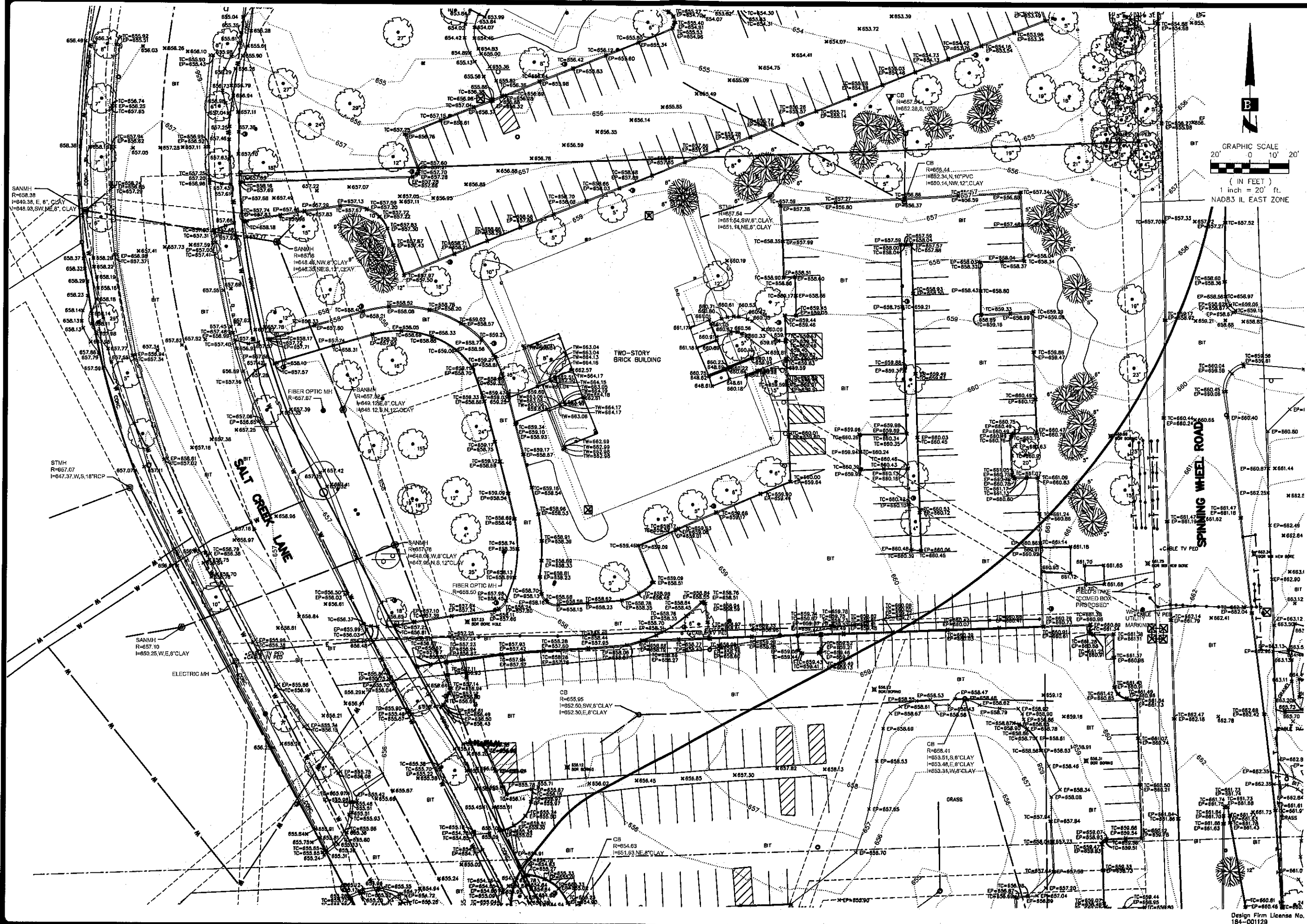
CHECKED BY: DC

COMPLETED: 5/25/12

SHEET NUMBER

1

PLATTA NO. 985-000



Project No.	333
Field Book	333
Drawn By	DC
Checked By	DC
Completed	3/23/12

REVISIONS

1	ADDED	3/23/12
2	ADDED	3/23/12
3	ADDED	3/23/12
4	ADDED	3/23/12
5	ADDED	3/23/12
6	ADDED	3/23/12
7	ADDED	3/23/12
8	ADDED	3/23/12
9	ADDED	3/23/12
10	ADDED	3/23/12
11	ADDED	3/23/12
12	ADDED	3/23/12
13	ADDED	3/23/12
14	ADDED	3/23/12
15	ADDED	3/23/12
16	ADDED	3/23/12
17	ADDED	3/23/12
18	ADDED	3/23/12
19	ADDED	3/23/12
20	ADDED	3/23/12
21	ADDED	3/23/12
22	ADDED	3/23/12
23	ADDED	3/23/12
24	ADDED	3/23/12
25	ADDED	3/23/12
26	ADDED	3/23/12
27	ADDED	3/23/12
28	ADDED	3/23/12
29	ADDED	3/23/12
30	ADDED	3/23/12
31	ADDED	3/23/12
32	ADDED	3/23/12
33	ADDED	3/23/12
34	ADDED	3/23/12
35	ADDED	3/23/12
36	ADDED	3/23/12
37	ADDED	3/23/12
38	ADDED	3/23/12
39	ADDED	3/23/12
40	ADDED	3/23/12
41	ADDED	3/23/12
42	ADDED	3/23/12
43	ADDED	3/23/12
44	ADDED	3/23/12
45	ADDED	3/23/12
46	ADDED	3/23/12
47	ADDED	3/23/12
48	ADDED	3/23/12
49	ADDED	3/23/12
50	ADDED	3/23/12
51	ADDED	3/23/12
52	ADDED	3/23/12
53	ADDED	3/23/12
54	ADDED	3/23/12
55	ADDED	3/23/12
56	ADDED	3/23/12
57	ADDED	3/23/12
58	ADDED	3/23/12
59	ADDED	3/23/12
60	ADDED	3/23/12
61	ADDED	3/23/12
62	ADDED	3/23/12
63	ADDED	3/23/12
64	ADDED	3/23/12
65	ADDED	3/23/12
66	ADDED	3/23/12
67	ADDED	3/23/12
68	ADDED	3/23/12
69	ADDED	3/23/12
70	ADDED	3/23/12
71	ADDED	3/23/12
72	ADDED	3/23/12
73	ADDED	3/23/12
74	ADDED	3/23/12
75	ADDED	3/23/12
76	ADDED	3/23/12
77	ADDED	3/23/12
78	ADDED	3/23/12
79	ADDED	3/23/12
80	ADDED	3/23/12
81	ADDED	3/23/12
82	ADDED	3/23/12
83	ADDED	3/23/12
84	ADDED	3/23/12
85	ADDED	3/23/12
86	ADDED	3/23/12
87	ADDED	3/23/12
88	ADDED	3/23/12
89	ADDED	3/23/12
90	ADDED	3/23/12
91	ADDED	3/23/12
92	ADDED	3/23/12
93	ADDED	3/23/12
94	ADDED	3/23/12
95	ADDED	3/23/12
96	ADDED	3/23/12
97	ADDED	3/23/12
98	ADDED	3/23/12
99	ADDED	3/23/12
100	ADDED	3/23/12

GRAPHIC SCALE
20' 0 10' 20'
(IN FEET)
1 inch = 20' ft.
NAD83 IL EAST ZONE

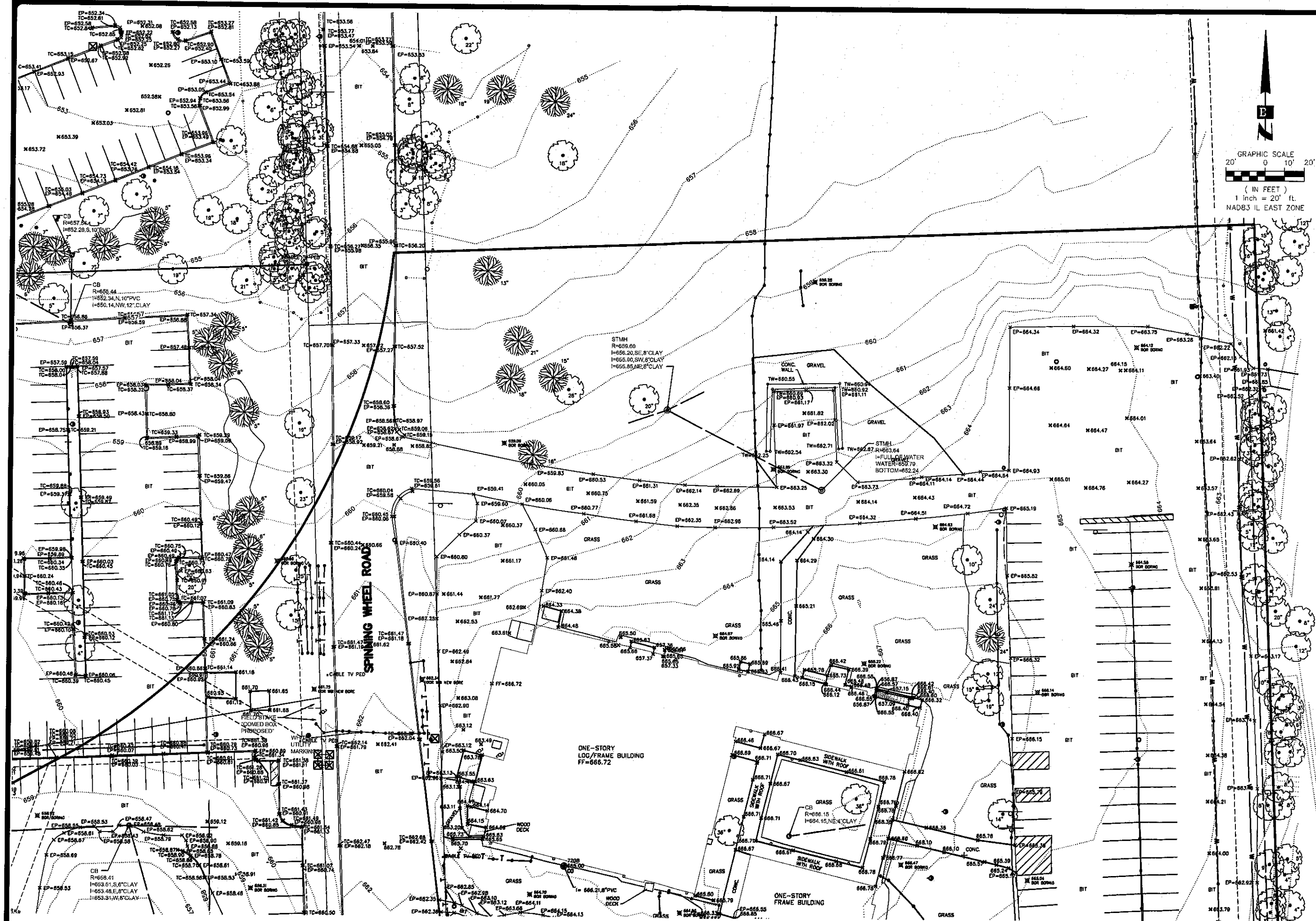
PREPARED FOR:
ADVENTIST HEALTH
SYSTEMS/SUNBELT, INC.
111 NORTH ORLANDO AVENUE
WINTER PARK, FL 32789

B Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD - SUITE 200, TASCALA, IL 60143
P(630) 438 4400 F(630) 438 4444 www.bollingerlach.com
ITASCALA * CHICAGO * LAKE GENIEVA * SOUTH BEND * INDIANAPOLIS

ALTA / ACSM LAND TITLE SURVEY
OGDEN CAMPUS
AMBULATORY CARE CENTER
HINSDALE, ILLINOIS

SHEET NUMBER
2
OF 6

Design Firm License No.
184-001129



GRAPHIC SCALE
20' 0' 10' 20'
(IN FEET)
1 inch = 20' ft.
NAD83 IL EAST ZONE

Project No. 17/012
Field Work: 5/10/12
Drawn By: JLB
Checked By: JLB
Completed: 7/27/12

REVISIONS:
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
T
U
V
W
X
Y
Z

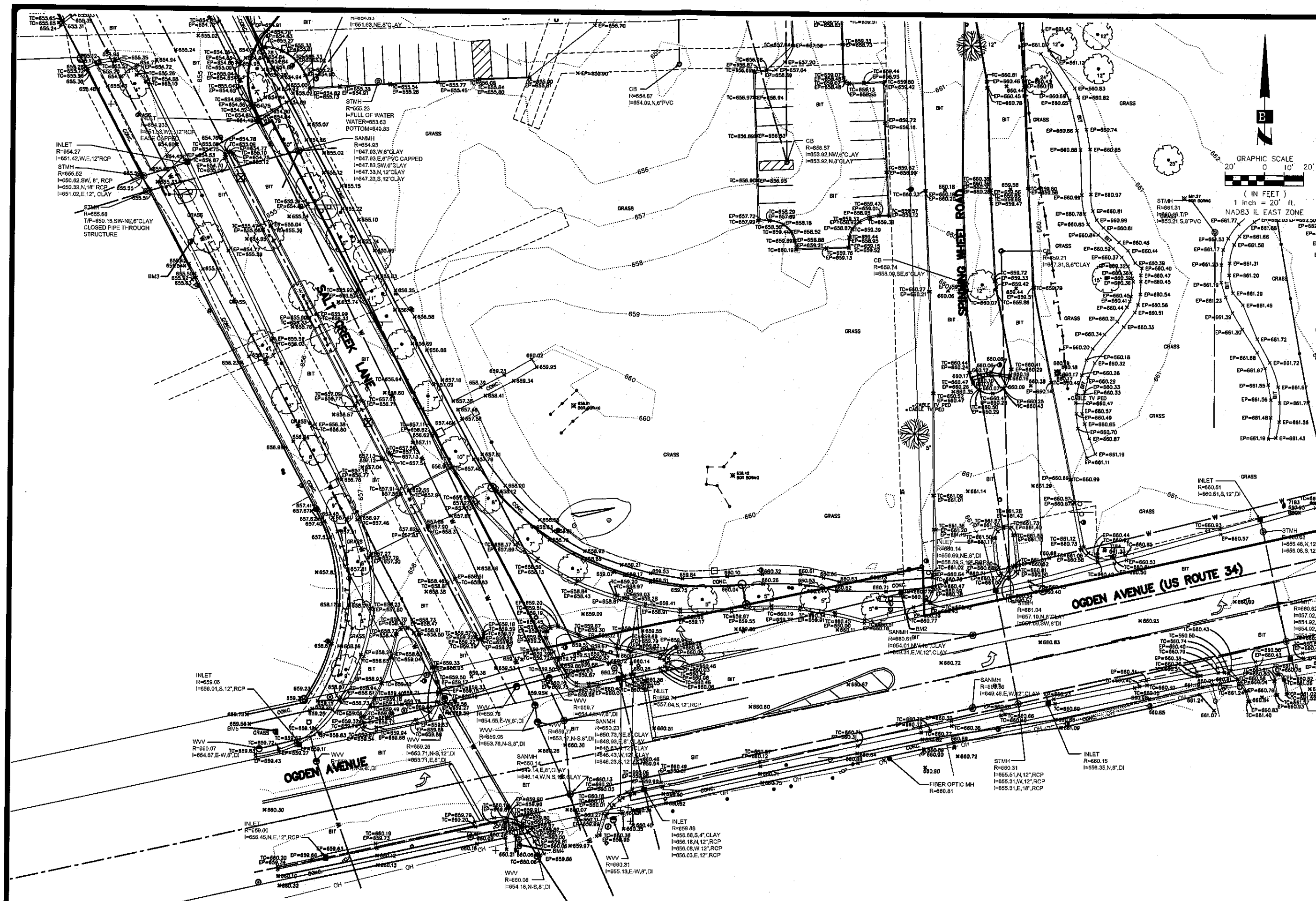
PREPARED FOR:
ADVENTIST HEALTH
SYSTEMS/SUNBELT, INC.
111 NORTH ORLAND AVENUE
WINTER PARK, FL 32789

B
Bollinger, Lach & Associates, Inc.
CONSULTING ENGINEERS
SURVEYORS
333 PIERCE ROAD - SUITE 200, TASCARA, IL 60143
P(630) 438-6400 F(630) 438-6444 www.bollingerlach.com
ITASCARA • CHICAGO • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

ALTA / ACSM LAND TITLE SURVEY
OGDEN CAMPUS
AMBULATORY CARE CENTER
HINSDALE, ILLINOIS

SHEET NUMBER
3
OF 6

Design Firm License No.
184-001129



PROJECT NO. 170712
FIELD WORK 5/10/12
FIELD WORK 5/10/12
DRAWN BY: DC
CHECKED BY: AB
COMPILED BY: 5/25/13

REVISIONS:
1. 5/25/13
2. 5/25/13
3. 5/25/13
4. 5/25/13
5. 5/25/13
6. 5/25/13
7. 5/25/13
8. 5/25/13
9. 5/25/13
10. 5/25/13
11. 5/25/13
12. 5/25/13
13. 5/25/13
14. 5/25/13
15. 5/25/13
16. 5/25/13
17. 5/25/13
18. 5/25/13
19. 5/25/13
20. 5/25/13
21. 5/25/13
22. 5/25/13
23. 5/25/13
24. 5/25/13
25. 5/25/13
26. 5/25/13
27. 5/25/13
28. 5/25/13
29. 5/25/13
30. 5/25/13
31. 5/25/13
32. 5/25/13
33. 5/25/13
34. 5/25/13
35. 5/25/13
36. 5/25/13
37. 5/25/13
38. 5/25/13
39. 5/25/13
40. 5/25/13
41. 5/25/13
42. 5/25/13
43. 5/25/13
44. 5/25/13
45. 5/25/13
46. 5/25/13
47. 5/25/13
48. 5/25/13
49. 5/25/13
50. 5/25/13
51. 5/25/13
52. 5/25/13
53. 5/25/13
54. 5/25/13
55. 5/25/13
56. 5/25/13
57. 5/25/13
58. 5/25/13
59. 5/25/13
60. 5/25/13
61. 5/25/13
62. 5/25/13
63. 5/25/13
64. 5/25/13
65. 5/25/13
66. 5/25/13
67. 5/25/13
68. 5/25/13
69. 5/25/13
70. 5/25/13
71. 5/25/13
72. 5/25/13
73. 5/25/13
74. 5/25/13
75. 5/25/13
76. 5/25/13
77. 5/25/13
78. 5/25/13
79. 5/25/13
80. 5/25/13
81. 5/25/13
82. 5/25/13
83. 5/25/13
84. 5/25/13
85. 5/25/13
86. 5/25/13
87. 5/25/13
88. 5/25/13
89. 5/25/13
90. 5/25/13
91. 5/25/13
92. 5/25/13
93. 5/25/13
94. 5/25/13
95. 5/25/13
96. 5/25/13
97. 5/25/13
98. 5/25/13
99. 5/25/13
100. 5/25/13

PREPARED FOR:
ADVENTIST HEALTH, INC.
SYSTEMS/SUNBELT, INC.
111 NORTH ORLANDO AVENUE
WINTER PARK, FL 32789

ALTA / ACSM LAND TITLE SURVEY
OGDEN CAMPUS
AMBULATORY CARE CENTER
HINSDALE, ILLINOIS

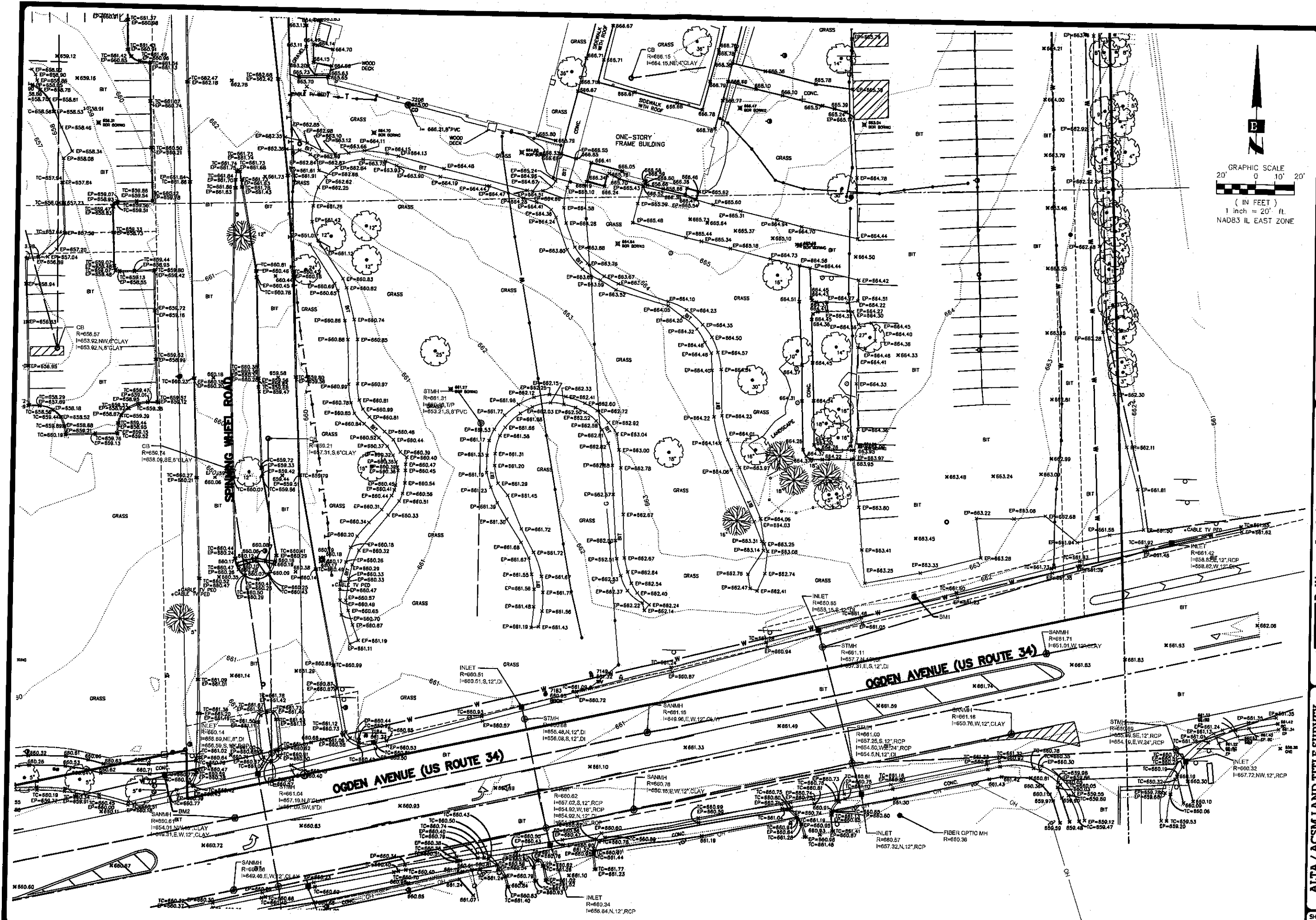
Design Firm License No.
184-001129

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD - SUITE 200, TASCARA, IL 60143
P: (630) 438-6400 F: (630) 438-6444 www.bollingerlach.com
TASCARA • CHICAGO • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

B

CONSULTING
ENGINEERS
SURVEYORS
SCENARIOS
SURVEYORS

SHEET NUMBER
4



REVISIONS

NO.	DATE	BY	DESCRIPTION
1	7/2/12	ALTA	FIELD WORK
2	7/2/12	ALTA	FIELD WORK
3	7/2/12	ALTA	FIELD WORK
4	7/2/12	ALTA	FIELD WORK
5	7/2/12	ALTA	FIELD WORK
6	7/2/12	ALTA	FIELD WORK
7	7/2/12	ALTA	FIELD WORK
8	7/2/12	ALTA	FIELD WORK
9	7/2/12	ALTA	FIELD WORK
10	7/2/12	ALTA	FIELD WORK
11	7/2/12	ALTA	FIELD WORK
12	7/2/12	ALTA	FIELD WORK
13	7/2/12	ALTA	FIELD WORK
14	7/2/12	ALTA	FIELD WORK
15	7/2/12	ALTA	FIELD WORK
16	7/2/12	ALTA	FIELD WORK
17	7/2/12	ALTA	FIELD WORK
18	7/2/12	ALTA	FIELD WORK
19	7/2/12	ALTA	FIELD WORK
20	7/2/12	ALTA	FIELD WORK
21	7/2/12	ALTA	FIELD WORK
22	7/2/12	ALTA	FIELD WORK
23	7/2/12	ALTA	FIELD WORK
24	7/2/12	ALTA	FIELD WORK
25	7/2/12	ALTA	FIELD WORK
26	7/2/12	ALTA	FIELD WORK
27	7/2/12	ALTA	FIELD WORK
28	7/2/12	ALTA	FIELD WORK
29	7/2/12	ALTA	FIELD WORK
30	7/2/12	ALTA	FIELD WORK
31	7/2/12	ALTA	FIELD WORK
32	7/2/12	ALTA	FIELD WORK
33	7/2/12	ALTA	FIELD WORK
34	7/2/12	ALTA	FIELD WORK
35	7/2/12	ALTA	FIELD WORK
36	7/2/12	ALTA	FIELD WORK
37	7/2/12	ALTA	FIELD WORK
38	7/2/12	ALTA	FIELD WORK
39	7/2/12	ALTA	FIELD WORK
40	7/2/12	ALTA	FIELD WORK
41	7/2/12	ALTA	FIELD WORK
42	7/2/12	ALTA	FIELD WORK
43	7/2/12	ALTA	FIELD WORK
44	7/2/12	ALTA	FIELD WORK
45	7/2/12	ALTA	FIELD WORK
46	7/2/12	ALTA	FIELD WORK
47	7/2/12	ALTA	FIELD WORK
48	7/2/12	ALTA	FIELD WORK
49	7/2/12	ALTA	FIELD WORK
50	7/2/12	ALTA	FIELD WORK
51	7/2/12	ALTA	FIELD WORK
52	7/2/12	ALTA	FIELD WORK
53	7/2/12	ALTA	FIELD WORK
54	7/2/12	ALTA	FIELD WORK
55	7/2/12	ALTA	FIELD WORK
56	7/2/12	ALTA	FIELD WORK
57	7/2/12	ALTA	FIELD WORK
58	7/2/12	ALTA	FIELD WORK
59	7/2/12	ALTA	FIELD WORK
60	7/2/12	ALTA	FIELD WORK
61	7/2/12	ALTA	FIELD WORK
62	7/2/12	ALTA	FIELD WORK
63	7/2/12	ALTA	FIELD WORK
64	7/2/12	ALTA	FIELD WORK
65	7/2/12	ALTA	FIELD WORK
66	7/2/12	ALTA	FIELD WORK
67	7/2/12	ALTA	FIELD WORK
68	7/2/12	ALTA	FIELD WORK
69	7/2/12	ALTA	FIELD WORK
70	7/2/12	ALTA	FIELD WORK
71	7/2/12	ALTA	FIELD WORK
72	7/2/12	ALTA	FIELD WORK
73	7/2/12	ALTA	FIELD WORK
74	7/2/12	ALTA	FIELD WORK
75	7/2/12	ALTA	FIELD WORK
76	7/2/12	ALTA	FIELD WORK
77	7/2/12	ALTA	FIELD WORK
78	7/2/12	ALTA	FIELD WORK
79	7/2/12	ALTA	FIELD WORK
80	7/2/12	ALTA	FIELD WORK
81	7/2/12	ALTA	FIELD WORK
82	7/2/12	ALTA	FIELD WORK
83	7/2/12	ALTA	FIELD WORK
84	7/2/12	ALTA	FIELD WORK
85	7/2/12	ALTA	FIELD WORK
86	7/2/12	ALTA	FIELD WORK
87	7/2/12	ALTA	FIELD WORK
88	7/2/12	ALTA	FIELD WORK
89	7/2/12	ALTA	FIELD WORK
90	7/2/12	ALTA	FIELD WORK
91	7/2/12	ALTA	FIELD WORK
92	7/2/12	ALTA	FIELD WORK
93	7/2/12	ALTA	FIELD WORK
94	7/2/12	ALTA	FIELD WORK
95	7/2/12	ALTA	FIELD WORK
96	7/2/12	ALTA	FIELD WORK
97	7/2/12	ALTA	FIELD WORK
98	7/2/12	ALTA	FIELD WORK
99	7/2/12	ALTA	FIELD WORK
100	7/2/12	ALTA	FIELD WORK

GRAPHIC SCALE

20' 0' 10' 20'

(IN FEET)

1 inch = 20' ft.

NAD83 IL EAST ZONE

PREPARED FOR:

ADVENTIST HEALTH

SYSTEMS/SUNBELT, INC.

111 NORTH PARK, FL 32789

BOLLINGER, LACH & ASSOCIATES, INC.

333 PIERCE ROAD - SUITE 200, ITASCA, IL 60143

P: (630) 438-6400 F: (630) 438-6444 WWW.BOLLINGERLACH.COM

ITASCA • CHICAGO • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

ALTA / ACSM LAND TITLE SURVEY

OGDEN CAMPUS

AMBULATORY CARE CENTER

HINSDALE, ILLINOIS

SHEET NUMBER

5

OF 8

Design Firm License No.

184-001128

MEMORANDUM

TO: Kevin Harney
ESa Architecture

COPY: Glen Eriksson, P.E.

FROM: Stephen Corcoran, P.E., PTOE

DATE: March 4, 2013

SUBJECT: Adventist Cancer Institute
Supplemental Traffic Study
Hinsdale, Illinois



This memorandum summarizes additional traffic analyses conducted for the proposed Adventist Cancer Institute (ACI) in Hinsdale, Illinois. A traffic study had been completed (December, 2012) and forwarded to the Village of Hinsdale for their review.

The Police Chief provided the following comments in an e-mail dated January 16th, 2013:

1. Salt Creek is a private roadway which may affect the Village's ability to impose traffic control devices/signals and speed restrictions.

Response: While Salt Creek is a private road, Adventist is willing to accommodate reasonable requests.

2. Road D which is now a public roadway intersects with Salt Creek. No mention on traffic volumes related to Road D. Intersection improvements at Salt Creek and Ogden (left turn arrow) that improves the intersection efficiency may increase cut through traffic in the evening from York Road. This could be addressed with turn restrictions at Old Mill/Road D.

Response: We concur with the Chief's comments regarding potential turn restrictions to restrict cut-thru traffic.

3. The intersection of Ogden and Salt Creek is an area of concern and more so with the evening peak hours. The conclusion of "The ACI generated traffic volumes will be 23% less in the morning peak-hour and 54% less in the evening when compared to the previous uses on the site" is misleading. They utilize projected numbers based on the use of a restaurant that hasn't been there in 25 years and based on current traffic the increase in volume with use and re-routing the Spinning Wheel traffic will cause a long queue and delay for anyone trying to leave that area during evening rush. Changing the configuration to allow for a left turn lane, a left turn signal and a possible change in the programming of the signal are the only way this would accommodate the increased volume.

Response: The comparison of the proposed ACI traffic was with most recent uses of 421 Ogden as an office (after its use as a restaurant) and 1 Salt Creek, as medical office. The ACI will generate less traffic than the historical use of those two properties.

The proposed signal improvements will improve the southbound queues, as noted by the Chief.

4. I like closing Spinning Wheel at Ogden and agree with the study conclusion there.

Response: None required.

5. Access to the Forest Preserve property not mentioned in the study.

Response: Adventist is willing to work with the Village to maintain access to the Forest Preserve property.

Additional traffic analysis was requested by the Chief reflecting the existing office vacancies along Spinning Wheel Road, Salt Creek Lane, and Elm Street.

Existing Office Buildings

There are twelve existing office buildings or vacant building pads along Spinning Wheel Road, Salt Creek Lane, and Elm Street. **Table 1** summarizes the size of the existing (or prior) buildings and their vacancies. 421 Ogden and 1 Salt Creek are part of the ACI building site, so they have been excluded.

Table 1
Existing Office Buildings and Vacancies

421 E. Ogden Avenue	These parcels are part of the ACI site area	
1 Salt Creek Lane		
2 Salt Creek Lane	23,070	23,070
7 Salt Creek Lane	20,091	20,091
11 Salt Creek Lane	39,052	1,800
12 Salt Creek Lane	61,378	30,689
15 Salt Creek Lane	50,400	15,120
15 Spinning Wheel	133,000	23,940
901 N. Elm Street	28,000	28,000
907 N. Elm Street	32,175	16,088
908 N. Elm Street	119,022	-
911 N. Elm Street	49,715	12,429
Total	555,903	171,226

Vacant Office Trip Generation

Traffic estimates were made for the vacant office space using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of other similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Trip generation estimates were calculated for the morning and evening peak-hours. For purposes of this traffic study, it was assumed that 75% of the vacant spaces would be used by medical offices and the remaining 25% by general office. **Table 2** shows the estimated traffic volumes.

Table 2
Site Trip Generation Vacant Office Space

Office	710	42,806 sq. ft.	85	12	97	21	105	126
Medical Office	720	128,420 sq. ft.	242	64	307	102	263	365
Totals		171,226 sq. ft.	328	76	404	124	368	491

Site and Total Volumes

Based on trip generation and directional distribution estimates, the additional office traffic was assigned to the area roadways and is illustrated in **Figure 1**.

Site traffic assignments were combined with the 2014 Total Traffic volumes from the original traffic study (Existing plus ACI plus Background Growth). The resulting volumes are shown in **Figures 6**.

Intersection Capacity Analyses

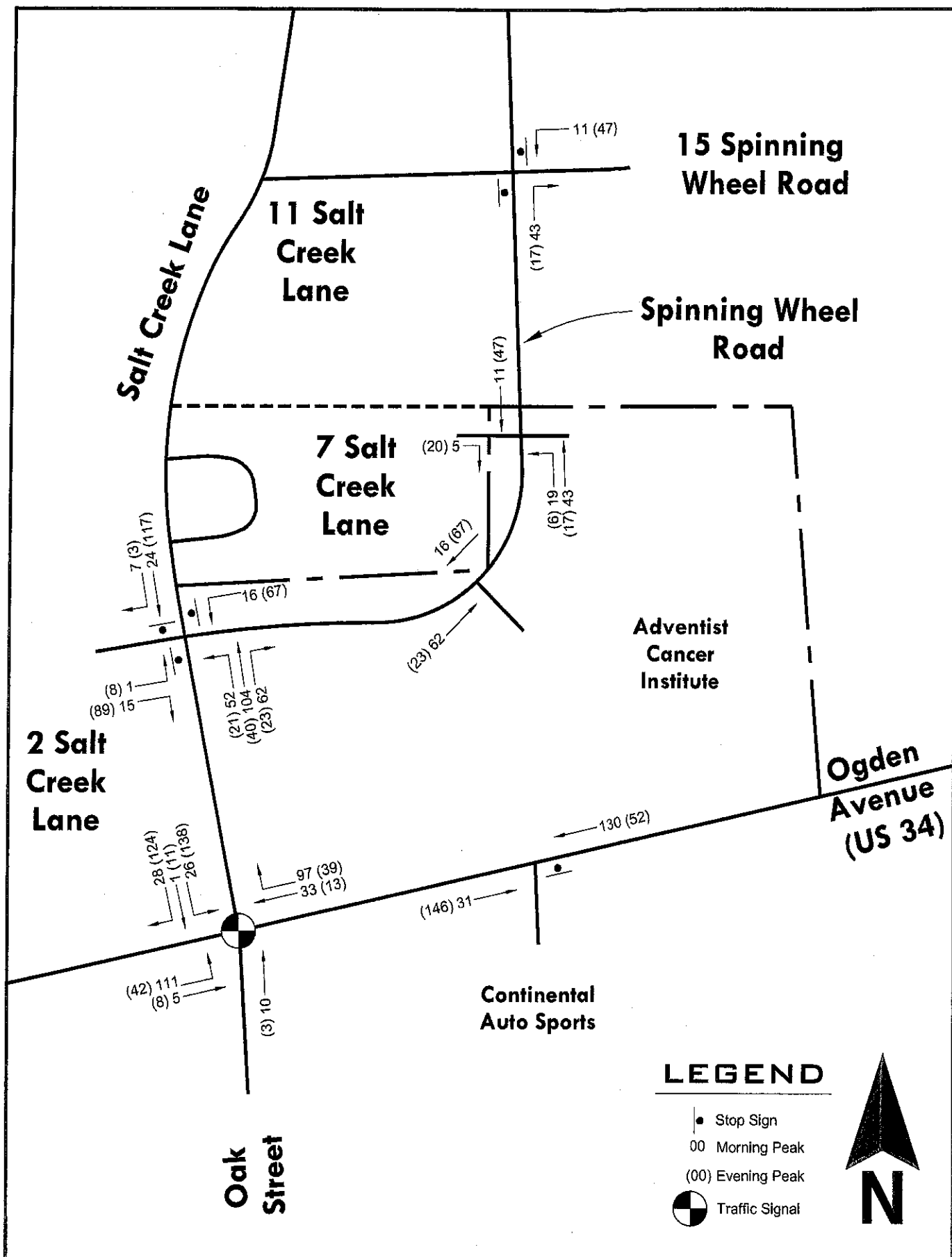
The intersection capacity analyses were conducted for the Year 2014 with the proposed development and office vacancies. **Table 3** shows the level of service results.

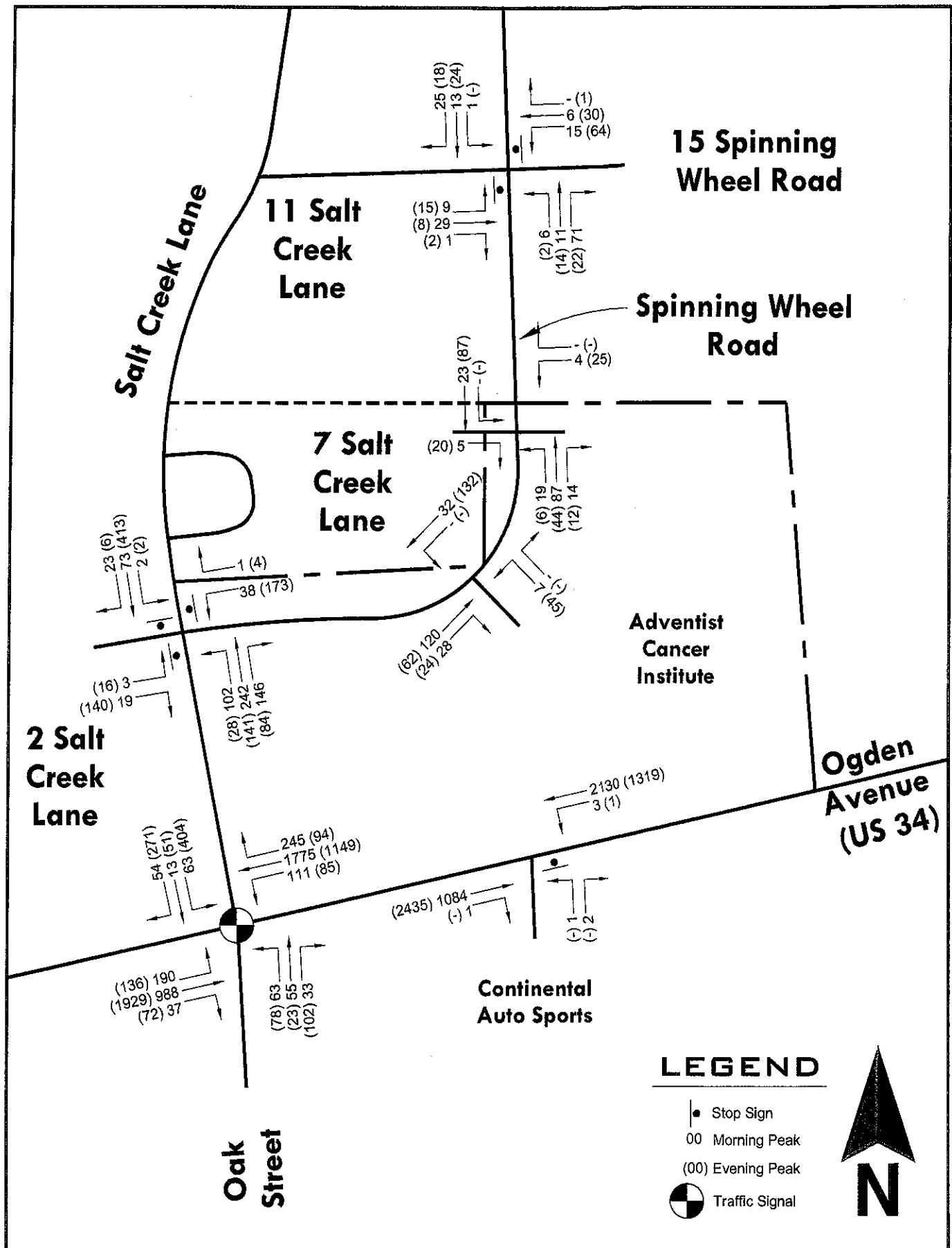
Overall, with the additional office space, most of the study intersections can accommodate the additional traffic. However, the amount of exiting traffic from the park during the evening peak hour will experience higher delays waiting to turn onto Ogden Avenue at the traffic signal.

Table 3
Intersection Level of Service and Delay
2014

Salt Creek Lane At Ogden Avenue (Traffic Signal)	LOS B – 15.0 sec (LOS B – 15.2 sec) ⁽¹⁾	(LOS B – 17.7 sec) ⁽¹⁾	LOS E – 65.5 sec (LOS D – 48.7 sec) ⁽¹⁾	(LOS E – 64.5 sec) ⁽¹⁾
Continental Auto Sports At Ogden Avenue (Stop Sign)	LOS E	LOS E	LOS E	LOS E
2 Salt Creek Lane/Spinning Wheel Road (Sb, Wb, and Eb Stop Sign)	LOS A	LOS A	LOS B	LOS C
Spinning Wheel Road At 11 Salt Creek Lane (Stop Sign)	LOS A	LOS A	LOS A	LOS A
North ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A	LOS A	LOS A
South ACI Driveway on Spinning Wheel Road (Stop Sign)	LOS A	LOS A	LOS A	LOS A

(1) Providing a southbound left-turn arrow on Salt Creek Lane





**ERIKSSON
ENGINEERING
ASSOCIATES, LTD.**

2014 Total Traffic Volumes With Office Park

Figure 2

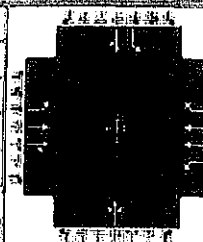
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA
Analyst	SBC
Jurisdiction	IDOT/Hinsdale
Intersection	Ogden at Salt Creek/Oak
File Name	Ogden AM 2014 with Office and Sb Left turn arrow.xus
Project Description	2014 Total Traffic

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	190	988	37	111	1775	245	63	55	33	63	13	54

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8	7	4
Case Number	1.1	4.0	1.1	3.0		8.3	1.0	4.0
Phase Duration, s	16.9	87.1	13.0	83.2		23.9	6.0	29.9
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0	3.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2	3.1	3.2
Queue Clearance Time (g _s), s	9.3		5.1			14.8	5.0	6.9
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.1	0.0	0.4
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	0.22		0.10			1.00	1.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	200	543	536	117	1868	258		159		66	71	
Adjusted Saturation Flow Rate (s), veh/h/ln	1740	1827	1803	1740	1739	1548		1539		1740	1595	
Queue Service Time (g _s), s	7.3	10.8	10.8	3.1	51.2	5.8		10.8		3.0	4.9	
Cycle Queue Clearance Time (g _c), s	7.3	10.8	10.8	3.1	51.2	5.8		12.8		3.0	4.9	
Capacity (c), veh/h	279	1140	1125	466	2066	919		251		145	293	
Volume-to-Capacity Ratio (X)	0.718	0.476	0.476	0.251	0.905	0.280		0.633		0.456	0.240	
Available Capacity (c _a), veh/h	279	1140	1125	466	2066	919		251		145	293	
Back of Queue (Q), veh/ln (95th percentile)	11.0	6.1	6.0	2.0	19.1	3.3		9.0		1.3	3.5	
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	35.7	5.0	5.0	7.8	10.8	6.1		53.7		50.6	45.3	
Incremental Delay (d ₂), s/veh	7.5	1.4	1.4	0.1	7.1	0.8		3.9		0.8	0.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	43.2	6.4	6.5	7.9	17.9	6.9		57.6		51.4	45.5	
Level of Service (LOS)	D	A	A	A	B	A		E		D	D	
Approach Delay, s/veh / LOS	12.2	B		16.1	B		57.6	E		48.3	D	
Intersection Delay, s/veh / LOS	17.7						B					

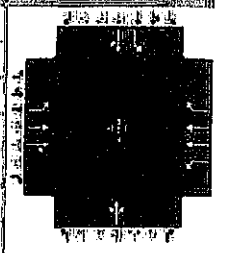
Multimodal Results

	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.1	2.3	3.0	2.9
Bicycle LOS Score / LOS	1.5	2.3	0.7	0.7

HCS 2010 Signalized Intersection Results Summary

General Information

Agency	EEA	Analysis Date	10/17/2012	Duration, h	0.25
Analyst	SBC	Time Period	PM PEAK	Area Type	Other
Jurisdiction	IDOT/Hinsdale	Analysis Year	2014 Total Traffic	PHF	0.96
Intersection	Ogden at Salt Creek/Oak	Analysis Period	1> 7:00		
File Name	Ogden PM 2014 WITH OFFICE AND SB Lt Arrow and Timing Adjustment .xus				
Project Description	2014 Total Traffic with office				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	136	1929	72	85	1149	94	78	23	102	404	51	271

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.4	76.6	18.0	22.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.5	3.0	4.5	0.0	0.0		
				Red	0.0	1.5	1.0	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8	7	4
Case Number	1.1	4.0	1.1	3.0		8.3	1.0	4.0
Phase Duration, s	7.4	82.6	7.4	82.6		28.0	22.0	50.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.4	3.1	3.4
Queue Clearance Time (g _s), s	6.4		5.1			24.0	20.0	27.1
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.0	0.0	1.2
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	1.00		1.00			1.00	1.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	142	1042	1042	89	1197	98		211		421	335	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1839	1774	1773	1579		1282		1774	1618	
Queue Service Time (g _s), s	4.4	76.6	76.6	3.1	23.2	2.6		18.9		18.0	25.1	
Cycle Queue Clearance Time (g _c), s	4.4	76.6	76.6	3.1	23.2	2.6		22.0		18.0	25.1	
Capacity (c), veh/h	269	1019	1006	110	1941	864		237		280	508	
Volume-to-Capacity Ratio (X)	0.527	1.023	1.036	0.805	0.617	0.113		0.892		1.506	0.660	
Available Capacity (c _a), veh/h	269	1019	1006	110	1941	864		237		280	508	
Back of Queue (Q), veh/ln (95th percentile)	3.8	43.9	45.2	4.6	11.7	1.7		14.6		41.5	15.6	
Overflow Queue (Q _o), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	18.6	18.9	18.9	34.0	11.7	8.9		59.8		43.1	41.5	
Incremental Delay (d ₂), s/veh	1.0	34.0	38.0	31.8	1.5	0.3		30.8		245.3	2.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay (d), s/veh	19.5	53.0	57.0	65.8	13.2	9.2		90.6		288.4	44.0	
Level of Service (LOS)	B	F	F	E	B	A		F		F	D	
Approach Delay, s/veh / LOS	52.7		D	16.3		B		90.6		F	180.0	
Intersection Delay, s/veh / LOS	64.5						E					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1		B	2.3		B	3.0		C	2.8		C
Bicycle LOS Score / LOS	2.3		B	1.6		A	0.8		A	1.7		A

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Ogden and Continental Auto			
Agency/Co.	Eriksson Engineering			Jurisdiction	IDOT/Hindale			
Date Performed	3/4/13			Analysis Year	2014 Total Traffic w/Office			
Analysis Time Period	AM Peak-Hour							
Project Description								
East/West Street: Ogden Avenue				North/South Street: Continental Auto				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		1084	1	3	2130			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	1141	1	3	2242	0		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	1		2					
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	1	0	2	0	0	0		
Percent Heavy Vehicles	1	1	1	1	1	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		3		3				
C (m) (veh/h)		613		93				
v/c		0.00		0.03				
95% queue length		0.01		0.10				
Control Delay (s/veh)		10.9		45.0				
LOS		B		E				
Approach Delay (s/veh)	--	--	45.0					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Ogden/Continental/Auto			
Agency/Co.	Eriksson Engineering			Jurisdiction	IDOT/Hindale			
Date Performed	3/4/13			Analysis Year	2014 Total with Office			
Analysis Time Period	PM Peak-Hour							
Project Description Total traffic with SW realigned to Salt Creek								
East/West Street: Ogden Avenue				North/South Street: Continental/Auto				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		2435	0	1	1319			
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	2590	0	1	1403	0		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0					
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	1	1	1	1	1	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR				
v (veh/h)		1		0				
C (m) (veh/h)		168						
v/c		0.01						
95% queue length		0.02						
Control Delay (s/veh)		26.6						
LOS		D						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst: SBC
 Agency/Co.: Eriksson Engineering
 Date Performed: 3/4/13
 Analysis Time Period: AM Peak-Hour

Site Information

Intersection: Salt Creek/S. Wheel at 2 SC
 Jurisdiction: Hinsdale
 Analysis Year: 2014 Total with Office

Project ID Existing with SW moved to Salt Creek

East/West Street: 2 Salt Creek Lane Access

North/South Street: Salt Creek Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	0	19	38	0	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	102	242	146	2	73	23
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	L	TR	L	TR
PHF	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate (veh/h)	24		42	1	113	430	2	106
% Heavy Vehicles	1		1	1	1	1	1	1
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.9		0.0	1.0	0.0	0.4	0.0	0.2
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.5		0.5	-0.7	0.5	-0.2	0.5	-0.1

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
xc, initial	0.02		0.04	0.00	0.10	0.38	0.00	0.09
hd, final value (s)	5.46		6.46	5.26	5.32	4.55	5.69	5.02
xc, final value	0.04		0.08	0.00	0.17	0.54	0.00	0.15
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.2		4.2	3.0	3.0	2.3	3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274		292	251	363	680	252	356
Delay (s/veh)	8.36		9.69	7.97	9.08	12.55	8.40	8.59
LOS	A		A	A	A	B	A	A
Approach: Delay (s/veh)	8.36		9.65		11.83		8.59	
LOS	A		A		B		A	
Intersection Delay (s/veh)	11.09							
Intersection LOS	B A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst **SBC**
 Agency/Co. **Eriksson Engineering**
 Date Performed **3/4/13**
 Analysis Time Period **PM Peak- Hour**

Site Information

Intersection **Salt Creek Lane at 2 SC**
 Jurisdiction **Hinsdale**
 Analysis Year **2014 Total with Office**

Project ID

East/West Street: **2 Salt Creek Lane Access**North/South Street: **Salt Creek Lane**

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	0	140	173	0	4
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	141	84	2	413	6
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	L	TR	L	TR
PHF	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate (veh/h)	172		192	4	31	249	2	464
% Heavy Vehicles	1		1	1	1	1	1	1
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.9		0.0	1.0	0.0	0.4	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.5		0.5	-0.7	0.5	-0.2	0.5	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
c, initial	0.15		0.17	0.00	0.03	0.22	0.00	0.41
hd, final value (s)	6.73		7.66	6.45	7.21	6.43	6.86	6.34
c, final value	0.32		0.41	0.01	0.06	0.44	0.00	0.82
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.4		5.4	4.2	4.9	4.1	4.6	4.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	422		432	254	281	499	252	559
Delay (s/veh)	12.59		15.56	9.20	10.38	14.19	9.59	31.41
LOS	B		C	A	B	B	A	D
Approach: Delay (s/veh)	12.59		15.43		13.77		31.31	
LOS	B		C		B		D	
Intersection Delay (s/veh)	21.22							
Intersection LOS	C							

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	SBC
Agency/Co.	Eriksson Engineering
Date Performed	3/4/13
Analysis Time Period	AM Peak Hour

Site Information

Intersection	Spinning Wheel+ 11/15 Salt Crk
Jurisdiction	Hinsdale
Analysis Year	2014 Total with Office

Project Description

East/West Street: 11/15 Salt Creek Lane

North/South Street: Spinning Wheel Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	11	71	1	13	25
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	7	13	85	1	15	30
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9	29	1	15	6	0
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	10	34	1	18	7	0
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	7	1		25			45	
C (m) (veh/h)	1563	1495		806			772	
v/c	0.00	0.00		0.03			0.06	
95% queue length	0.01	0.00		0.10			0.19	
Control Delay (s/veh)	7.3	7.4		9.6			10.0	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--		9.6			10.0	
Approach LOS	--	--		A			A	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SBC	Intersection	Spinning Wheel+ 11/15 Salt Crk
Agency/Co.	Eriksson Engineering	Jurisdiction	Hinsdale
Date Performed	3/5/13	Analysis Year	2014 Total with Office
Analysis Time Period	PM Peak Hour		

Project Description

East/West Street: 11/15 Salt Creek Lane

North/South Street: Spinning Wheel Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	14	22	0	24	18
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	2	17	27	0	29	22
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	8	2	64	30	1
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	18	9	2	79	37	1
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	2	0		117			29	
C (m) (veh/h)	1555	1564		867			848	
v/c	0.00	0.00		0.13			0.03	
95% queue length	0.00	0.00		0.47			0.11	
Control Delay (s/veh)	7.3	7.3		9.8			9.4	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--		9.8			9.4	
Approach LOS	--	--		A			A	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	3/4/13
Analysis Time Period	AM Peak Hour

Site Information

Intersection	North ACI Drive and Sp. Wheel
Jurisdiction	Private Road
Analysis Year	2014 Total with Office

Project Description

East/West Street: North ACI Drive/7 Salt Creek

North/South Street: Spinning Wheel Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	19	87	14	1	23	1
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	22	104	16	1	27	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		5	4		1
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	0	0	6	4	0	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LR	
v (veh/h)	22	1		5			6	
C (m) (veh/h)	1599	1480		794			1053	
v/c	0.01	0.00		0.01			0.01	
95% queue length	0.04	0.00		0.02			0.02	
Control Delay (s/veh)	7.3	7.4		9.6			8.4	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.6			8.4		
Approach LOS	--	--	A			A		

TWO-WAY STOP CONTROL SUMMARY						
General Information				Site Information		
Analyst	SBC			Intersection	North ACI Drive and Sp. Wheel	
Agency/Co.	EEA			Jurisdiction	Private Road	
Date Performed	3/4/13			Analysis Year	2014 Total with Office	
Analysis Time Period	PM Peak Hour					
Project Description						
East/West Street: North ACI Drive/2 Salt Creek				North/South Street: Spinning Wheel Road		
Intersection Orientation: North-South				Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	44	12	1	87	1
Peak-Hour Factor, PHF	0.83	0.80	0.80	0.80	0.80	0.83
Hourly Flow Rate, HFR (veh/h)	7	54	14	1	108	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		20	25		1
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.80	0.83	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	24	31	0	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	
Delay, Queue Length, and Level of Service						
Approach	Northbound	Southbound	Westbound		Eastbound	
Movement	1	4	7	8	9	10
Lane Configuration	LTR	LTR		LR		LR
v (veh/h)	7	1		32		24
C (m) (veh/h)	1494	1546		749		951
v/c	0.00	0.00		0.04		0.03
95% queue length	0.01	0.00		0.13		0.08
Control Delay (s/veh)	7.4	7.3		10.0		8.9
LOS	A	A		B		A
Approach Delay (s/veh)	--	--	10.0		8.9	
Approach LOS	--	--	B		A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	South ACI Drive and Sp. Wheel		
Agency/Co.	EEA			Jurisdiction	Private Road		
Date Performed	3/4/13			Analysis Year	2014 Total with Office		
Analysis Time Period	AM Peak Hour						
Project Description							
East/West Street: South ACI Drive				North/South Street: Spinning Wheel Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		120	28	1	32		
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly Flow Rate, HFR (veh/h)	0	144	33	1	38	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				7		1	
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	
Hourly Flow Rate, HFR (veh/h)	0	0	0	8	0	1	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		1		9			
C (m) (veh/h)		1411		802			
v/c		0.00		0.01			
95% queue length		0.00		0.03			
Control Delay (s/veh)		7.6		9.5			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.5				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SBC	Intersection	South ACI Drive and Sp. Wheel
Agency/Co.	EEA	Jurisdiction	Private Road
Date Performed	3/4/13	Analysis Year	2014 Total with Office
Analysis Time Period	AM Peak Hour		

Project Description

East/West Street: South ACI Drive

North/South Street: Spinning Wheel Road

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		62	24	1	132	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	0	77	29	1	164	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				45		1
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	0	56	0	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		1		57				
C (m) (veh/h)		1498		738				
v/c		0.00		0.08				
95% queue length		0.00		0.25				
Control Delay (s/veh)		7.4		10.3				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.3					
Approach LOS	--	--	B					

Memorandum

To: Chairman Byrnes and Plan Commissioners

From: Sean Gascoigne, Village Planner



Cc: David Cook, Village Manager

Robb McGinnis, Director of Community Development/Building Commissioner

Date: March 13, 2013

Re: 26-32 First Street – Garfield Crossing – Exterior Appearance and Site Plan Review

REQUEST

The applicant is requesting approval of exterior appearance and site plan review, to allow for the construction of a new two-story development consisting of first floor retail and retail/office on the second floor. The proposed development would also contain a surface parking lot which would provide 47 parking spaces and a single loading space. The site is currently improved with commercial buildings and a surface parking lot, in the B-2 Central Business District.

The applicant is proposing to construct the new two-story development at 26-32 E. First Street, on the southwest corner of First Street and Garfield Avenue. The proposal would include a first floor consisting of retail and a second floor containing either additional retail or office space. The surface parking lot would provide 47 off-street parking stalls, an increase of 6 stalls from the 41 which currently exist. The proposed ingress/egress for customers/tenants would be located on Garfield. Based on the square footages provided, the petitioner would be required to provide a total of 95-99 parking spaces depending on the proposed uses. The total parking deficiency will be calculated and confirmed if the development is approved and once the tenant usage has been determined. The petitioner has confirmed that, should the proposal be approved, a fee of \$2,500.00 per space would be provided in lieu of the additional parking required. In addition to the surface parking lot, the attached site plans illustrate the loading area along the west side of the proposed development, which would accommodate the required 10'-0" x 30'-0" loading space. The delivery vehicles would access the loading space from First Street, which is limited to one-way access and delivery vehicles only, and then exit onto Garfield. The applicant's traffic study has also included a maneuvering diagram which illustrates how a delivery vehicle would navigate the site.

The architecture of the proposed buildings appears to be in keeping with the existing architecture, scale and materials already utilized in the downtown. Building materials and design elements for the proposed development include differently colored modular brick, masonry stone bases and bandings, articulated cornices and varied rooflines. The horizontal massings of the exterior elevations are broken up with the placement of architectural design details, variation of building materials, window placement and building styles. The petitioner has utilized parapets within the architecture and elevations to shield all mechanical equipment, as required by code. As part of the proposal the applicant is requesting two exceptions from the Board of Trustees, as provided for in the Sections outlined below, and specifically relates to height and off-street parking. The two requested exceptions are as follows:

- An exception for height to allow a height of 36'-0", in lieu of the required 30'-0", which is permitted pursuant to Section 5-110G(2) provided the Plan Commission and Village Board find that the feature exhibits architectural merit. While the information provided identifies almost all of the structure meeting the 30'-0" building height requirement as defined by the zoning code, the request to allow the turret to extend beyond the 30'-0" height would necessitate this exception.
- An exception from 9-104 for a deficiency in parking. Pursuant to Section 9-104D(5) the applicant may pay to the Village, a per space fee of two thousand five hundred dollars (\$2,500.00) in lieu of providing these spaces, if the applicant satisfies the standards set forth in said section, to the satisfaction of the Board of Trustees.

In addition to the aforementioned exceptions, the applicant has also applied for 5 separate variations as they relate to the proposed development. The public hearing regarding these variations is scheduled to take place at the Zoning Board of Appeals on March 20, 2013. The requested variations are as follows:

- 9-107(A)(1) to allow no landscape buffer, in lieu of the 10'-0" landscape buffer required, along the rear (west) of the proposed parking lot.
- 9-101E to allow the proposed parking lot to have a 0'-0" rear (west) yard and setback, in lieu of the 20'-0" rear yard setback required.
- 9-105(C)(1) to allow a loading space that would open onto a building facade facing a public right of way.
- 9-107(A)(2) to allow a parking lot with no interior parking lot tree, in lieu of the one parking lot tree, as required.
- 9-106J(5)(b) to allow two wall signs higher than 20'-0" or the bottom of the second story window, as required.

Other

In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:

1. Subsection 11-604F pertaining to Standards for site plan disapproval; and
2. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit.

Attachment

Cc: President Cauley and Village Board of Trustees



20 N. Wacker Drive, Ste 1660
Chicago, Illinois 60606-2903
T 312 984 6400 F 312 984 6444

memarrs@ktlaw.com
Direct Dial 312-984-8419

15010 S. Ravinia Avenue, Ste 10
Orland Park, Illinois 60462-5353
T 708 349 3888 F 708 349 1508

www.ktlaw.com

MEMORANDUM

To: Dave Cook
From: Michael A. Marrs
Date: February 26, 2012
Re: Procedural Issues re Parking Deficiency – Garfield Crossing

QUESTIONS: The proposed development at First & Garfield (the "Development") is currently moving through multi-tracked approval processes involving various Village boards and commissions. You have asked me to reduce to writing my opinion concerning the following procedural questions relative to the approval processes:

- (1) What body has jurisdiction to address the Development's parking deficiency?
- (2) What is the proper amount for the developer to pay to the Village per space for the Development's parking deficiency?

SHORT ANSWERS: (1) Pursuant to the specific procedure set forth in Section 9-104D5 of the Village's Zoning Code for addressing parking deficiencies in the B-2 Central Business District, the Board of Trustees is the body that has jurisdiction to address deficiencies in excess of seven spaces.

(2) Pursuant to Section 9-104D5 of the Zoning Code, the developer is required to pay \$2,500 per space to the Village for parking deficiencies in the B-2 Central Business District.

ANALYSIS – JURISDICTION OVER PARKING DEFICIENCY FOR GARFIELD CROSSING:

General ZBA Authority Over Parking Variations: The Zoning Board of Appeals ("ZBA") has authority to grant variations from the provisions of the Hinsdale Zoning Code ("Zoning Code") in certain specified cases. In other cases, the Board of Trustees may grant variations following a public hearing and positive recommendation from the ZBA. Zoning Code, 11-503A.

The Zoning Code specifies two different instances where the ZBA has final authority to grant variations relative to parking: 1) pursuant to subsection 11-503E1(e), in order to "reduce by not more than twenty percent (20%), or one space, whichever is greater, the minimum number of off-street parking spaces or loading spaces otherwise required"; and 2) pursuant to subsection 11-503E1(f), in order to "vary the number of parking or loading spaces required in connection with a change of use or an increase in use intensity." Neither of these subsections would apply here, where the proposed spaces are approximately 50% of those required, and where what is contemplated is a new use, rather than a change of use or an increase in use intensity (both of which imply an existing active use).

If the Development was proposed in a district other than the B-2 Central Business District, the ZBA would generally have the ability to recommend, and the Board of Trustees would have the authority to approve upon positive recommendation from the ZBA, variations related to parking other than those specified in subsections 11-503E1(e) & (f) of the Zoning Code. However, for developments in the B-2 Central Business District, the Zoning Code sets forth an alternative procedure specifically tailored to the sort of parking space deficiencies at issue here, as further discussed below.

Alternative Procedure to Address Parking Deficiencies in the B-2 Central Business District: Section 9-104 of the Zoning Code concerns Off-Street Parking generally. That Section states that except as otherwise provided in the section, the provisions of 9-104 shall apply to, and off-street parking spaces sufficient to satisfy the requirements of 9-104 shall be provided for, all existing and new uses. The use proposed for the Development is a new use, as there is no current use.

Section 9-104 lists various exceptions to the general off-street parking requirements. Subsection 9-104D5 provides a specific exception procedure for addressing parking space deficiencies in the B-2 District, and applies whenever an owner or applicant is required to provide additional off-street parking spaces for an existing, new or change of use in the B-2 Central Business District. Under 9-104D5, an owner may pay the Village a per space fee of \$2,500 in lieu of providing up to seven of the required additional spaces. A payment in lieu for seven or less spaces does not require approval of any board or commission of the Village. If there is a deficiency of more than seven spaces, a \$2,500 fee may be paid per each additional space in excess of seven, but only if the owner or applicant has established to the satisfaction of the Board of Trustees that certain standards have been met. Zoning Code, 9-104D5. Fees paid in lieu of parking under this subsection are to be utilized by the Village for improvements benefitting the B-2 central business district.

The presence of the payment in lieu subsections in the "Exceptions" portion of the Off-Street Parking requirements of the Zoning Code, along with the limit on its application only to developments in the B-2 Central Business District, suggests that its intent was to find a way to balance in this unique district the need to maintain a healthy and economically viable downtown area by providing sufficient parking for customers with the reality that options for creating additional parking are limited in this long-developed area.

Conclusion – Board of Trustees has Jurisdiction Over Approving Parking Deficiencies in the B-2 Central Business District: The very specific payment-in-lieu exception procedure set forth in Section 9-104D5 of the Zoning Code for addressing parking deficiencies in the B-2 Central Business District supersedes the general variation process as it relates to parking deficiencies in the B-2 District. It is the Board of Trustees then, which has jurisdiction to address parking deficiencies in the B-2 district in excess of seven spaces under Section 9-104D5, rather than the ZBA through the general variation process.

ANALYSIS – PROPER PER SPACE PAYMENT-IN-LIEU AMOUNT FOR GARFIELD CROSSING:

As noted above, Section 9-104D5 sets forth a per space payment amount of \$2,500 for each parking space deficiency for an existing, new or change of use in the B-2 Central Business District. Where a deficiency is more than seven spaces, the same \$2,500 per space payment amount applies, so long as the owner or applicant establishes to the satisfaction of the Board of Trustees that certain standards set forth in 9-104D5 have been met.

Subsection 9-104D5(e) adds that where an owner or applicant to which the requirements of 9-104D5 apply is authorized to reduce the number of off-street parking spaces existing on the effective date of the Zoning Code accessory to a use in the B-2 central business district pursuant to a planned development approval, grant of a variation, or some other approval made by the Village, then that owner or applicant shall pay \$10,000 per space for each space reduced, in addition to any payment made pursuant to the \$2,500 per space formula discussed previously. In other words, 9-104D5(e) imposes a higher per space payment-in-lieu amount where reductions in existing spaces are approved. This specialized subsection and higher fee are inapplicable here, where the number of off-street parking spaces currently existing on the development site is actually proposed to be increased rather than reduced. The parking deficiency amount required to be paid by the developer to the Village in lieu of each required space is \$2,500.

cc: Zoning Board of Appeals
Robb McGinnis, Director of Community Development
Sean Gascoigne, Village Planner
Lance Malina

Zoning Code Excerpt:

Sec. 9-104: Off Street Parking:

D. Exceptions:

1. **Minor Additions:** Notwithstanding the foregoing provisions of this section, no building or use lawfully existing on the effective date of this code, or any amendment to it establishing parking requirements with respect to such structure or use, shall be required to provide any additional parking spaces pursuant to this section unless and until the aggregate increase in the units of measurement by which the parking requirement is calculated shall equal ten percent (10%) or more of the units of measurement required upon such effective date, in which event parking spaces as required herein shall be provided for the total aggregate increase.
2. **Nonconforming Locations And Designs:** Nothing in this section shall be construed to prohibit the continued utilization of any parking space as an accessory use to any structure or use for parking of a vehicle that may lawfully be parked in such space solely because such space does not satisfy the location or design requirements of this code, or any amendment to it, if such space was validly in use as an accessory use to such structure or use on the effective date of this code or such amendment.
3. **Remote Parking Spaces:** When proposed to eliminate a parking deficiency or when required because of a change in use or an increase in use intensity pursuant to subsection C2 or C3 of this section, parking spaces may be located within any district adjacent to the district in which the principal use in question is a permitted use, or within the same zoning district as, and within one thousand feet (1,000') of, the zoning lot on which the use to be served is located; provided, however, that such remote parking spaces may be allowed only when such remote site is covenanted to remain as parking for so long as said parking spaces are required to meet the standards of this code.
4. **Access Across Separate Zoning Lot:** No such access to an adjacent street shall be provided through a zoning lot other than the zoning lot on which the parking lot is located except across a permanent, recorded access easement in form and substance satisfactory to the village attorney.

5. Parking Space Deficiencies in B-2 District: When an owner or applicant is required to provide additional off-street parking spaces pursuant to this section for an existing, new, or change of use in the B-2 central business district, that owner or applicant may pay to the village a per space fee of ten thousand five hundred dollars (\$25,000.00) in lieu of providing up to seventy (70) of those required additional spaces. In addition, that owner or applicant may pay the same per space fee in lieu of providing an equal number of those required additional spaces in any other district, if that owner or applicant establishes to the satisfaction of the board of trustees that all of the following standards are satisfied:

(a) Effect on Purpose: The elimination of more than seventy (70) of those additional required spaces will not have an unduly adverse effect on the purposes for which this code was enacted or on the purposes for which the regulations of B-2 central business district were established, or on general purpose and intent of the official comprehensive plan and

(b) Effect on Adjacent Property: The elimination of more than seventy (70) of those additional required spaces will not have an unduly adverse effect on adjacent property or the public health, safety, and general welfare, and

(c) Effect on Traffic Congestion: The elimination of more than seventy (70) of those additional required spaces will not cause undue traffic congestion, and

(d) Compliance: The proposed use or development for which those additional spaces are required complies with all standards imposed on it by the particular provision of this code authorizing that use or development.

The fees paid to the village pursuant to this subsection D5 shall be used by the village for improvements benefiting the B-2 central business district, including the possible development and maintenance of additional parking facilities in the B-2 district or on property abutting the B-2 district.

- (e) Parking Space Reductions in The B-2 District:** If any owner or applicant to which the requirements of this subsection apply is authorized to reduce the number of off street parking spaces existing on the effective date of this code accessory to a use in the B-2 central business district pursuant to planned development approval, grant of a variation, or some other approval made by the village, then that owner or applicant shall pay to the village the sum of ten thousand dollars (\$10,000.00) per space for each space reduced, which payment shall be in addition to any payment made pursuant to subsection D5 of this section. Such sums so paid to the village shall be used by the village for improvements benefiting the B-2 central business district, including the possible development and maintenance of additional parking facilities in said district or on property abutting said district.

DRAFT



Memo

Hinsdale Preservation Commission

March 4, 2013

The Hinsdale Preservation Commission reviewed the in our monthly meeting on Tuesday, February 12, 2013 the concepts plans for the Garfield Crossing Project (First and Garfield). To my understanding the below is the recap of comments based on the February 12, 2013 Meeting.

Commissioners are encouraged to attend the March 13, 2013 Plan Commission Meeting.

- Overall the building plan was a good fit for the site. Like the 2 story height, concern about the height of the turret height on the northeast corner of the building and in the center of the building.
- Parking in the back of the building is nice. Concerned about the ratio of parking for both office and retail use. We understand a parking study will be completed.
- Concerned about the alley being created on the west side of the property. Concerned about the flow for deliveries and car traffic.
- Concerned about dock deliveries being access from First Street.
- The plan outlines the diverse building fascia. Would like to see further diversity of the fascia.
- Would like to see some green space and outside seating areas.



Village President Tom Cauley and Village Board of Trustees
Village of Hinsdale
19 E. Chicago Avenue
Hinsdale, IL 60521

March 4, 2013

To: President Cauley and Village Board of Trustees,

Re: The Garfield Crossing

The Hinsdale Chamber of Commerce has reviewed the proposed development project planned for the property known as The Garfield Crossing located at First Street & Garfield Street in downtown Hinsdale and supports this effort. The Chamber believes this proposal to be an attractive, well-planned desirable solution for the downtown business district.

The Chamber is concerned for the Hinsdale Business community's economic well-being and feels this project appropriate to enhance and revitalize the downtown area. We hope the Garfield project can move forward on a timely basis.

We thank you for your consideration in this matter.

Respectfully,

Patti Dempsey; Chairman of the Board
Hinsdale Chamber of Commerce

Cc: Dave Cook; Hinsdale Village Manager

MEMORANDUM

To: Clay Naccarato
Garfield Crossing LLC
CC: David Kennedy
PPK Architects
From: Bruce Talbot, P.E.
CEMCON, Ltd.
Date: February 26, 2013
Subject: **Garfield Crossing Development – Hinsdale, IL**
Traffic Memo and Analysis of Site Access

I. Overview

Garfield Crossing LLC proposes a re-development of an existing property located at the southwest corner of First Street and Garfield Avenue in Hinsdale, Illinois. This memorandum analyzes projected traffic flow to and from the subject property, and analyzes the potential impacts at the site access location.

II. Existing and Projected Traffic and Roadway Conditions

Garfield Avenue abutting the subject property is two lanes, undivided, with no parking. First Street is two lanes, undivided, with parallel parking along the south side, adjacent to the site, and angle parking on the opposite side. The parking is metered from 9:00 AM to 5:00 PM, with a two-hour limit. The intersection of First Street and Garfield Avenue is controlled by a four-way stop sign. The speed limit is 25 mph on both streets, and Garfield Avenue is also posted with a school speed limit of 20 (when children are present.)

Existing AM and PM peak period traffic counts for the intersection of First Street and Garfield Avenue were performed by CEMCON, Ltd. on January 30, 2013. The observed volumes are shown on Attachment A.

The proposed development plan (Attachment B) calls for a full-access two-way driveway on Garfield Avenue, as well as a secondary one-way (inbound) driveway on First Street. The First Street access will be for truck loading only.

III. Site Traffic Generation and Distribution

Using the ITE Trip Generation Manual (8th Edition), trips generated by the development were calculated for the AM and PM peak hours as summarized in Table 1.

Table 1. Site Traffic Generation							
Location	Land Use	ITE Code	Sq. Ft. (1000's)	AM		PM	
				IN	OUT	IN	OUT
Ground Floor	Specialty Retail	814	12.69	64	69	19	24
Second Floor	Office	715	13.45	22	3	3	20
Total				85	71	22	44

Notes:

1. Trips for Specialty Retail are a composite of the "average rate" and the "fitted curve" equation due to significant difference between the two.
2. AM trips for Specialty Retail are for the AM peak hour of generator, since trips during the peak hour of adjacent roadway are not defined for this land use. (Many retail stores are not open during the morning rush hour) Therefore, use of these trip numbers is likely an overestimation.

The directional distribution of the arriving and departing site traffic will be assumed to be split between north and south on Garfield Street in the same ratios as the current background traffic on Garfield. (See Table 2).

Table 2. Directional Distribution of Site Traffic		
	AM	PM
Direction To/From	Percentage of Traffic	Percentage of Traffic
To North	59%	34%
To South	41%	66%
Total	100%	100%
From North	41%	66%
From South	59%	34%
Total	100%	100%

Based on the splits in Table 2, the site-generated trips were assigned to the various movements at the proposed driveway. Since the one-way entrance off of First Street is for loading only, all the trips were assigned to the Garfield Avenue driveway. Furthermore, it would be reasonable to make some allowance for on-street parking; that is, deduct from the total driveway volumes the number of vehicles that would park on the street in front of the stores, or in the nearby municipal shoppers parking lot. However, as a conservative measure, we will consider the "worst-case scenario" in which all the trips are assigned to the driveway. The total traffic volumes at the proposed access point computed on this basis are as shown in Table 3. Note that the background volumes on Garfield Avenue were projected to the year 2018, using an estimated annual growth rate of 3%.

Table 3. Projected Traffic Volumes – Garfield Avenue Site Access			
Movement		AM Peak Hour Volume	PM Peak Hour Volume
NB	Left	50	7
	Through	435	226
SB	Right	35	15
	Through	307	446
EB	Left	42	15
	Right	29	29

IV. Capacity and Queuing Analysis of Site Access Locations

HCS 2010 was used to analyze the intersection listed above. The computed Level of Service (LOS) and 95th percentile queue lengths are listed below. Note that LOS is not computed for uncontrolled movements (i.e. southbound through or right-turning traffic).

Table 4. Capacity Analysis – HCS 2010			
Movement		Level of Service	95th % Queue (vehicles)
AM Peak Hour			
NB	Left/Through	A	0.16
EB	Left/Right	C	1.04
PM Peak Hour			
NB	Left/Through	A	0.02
EB	Left/Right	B	0.37

The results indicate that even under the conservative assumptions noted above, the Levels of Service are C or better for all approaches. LOS C is considered desirable for design, and LOS D is usually considered acceptable in urban areas. Note that the computed queue lengths are less than one vehicle in all directions, 95% of the time. Printouts of the HCS analyses are attached.

V. Parking Requirements

According to Section 9-104 of the Hinsdale Village Code, the proposed development is required to provide off-street parking computed as follows:

Since the future tenants of the first-floor retail space are not known, retail parking is computed as 1 space for each 200 square feet of net floor area:

$$10,993 \text{ NSF} / 200 = 55 \text{ spaces.}$$

Second-floor office space requires 1 space for each 275 square feet of net floor area:

$$10,887 / 275 = 40 \text{ spaces.}$$

Total required spaces = 55 + 40 = 95. The proposed site plan includes 47 off-street spaces, while the existing lot has only 41 spaces.

The subject parcel is in the B-2 Zoning District. Under Section 9-104-D-5 of the Village Code, parking space deficiencies within the B-2 District may, if certain conditions are met, be accounted for by payment of a \$2500 per space fee to the Village in lieu of providing the required number of spaces.

The minimum size of parking spaces is 9 feet by 18 feet, and the required aisle width is 24 feet. The proposed site plan meets or exceeds these requirements. (See Attachment B)

VI. Conclusions

Considering the proposed access plan along with projected traffic for the site, the projected traffic volumes at the Garfield Avenue access point were analyzed. Results of the capacity analyses indicate that the projected site traffic will be comfortably accommodated by the proposed plan, even using somewhat conservative assumptions of site traffic. Computed levels of service and queue lengths are well within standard criteria, and the likelihood of vehicles backing up in the through lanes or in the parking aisle is reasonably remote.

Attachments:
Traffic Counts
Site Plan
HCS printouts

H:\904015\REPORTS\Traffic Memo 02-26-2013.doc

ATTACHMENT A

Garfield Crossing

Traffic Count

Location: First Street at Garfield Avenue

Hinsdale, IL

Date: 01-30-2013

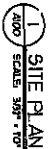
	NB			SB			EB			WB			TOTALS
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 AM TO 6:45 AM	4	40	6	1	10	3	3	4	2	0	0	2	75
6:45 AM TO 7:00 AM	4	37	4	1	19	9	5	7	8	0	6	1	101
7:00 AM TO 7:15 AM	2	42	2	1	27	4	1	5	3	4	3	1	95
7:15 AM TO 7:30 AM	12	53	4	1	40	7	3	6	8	10	5	2	151
7:30 AM TO 7:45 AM	11	85	11	3	61	5	8	7	14	40	7	4	256
7:45 AM TO 8:00 AM	15	91	8	8	59	9	6	6	19	30	4	6	261
8:00 AM TO 8:15 AM	10	95	3	2	25	10	4	7	4	0	7	1	168
8:15 AM TO 8:30 AM	7	75	8	3	30	14	6	8	11	2	9	3	176
AM PEAK	43	346	30	16	175	38	24	28	48	72	27	14	861
4:30 PM TO 4:45 PM	4	44	2	1	56	9	10	13	7	4	1	4	155
4:45 PM TO 5:00 PM	5	40	2	1	61	9	11	9	13	5	5	3	164
5:00 PM TO 5:15 PM	6	38	0	2	79	8	14	15	11	5	5	5	188
5:15 PM TO 5:30 PM	11	37	8	3	67	7	5	17	7	5	5	5	177
5:30 PM TO 5:45 PM	6	44	2	1	98	7	11	12	19	5	6	3	214
5:45 PM TO 6:00 PM	5	31	1	0	71	8	12	8	15	4	6	3	164
6:00 PM TO 6:15 PM	13	39	5	2	85	20	14	11	14	4	7	0	214
6:15 PM TO 6:30 PM	8	42	5	4	63	10	9	13	15	5	4	2	180
PM PEAK	32	156	13	7	317	45	46	44	63	18	23	8	772

PEAK
HOUR

PEAK
HOUR

ATTACHMENT A

ATTACHMENT B



1 SITE PLAN
A100 SCALE: 3/32" = 1'-0"



NORTH

GARFIELD AND FIRST STREET
HINSDALE, IL 60521

CONTACT: 610-555-9145, LLC
1514 N. BERTHOFF DRIVE
SECT. 200
GREENWOOD TOWNSHIP, NJ 08011

SITE PLAN

DATE	01.09.13
TIME	

A100

ATTACHMENT C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	bpt	Intersection	Site access intersection
Agency/Co.	Cemcon Ltd	Jurisdiction	Hinsdale
Date Performed	02-05-2013	Analysis Year	2018
Analysis Time Period	AM Peak + generator peak		

Project Description Garfield Crossing	
East/West Street: site access drive	North/South Street: Garfield Avenue
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	50	435			307	35
Peak-Hour Factor, PHF	0.90	0.82	0.90	0.90	0.82	0.90
Hourly Flow Rate, HFR (veh/h)	55	530	0	0	374	38
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	42		29			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	46	0	32	0	0	0
Percent Heavy Vehicles	1	1	1	1	1	1
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		1			1	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	55						78	
C (m) (veh/h)	1058						295	
v/c	0.05						0.26	
95% queue length	0.16						1.04	
Control Delay (s/veh)	8.6						21.5	
LOS	A						C	
Approach Delay (s/veh)	--	--				21.5		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	bpt		Intersection	Site access intersection
Agency/Co.	Cemcon Ltd		Jurisdiction	Hinsdale
Date Performed	02-05-2013		Analysis Year	2018
Analysis Time Period	PM Peak			

Project Description		Garfield Crossing	
East/West Street:		site access drive	North/South Street: Garfield Avenue
Intersection Orientation:		North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

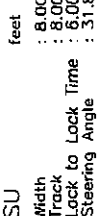
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	226			446	15
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	7	251	0	0	495	16
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		29			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	16	0	32	0	0	0
Percent Heavy Vehicles	1	1	1	1	1	1
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		1			1	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	7						48	
C (m) (veh/h)	973						433	
v/c	0.01						0.11	
95% queue length	0.02						0.37	
Control Delay (s/veh)	8.7						14.3	
LOS	A						B	
Approach Delay (s/veh)	--	--				14.3		
Approach LOS	--	--				B		

ATTACHMENT D - 1
AUTOTURN EXHIBIT



RESEARCH DESIGN

RECEIVED

CEMCON, Ltd.

Consulting Engineers, Land Engineers & Planners

Call 800-855-8888, 800-855-8888
Toll Free 800-855-8888

24: 630.892.1110
— 630.892.1110
— 630.892.1110

	68-97	FILE NAME:	AUTOMATIC CO.
		REF NO:	60401B

OLD FATHERS' PROG. / POL. HALL BLDG.

NAME : BOULET MARIE : 13
 2-25-13 JOB NO: 0040
 2-25-13 DATE: 01-02-2013

REVISION DATE: 2-28-13

Copyright © 2012 Pearson, Inc. All rights reserved.

1000

VILLAGE OF HINSDALE

CONDITIONAL Certificate of Zoning Compliance

Subject to satisfaction of the conditions of approval listed below, the Village has determined that, based on the information included in the Plan Commission File for the southwest corner of First Street and Garfield Avenue – Garfield Crossing, LLC., regarding Exterior Appearance/Site Plan Review and other requests for zoning relief and approvals in 2013, for a Certificate of Zoning Compliance, the proposal described in this certificate appears to comply with the standards made applicable to it by the Hinsdale Zoning Code.

This certificate is issued to:

Garfield Crossing, LLC. – Clay Naccarato

Address or description of subject property:

Southwest Corner of First Street and Garfield Avenue

Use or proposal for subject property for which certificate is issued:

A mixed use development, including the construction of a two-story structure, with a new surface parking lot, a first floor consisting of retail and the second floor consisting of retail and/or office.

Plans reviewed, if any: *See attached plans, if any.*

Conditions of approval of this certificate:

The approval provided by this Certificate is CONDITIONAL only and is subject to the applicant applying for and obtaining the necessary variations/waivers and related approvals as they relate to the proposed improvements. The specific conditions that must be met are as follows:

1. The Zoning Board of Appeals must approve all necessary Zoning Variations that the Zoning Board of Appeals has authority to grant as they relate to the proposed improvements. These variations include, but are not limited to, variations to Sections:
 - 9-107(A)(1) to allow no landscape buffer, in lieu of the 10'-0" landscape buffer required, along the rear (west) of the proposed parking lot.

- 9-101E to allow the proposed parking lot to have a 0'-0" rear (west) yard setback, in lieu of the 20'-0" rear yard setback required.
2. The Zoning Board of Appeals must recommend to the Board of Trustees with a positive recommendation supported by four or more affirmative votes, all necessary Zoning Variations as they relate to the proposed improvements. These variations include, but are not limited to, variations to Sections:
- 9-105(C)(1) to allow a loading space that would open onto a building facade facing a public right of way.
 - 9-107(A)(2) to allow a parking lot with no interior parking lot tree, in lieu of the one parking lot tree, as required.
 - 9-106J(5)(b) to allow two wall signs higher than 20'-0" or the bottom of the second story window, as required.
3. The applicant must apply for, and the Plan Commission must make a recommendation on to the Board of Trustees, the necessary exceptions as they relate to the proposed improvements. These exceptions include, but are not limited to:
- An exception for height to allow a height of 36'-0", in lieu of the required 30'-0", which is permitted pursuant to Section 5-110G(2) provided the Plan Commission find that the feature exhibits architectural merit. While the information provided identifies almost all of the structure meeting the 30'-0" building height requirement as defined by the zoning code, your request to allow the turret to extend beyond the 30'-0" height would necessitate this exception.
 - An exception from 9-104 for a deficiency in parking. Pursuant to Section 9-104D(5) the applicant may pay to the Village, a per space fee of two thousand five hundred dollars (\$2,500.00) in lieu of providing these spaces, if the applicant satisfies the standards set forth in said section, to the satisfaction of the Board of Trustees.
4. The Board of Trustees must adopt an Ordinance that grants the following requests which includes the aforementioned variations (as stated in Section 2 above) and exceptions (as stated in Section 3 above):
- Approvals pursuant to Subsection 11-503F pertaining to Standards for Variations; and

- Approvals subject to Subsection 11-604F pertaining to Standards for Site Plan Approval; and
- Approvals subject to Subsection 11-606E pertaining to Standards for Building Permits (Exterior Appearance Review), which refers to Subsection 11-605E Standards and considerations for Design Review Permit.

Note: other conditions may be attached to approval of any pending zoning application.

NOTE ALL OF THE FOLLOWING CAREFULLY:

The conditional approval granted in this certificate has been granted based on the information provided to the Village and the Village's understanding of the facts and circumstances related to the proposal at this time. If (a) any information provided to the Village changes, (b) any new information is becomes available or is discovered, or (c) the Village's understanding of the facts and circumstances otherwise changes, then this certificate may be rescinded.

This certificate does not signify Building Code Review or approval and is not authorization to undertake any work without such review and approval where either is required. See the Hinsdale Building Code for details.

Before any structure to which this certificate is applicable may be occupied or used for any purpose, a Certificate of Occupancy must be obtained. See Section 11-402 of the Hinsdale Zoning Code and the Hinsdale Building Code for details.

Subject to an extension of time granted pursuant to the Hinsdale Zoning Code, this certificate shall become null and void six months after the date on which it was issued unless construction, reconstruction, remodeling, alteration, or moving of a structure is commenced or a use is commenced.

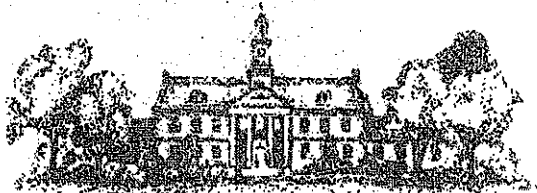
If this certificate is issued in violation of the provisions of the Hinsdale Zoning Code, whether intentionally, negligently, or innocently, then it shall be void *ab initio* and shall give rise to no rights whatsoever.

By:


Village Manager

Dated:

2/14, 2013



VILLAGE
OF HINSDALE

FOUNDED IN 1873

VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT

PLAN COMMISSION APPLICATION
FOR BUSINESS DISTRICTS

I. GENERAL INFORMATION

Applicant

Name: DAVID M. KENNEDY, PPK ARCHITECTS
Address: 444 N. MAIN ST., SUITE 200
City/Zip: GLEN ELLYN IL 60137
Phone/Fax: 630-461-0999 / -0974
E-Mail: dmk@ppkarchitects.com

Owner

Name: GARFIELD CROSSING LLC
Address: ONE LINCOLN CTR. | 3W 140 BUTTERFIELD
SUITE 700
City/Zip: OPPEROCK TERRACE, IL. 60131
Phone/Fax: 630-510-2100 / 630-963-6644
E-Mail: cmaccarato@moltocapital.com

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: _____
Title: _____
Address: _____
City/Zip: _____
Phone/Fax: _____ / _____
E-Mail: _____

Name: KEVIN SEARIN, GEMCON, LTD.
CIVIL. ENG.
Title: VICE PRES.
Address: 2280 WHITE OAK CIRCLE, SUITE 100
City/Zip: AURORA, IL. 60502
Phone/Fax: 630-862-2100
E-Mail: KevinSEGemcon.com

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

- 1) N.A.
- 2) _____
- 3) _____

II. SITE INFORMATION

Address of subject property: 26-32 E. 1ST STREET

Property identification number (P.I.N. or tax number): 09-12-190-016

Brief description of proposed project:

NEW TWO STORY RETAIL/OFFICE BUILDING WITH SURFACE PARKING.
GROSS BUILDING AREA IS 26,154 SF.

General description or characteristics of the site:

EXISTING SITE HAS A SINGLE STORY COMMERCIAL BUILDING ON THE WEST SIDE OF THE SITE, TO BE DEMOLISHED. EXISTING SURFACE PARKING ON THE EAST SIDE OF THE SITE TO BE RECONFIGURED/RECONSTRUCTED BEHIND (SOUTH) THE PROPOSED BUILDING. THE EXIST. RETAINING WALLS AT THE SOUTH AND WEST WILL REMAIN.

Existing zoning and land use: Business

Surrounding zoning and existing land uses:

North: B-2: EXIST. COMMERCIAL BUILDINGS

South: 1B: EXISTING (HANSBARE) MIDDLE SCHOOL

East: O-1: EXISTING OFFICE

West: B2: EXISTING RETAIL/COMMERCIAL

Proposed zoning and land use: B-2 OFFICE/RETAIL

Existing square footage of property: 33,313 SF square feet

Existing square footage of all buildings on the property: 13,905 square feet

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

☒ Site Plan Approval 11-604

Map and Text Amendments 11-601E
Amendment Requested:

Design Review Permit 11-605E

☒ Exterior Appearance 11-606E

Planned Development 11-603E

Special Use Permit 11-602E

Special Use Requested:

Development in the B-2 Central Business
District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 26-32 E. 1st St.

The following table is based on the B-2 Zoning District.

	Minimum Code Requirements			Proposed/Existing Development	
	B-1	<u>B-2</u>	B-3		
Minimum Lot Area	6,250	2,500	6,250	33,313 SF	
Minimum Lot Depth	125'	125'	125'	250'-4"	
Minimum Lot Width	50'	20'	50'	133'-0"	
Building Height	30'	30'	30'	26' +/- (30') **	
Number of Stories	2	2	2	2	
Front Yard Setback	25'	0'	25'	6"	
Corner Side Yard Setback	25'	0'	25'	1'-4"	
Interior Side Yard Setback	10'	0'	10'	70'-0"	
Rear Yard Setback	20'	20'	20'	24'	
Maximum Floor Area Ratio (F.A.R.)*	.35	2.5	.50	0.78	26,154 G.S.F. / 33,313 S.F.
Maximum Total Building Coverage*	N/A	80%	N/A	38%	12,649 S.F. / 33,313 S.F.
Maximum Total Lot Coverage*	90%	100%	90%	99%	32,965 S.F. / 33,313 S.F.
Parking Requirements		95-99		47	
Parking front yard setback		0'		7'-6"	
Parking corner side yard setback		0'		70'-0"	
Parking interior side yard setback		0'		0'-0"	
Parking rear yard setback		20'		0'-0"	
Loading Requirements		1 SP.		(1) SPACE: 10' X 30'	
Accessory Structure Information (height)	15'	15'	15'	N.A.	

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance:

** ROOF DECK IS 26' +/-, SCREENING ELEMENTS UP TO MAX. 30' (20% INCREASE FROM 30' PER SECT. 5-1106(2)).

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

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

On the 11th day of FEBRUARY, 2013, I/We have read the above certification, understand it, and agree to abide by its conditions.

[Signature] (APPLICANT)
Signature of applicant or authorized agent

Signature of applicant or authorized agent

DAVID M. KENNEDY
Name of applicant or authorized agent

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 12 day of
FEB, 2013

[Signature]
Notary Public

OFFICIAL SEAL
RUSSELL G STOCK
Notary Public - State of Illinois
My Commission Expires Jun 29, 2014



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

Address of proposed request: 26-32 E. 1st St.

REVIEW CRITERIA

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

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

FEES for Exterior Appearance/ Site Plan Review:

Standard Application: \$600

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

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

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

The open spaces between the proposed building and the street will be maintained with appropriate streetscape elements, similar to existing.

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

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

We have selected two different face bricks and a cast stone, all of very high quality and they fit in with the existing streetscape and character of the district. We have also selected window cladding, awnings and lighting to blend with the historic downtown.

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

The proposed building, at two stories, with the architectural details as designed, fits in well both in terms of scale and massing with the neighborhood.

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

Our site plan calls for the removal of one curb cut on Garfield Ave. and adding one along 1st St. We believe that we have adequate landscaping (for an urban site), and improved traffic patterns by segregating loading from customer vehicular access. We plan on saving all trees, with the exception of one street tree on 1st St. to allow for loading access. Two additional trees will be planted; one in the Garfield Parkway and one behind the building.

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

The two story building is visually compatible with adjacent structures. Although it is taller than the building to the west, there are several other two story buildings in the district.

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

The building will be constructed very close to the property lines and therefore respects and enhances the existing "street wall". The building's proportions

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

relate to other historic and architecturally significant buildings in downtown Hinsdale.

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

All of the building's windows and storefronts are proportioned to be visually compatible with the surrounding development. We propose to use "punched openings" with head and sill trim details that relate to the historic character or downtown Hinsdale.

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

The building has many windows and storefront openings so that the solid to void relationship is visually compatible with its surroundings.

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

The building is close to the property line at 1st St., set back from the west property line for loading access. The scale of the facade and introduction of a custom "roofscape" help tie it into the community.

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

The storefront entrances are set back and protected with overhangs, canopies and awnings. We have added bay windows in two locations at the second floor. All of these architectural features visually relate to the surroundings.

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

We believe that the rhythm of changes in the cladding materials (brick and stone)

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

along with the proposed masonry details (string courses, corbeled friezes, stone ornaments) relate to the historic surroundings.

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

The roof shape has several level changes and set backs not only for screening mechanical equipment but also to relate to other structures in the community.

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

We are maintaining the "street wall" on 1st St. to connect and relate to the retail character of the district. This new structure adds to the enclosure along the street by "filling" the area now occupied by surface parking.

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

We have a variety of window and door sizes and shapes. This was done to add variety since the building is wider than others in downtown Hinsdale. This variety and scale of the facade makes our building visually compatible with the district.

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

The north facade which is our primary elevation has a horizontal character with the continuity of aluminum/ glass storefronts, awnings and stone base course. However, we also introduce setbacks in the facade to break the rhythm.

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

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

N/A.

REVIEW CRITERIA – Site Plan Review

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

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

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

The retail/ office use is a permitted use in the B-2 zoning district.

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

The improved property and development is all within private property and does not interfere with existing easements or rights-of-way.

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

The proposed site plan integrates with the topographical features of the site. We are not modifying the existing grading in a significant way and will maintain existing grades and retaining walls at adjacent properties.

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

Our plan will maintain existing structural and visual connections to surrounding property. For the most part, all existing pedestrian and vehicular traffic patterns will be maintained.

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

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

Our plan has sufficient setback to vehicular areas on the site. The pedestrian and vehicular traffic patterns are similar to existing.

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

The parking lot is screened by the new building on the north and existing retaining wall and new fence on the south.

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

The structure and landscaping are sufficient and enhance the nearby structures and uses with architectural detail and ornament.

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

N/A.

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

Our site plan will allow for regrading in the parking area, collection of storm water on the roofs and proper confluence to the local storm sewer system below grade.

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

The building, being a replacement structure with a slight increase in area has adequate utility service and will not be a burden to existing systems.

11. The proposed site plan does not provide for required public uses designated on the

Village of Hinsdale
Community Development Department
Exterior Appearance and Site Plan Review Criteria

Official Map.

Public uses on the site and adjacent right-of-ways will be maintained.

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

The site plan, as a permitted use, does not request variations for height, lot coverage or F.A.R. The building will not have an adverse affect on the public health, safety or general welfare.

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
B-2 CENTRAL BUSINESS DISTRICT QUESTIONNAIRE**

Must be accompanied by completed Plan Commission Application

Address of proposed request: 26-32 E. 1ST ST.

Questionnaire – B-2 Central Business District

The Hinsdale Zoning Code intends, in part, "to protect, preserve and enhance the character and architectural heritage of the Village." Recognizing that the buildings in the B-2 Central Business District are significant, reasonable considerations may be prudent to provide minimum, compatible alterations to the existing exterior. Distinctive architectural features identify the buildings uniqueness and may enhance the overall streetscape.

The purpose of this questionnaire is to transmit information to the Village concerning the proposed plans to change the exterior of the building. The completion of this questionnaire is in no way intended to be determinative on the approval or denial of the application.

1. *Impact on Historic or Architectural Significant Area.* Will the historic and/or architectural significance of the B-2 Central Business District be affected by the proposed changes to the building under review? If so, please explain how. NO, WE BELIEVE THAT THE BUILDING BEING DEMOLISHED DOES NOT HAVE HISTORICAL SIGNIFICANCE AND ALSO THAT THE PROPOSED NEW BUILDING WILL HAVE A POSITIVE AFFECT ON THE B-2 DISTRICT.
2. *Impact on Significant Features of Buildings.* State the effects of the proposed changes on the historic and/or architectural significance of the building under review, including the extent to which the changes would cause the elimination, or masking, of distinguishing original architectural features. THIS PROPOSAL IS FOR A NEW BUILDING AND THEREFORE THIS SECTION IS NOT APPLICABLE.
3. *Replacement Rather than Restoration.* Will the changes proposed replace rather than restore deteriorated materials or features? If so, will the replacements be made with compatible materials and historically and architecturally accurate designs? WE PLAN ON USING COMPATIBLE MATERIALS (BRICK, CHALK STONE, SHINGLED ROOFS AND AWNINGED) THAT BLEND WITH THE HISTORIC ARCHITECTURE OF DOWNTOWN HINSDALE

4. *Future Improvements.* Are the proposed improvements to the building designed so that the architectural integrity of the building under review will not be impaired if those improvements are removed in the future? Please explain. N.A.
-
-

5. *Reduction of Amount of Demolition.* State the alternatives that were considered in the design to minimize the amount of demolition of the building under review.

WE HAVE DETERMINED THAT THE EXISTING BUILDING IS NOT ADDITIONAL FOR

THE RETAIL/OFFICE USES PLANNED FOR THIS SITE. SINCE THE EXISTING STRUCTURE

HAS NO HISTORICAL SIGNIFICANCE, IT WILL BE DEMOLISHED

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

Application for Certificate of Zoning Compliance

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

Applicant's name: David Kennedy- PPK Architects, P.C.
Owner's name (if different): Garfield Crossing LLC
Property address: 26-32 E. 1st St.
Property legal description: See attached
Present zoning classification: B-2, Central Business District
Square footage of property: 33,313 SF
Lot area per dwelling: N/A
Lot dimensions: 250'-4" x 133'-0"
Current use of property: Retail
Proposed use: ☐ Single-family detached dwelling
☒ Other: Retail/ Business
Approval sought: ☐ Building Permit ☐ Variation
☐ Special Use Permit ☐ Planned Development
☒ Site Plan ☒ Exterior Appearance
☐ Design Review
☐ Other: _____

Brief description of request and proposal:

Demolish existing one story commercial building and build a two story retail/ office building.

Plans & Specifications: Submitted under separate cover.

Provided: Required by Code:

Yards:

front:	0'-6"	0'-0"
interior side(s)	70'-8"	0'-0"
corner side	1'-4"	0'-0"
rear	24'-0"	20'-0"

Setbacks (businesses and offices):

front:	0'-6"	0'-0"
interior side(s)	70'-8"	0'-0"

Provided:**Required by Code:**

corner side	1'-4"	0'-0"
rear	24'-0"	20'-0"
others:	N/A	
Ogden Ave. Center:	N/A	
York Rd. Center:	N/A	
Forest Preserve:	N/A	

Building heights:

principal building(s):	26' +/- (36')	30'-0" (36'-0" per sect. 5-110 G(2))
accessory building(s):	N/A	

Maximum Elevations:

principal building(s):	N/A
accessory building(s):	N/A

Dwelling unit size(s):	N/A
------------------------	-----

Total building coverage:	38%	80%
--------------------------	-----	-----

Total lot coverage:	99%	100%
---------------------	-----	------

Floor area ratio:	0.78	2.5
-------------------	------	-----

Accessory building(s):	N/A
------------------------	-----

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

principal building(s):	N/A
accessory building(s):	N/A

Number of off-street parking spaces required: 95-99

Number of loading spaces required: 1

Statement of applicant:

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

By:


Applicant's signature

David M. Kennedy
Applicant's printed name

Dated: 1/15/2013

1 26' +/- to roof deck

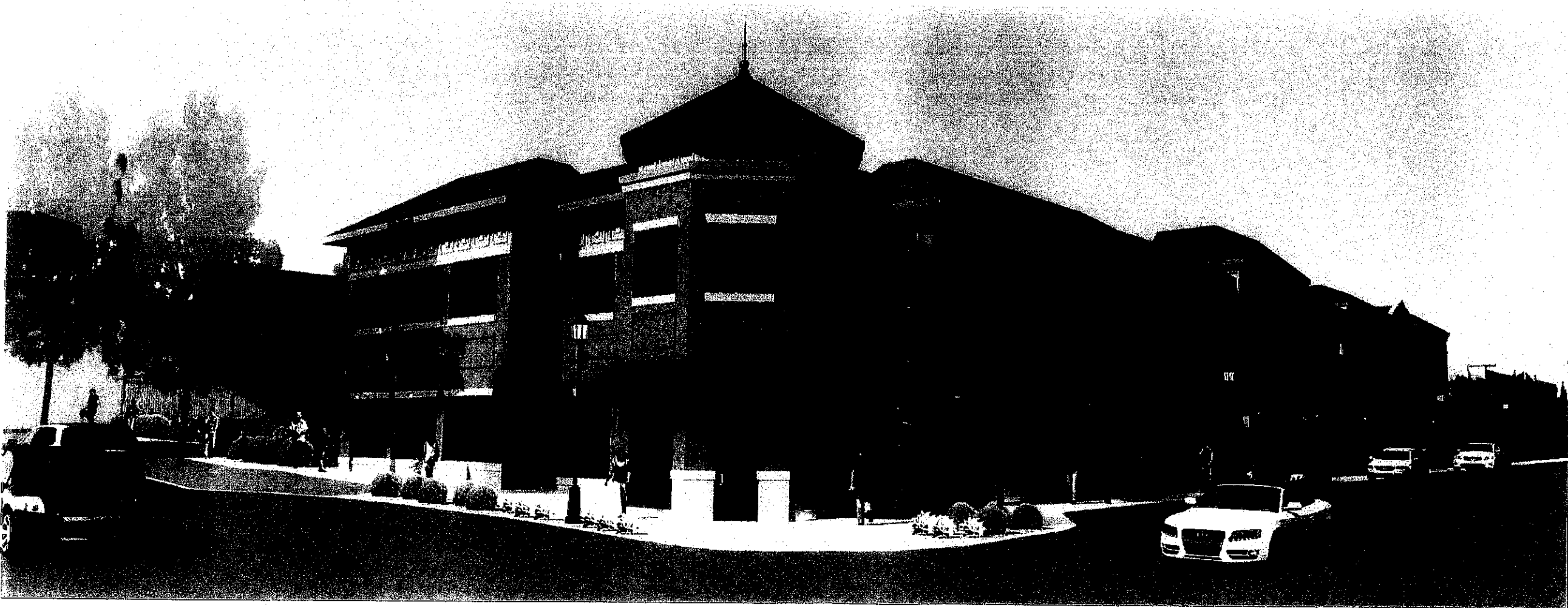
36' max. to roof screening arch. merit allowance- see attached diagram.

Legal Description for Garfield Crossing Property

Lots 1 and 4, together with the east half of vacated alley lying west and adjoining said lots, in block 5 in the town of Hinsdale being a subdivision of the northwest quarter (except railroad lands) of section 12, township 38 north, range 11 east of the third principal meridian, according to the plat thereof recorded August 14, 1866 as document 7738, in Du Page County, Illinois.

GARFIELD CROSSING
MIXED USE DEVELOPMENT

26-32 E. FIRST STREET
HINSDALE, IL

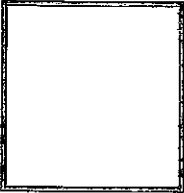


02.12.13

ppk architects
www.ppkarchitects.com

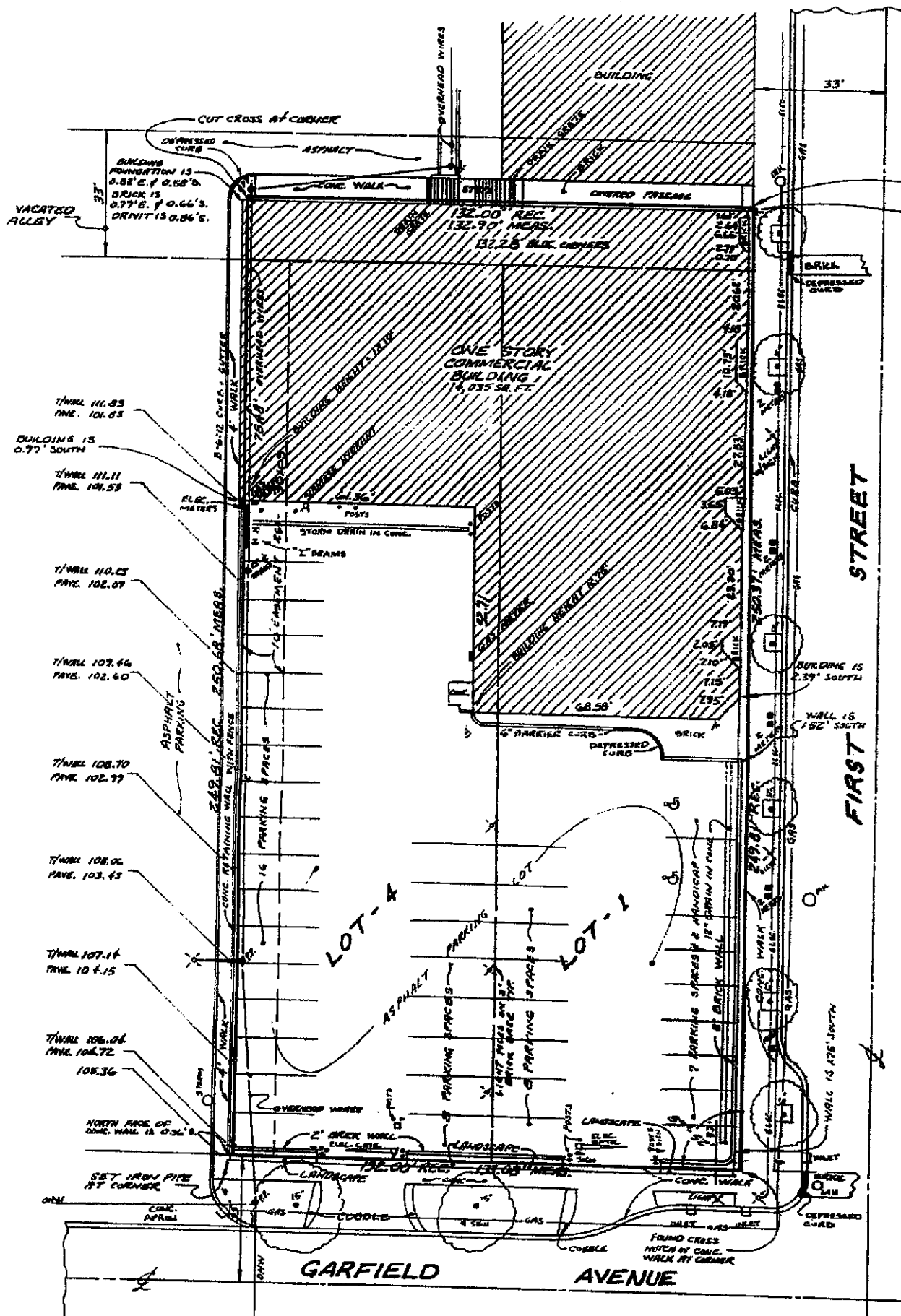
02.12.13

COVER
GARFIELD CROSSING - MIXED USE DEVELOPMENT
HINSDALE, ILLINOIS
GARFIELD CROSSING, LLC



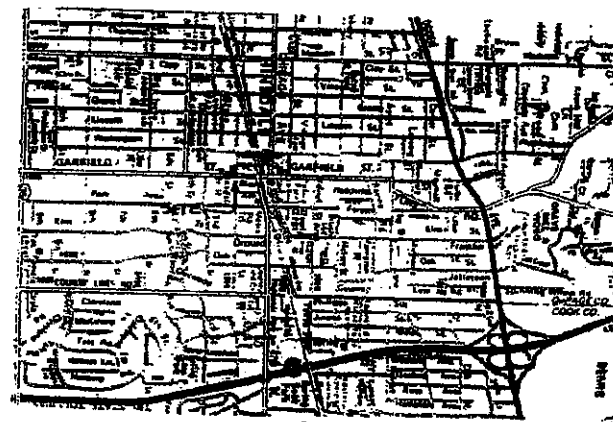
PLAT OF SURVEY

LOTS 1 AND 4, TOGETHER WITH THE EAST HALF OF VACATED ALLEY LYING WEST AND ADJOINING SAID LOTS, IN BLOCK 5 IN THE TOWN OF HINSDALE BEING A SUBDIVISION OF THE NORTHWEST QUARTER (EXCEPT RAILROAD LANDS) OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 14, 1866 AS DOCUMENT 7738, IN DU PAGE COUNTY, ILLINOIS.



BUILDING CORNER IS 1.65' S.
AND 0.85' EAST.
FOUND CROSS NOTCH LOT
NORTH & 0.06' EAST

LOCATION
MAP



NOTES:
SITE CONTAINS 33,317 SQUARE FEET/0.765 ACRES
TAX PARCEL NUMBER: 09-12-130-016

THIS SURVEY IS BASED ON CHICAGO TITLE INSURANCE COMPANY COMMITMENT ORDER NUMBER 1410 002318069 UL EFFECTIVE DATE MAY 21 2003

UTILITIES SHOWN ARE PLATTED FROM FIELD OBSERVATIONS. EXACT LOCATIONS OF BURIED UTILITIES MUST BE VERIFIED BY THE VARIOUS UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION.

THE PROPERTY HAS DIRECT PHYSICAL ACCESS TO GARFIELD AVENUE, PUBLIC STREET

REFERENCE IS MADE TO TERMS AND PROVISIONS CONTAINED IN DOCUMENT R84-35189 FOR EASEMENT TO NORTHERN ILLINOIS GAS COMPANY OVER THE SOUTH 10 FEET OF LOT 4

REFERENCE IS MADE IN SCHEDULE "B" TO A POSSIBLE EASEMENT FOR PUBLIC UTILITIES AS DISCLOSED BY SERVICE POLES IN THE SOUTHERLY PORTION OF THE LAND. THE SURVEYOR IS NOT AWARE OF ANY RECORDED EASEMENT.

THE PROPERTY IS IN ZONE "C" AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS SET FORTH ON THE FLOOD INSURANCE RATE MAP FOR THE VILLAGE OF HINSDALE, COOK AND DUPAGE COUNTY, ILLINOIS, COMMUNITY PANEL NUMBER 170105 00048, EFFECTIVE DATE AS OF JANUARY 16, 1981. ZONE "C" IS DEFINED AS AREAS OF MINIMAL FLOODING. (NO SHADING)

THE PROPERTY IS CURRENTLY ZONED B-2 BUSINESS DISTRICTS. SEE ZONING ORDINANCES FOR SPECIAL REGULATIONS, NOTES AND EXCEPTIONS.

MAXIMUM HEIGHT:	
PRINCIPAL STRUCTURES	40 FEET
STORIES (AS LESS)	3 STORIES
ACCESSORY STRUCTURES	15 FEET
MINIMUM LOT AREA AND DIMENSIONS:	
TOTAL LOT AREA:	
PLANNED DEVELOPMENT	NONE
ALL OTHER USES	2,500 SQ. FT.
LOT WIDTH	20 FEET
LOT DEPTH	125 FEET
MINIMUM YARD AND SETBACKS:	
FRONT AND CORNER SIDE:	
YARDS	0 FEET
SETBACK FROM OGDEN AVENUE	N/A
ALL OTHER SETBACKS	0 FEET
SIDE:	
YARD	0 FEET
SETBACK	0 FEET
REAR:	
YARD	20 FEET
SETBACK	20 FEET
MAXIMUM FLOOR AREA RATIO:	2.5
MAXIMUM TOTAL LOT COVERAGE	100%
MAXIMUM TOTAL BUILDING COVERAGE	80%

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DUPAGE)
TO: CHICAGO TITLE INSURANCE COMPANY
HARRIS BANK HINSDALE
TOWN & COUNTRY HOMES

THIS IS TO STATE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, NSPS AND NSPS IN 1999, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. THE UNDERSIGNED FURTHER CERTIFIES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM THE SURVEY MEASUREMENTS MADE ON THIS SURVEY DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE

DATED THIS 12th DAY OF August A.D. 2003
Thomas J. Schubert
ILLINOIS PROFESSIONAL LAND SURVEYOR #35-2128



INTECH CONSULTANTS, INC.
CONSULTING ENGINEERS/SURVEYORS

3412 WALNUT AVENUE, DOWNS GROVE, ILLINOIS 60515 (630) 964-5886

2

PLAT OF SURVEY
GARFIELD CROSSING - MIXED USE DEVELOPMENT
HINSDALE, ILLINOIS
GARFIELD CROSSING LLC

02.12.13

ppk architects

www.ppkarchitects.com

AVERAGE GRADE CALCULATION EXHIBIT FOR GARFIELD CROSSINGS HINSDALE, ILLINOIS

02/12/13

AVERAGE GRADE CALCULATION EXHIBIT
GARFIELD CROSSINGS - MIXED USE DEVELOPMENT
HINSDALE, ILLINOIS
GARFIELD CROSSINGS, LLC

FIRST STREET

N

GARFIELD AVENUE

SECOND STREET

706.50

705.67

706.10

708.00

SHADED AREA INDICATES
PROPOSED BUILDING

HATCHED AREA INDICATES
EXISTING BUILDING TO BE
DEMOLISHED

LOT 4

CORNER GRADES

NW: 706.50
NE: 705.67
SE: 708.00
SW: 706.10

$2826.27/4 = 706.57 = \text{AVG. GRADE}$

PROFESSIONAL ENGINEER'S CERTIFICATION

STATE OF ILLINOIS) SS.
COUNTY OF DU PAGE)

I, KEVIN T. SERAFIN, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS TECHNICAL SUBMISSION WAS PREPARED ON BEHALF OF GARFIELD CROSSINGS LLC, BY CEMCON, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 12TH DAY OF JANUARY, A.D., 2013.

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 068-392118
MY LICENSE EXPIRES ON NOVEMBER 30, 2013

PROFESSIONAL DESIGN FIRM LICENSE NUMBER 184-002937
EXPIRES APRIL 30, 2013

NOTE: UNLESS THIS DOCUMENT BEARS THE ORIGINAL SIGNATURE AND IMPRESSED SEAL OF THE DESIGN PROFESSIONAL ENGINEER, IT IS NOT A VALID TECHNICAL SUBMISSION.

PREPARED BY:

CEMCON, Ltd.

Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675

PH: 830.862.2100 FAX: 830.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com

DISC NO.: 798002 FILE NAME: AVG GRADE
DRAWN BY: RDS FLD. BK. / PG. NO.: -----
COMPLETION DATE: 01-18-13 JOB NO.: 798.002
XREF: N/A PROJECT MANAGER: KTS

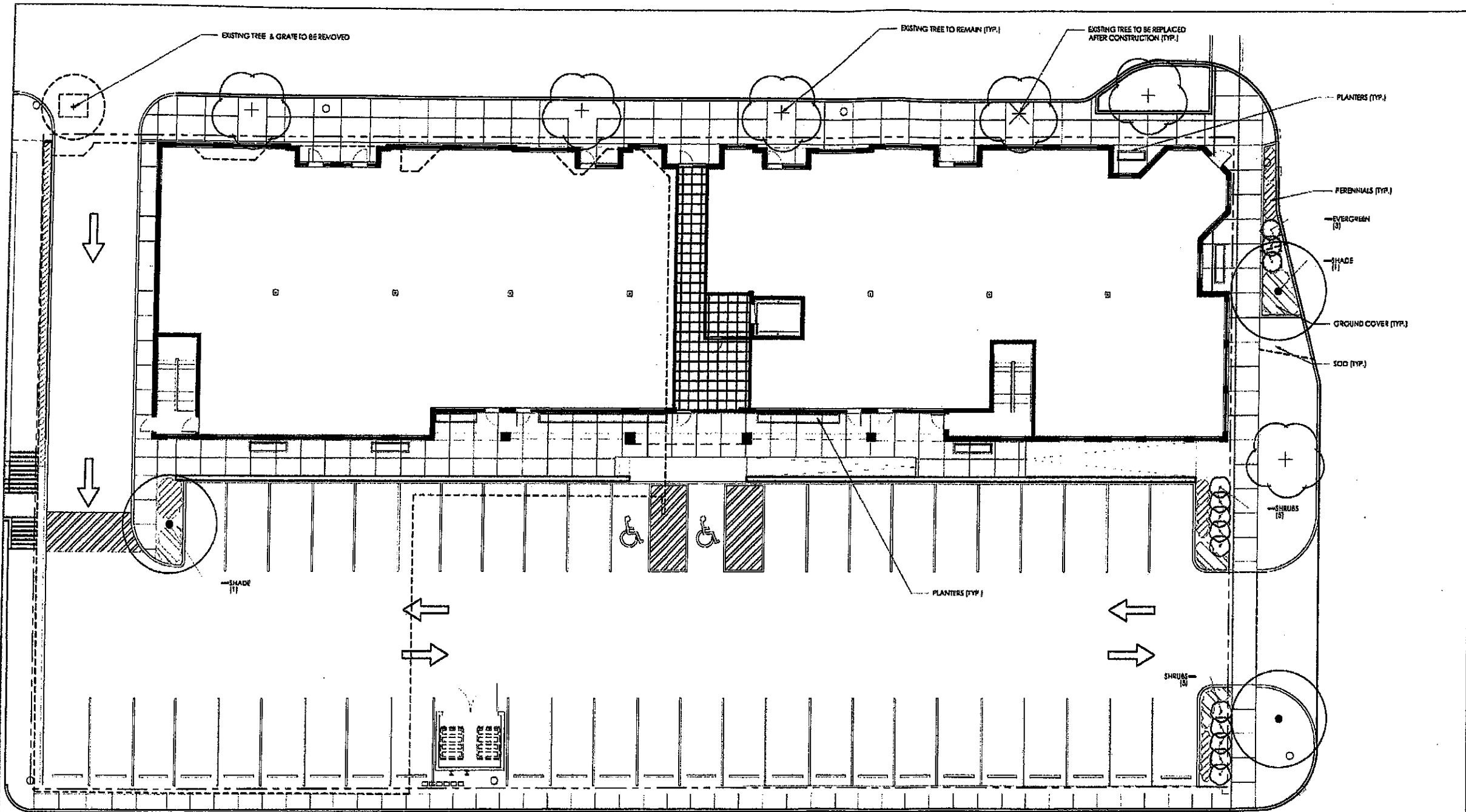
Copyright © 2013 Cemcon, Ltd. All rights reserved.

30 15 0 30

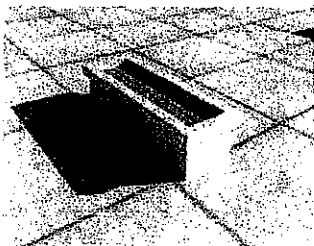
SCALE: 1 INCH = 30 FEET

MULTI-STORY BRICK BUILDING
SCHOOL DISTRICT 181

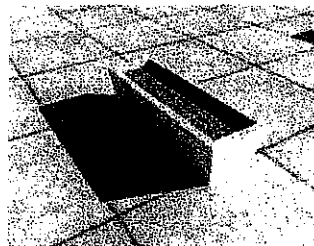
PREPARED FOR:
GARFIELD CROSSINGS LLC
18W140 BUTTERFIELD ROAD SUITE 700
DAKBROOK TERRACE, ILLINOIS 60181
(630) 810-2100



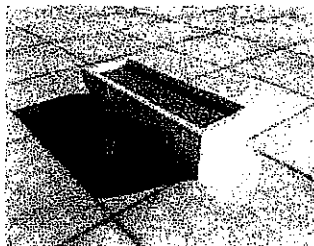
NOTE:
ALL EXISTING TREES THAT WILL REMAIN WILL NEED TO BE PROTECTED AND TAKE PREVENTATIVE MEASURES. IT IS RECOMMENDED A CERTIFIED ARBORIST BE CONSULTED DURING CONSTRUCTION.



PLANTER TYPE A
24" WIDE x 18" TALL X LENGTH VARIES



PLANTER TYPE B
24" WIDE x 18" TALL X LENGTH VARIES



PLANTER TYPE C
24" WIDE x 18" TALL X LENGTH VARIES

CONCEPT PLANT SCHEDULE

SHADE	3
<i>Gleditsia triacanthos</i> 'Seymour' / 'Skyline' Locust	
EVERGREEN	3
<i>Buxus microphylla</i> 'Wintergreen' / Wintergreen Boxwood	
SHRUBS	10
<i>Ilex virginica</i> 'Little Henry' TM / Virginia Sweetspine, Ilex var. 'Sprich'	
PERENNIALS	20
<i>Achillea millefolium</i> / Common Yarrow <i>Echinacea purpurea</i> / Purple Coneflower <i>Miscanthus sinensis</i> 'Purpureascens' / Panna Grass	
GROUND COVER	60
<i>Eranthis ciliolata</i> / Purple Wintercreeper	



DESIGN PERSPECTIVES
1200 WOODLAND AVENUE
SUITE 110
NAPVILLE, IL 60563
PH: 630.424.1234 FAX: 630.424.1235

GARFIELD CROSSING BUILDING

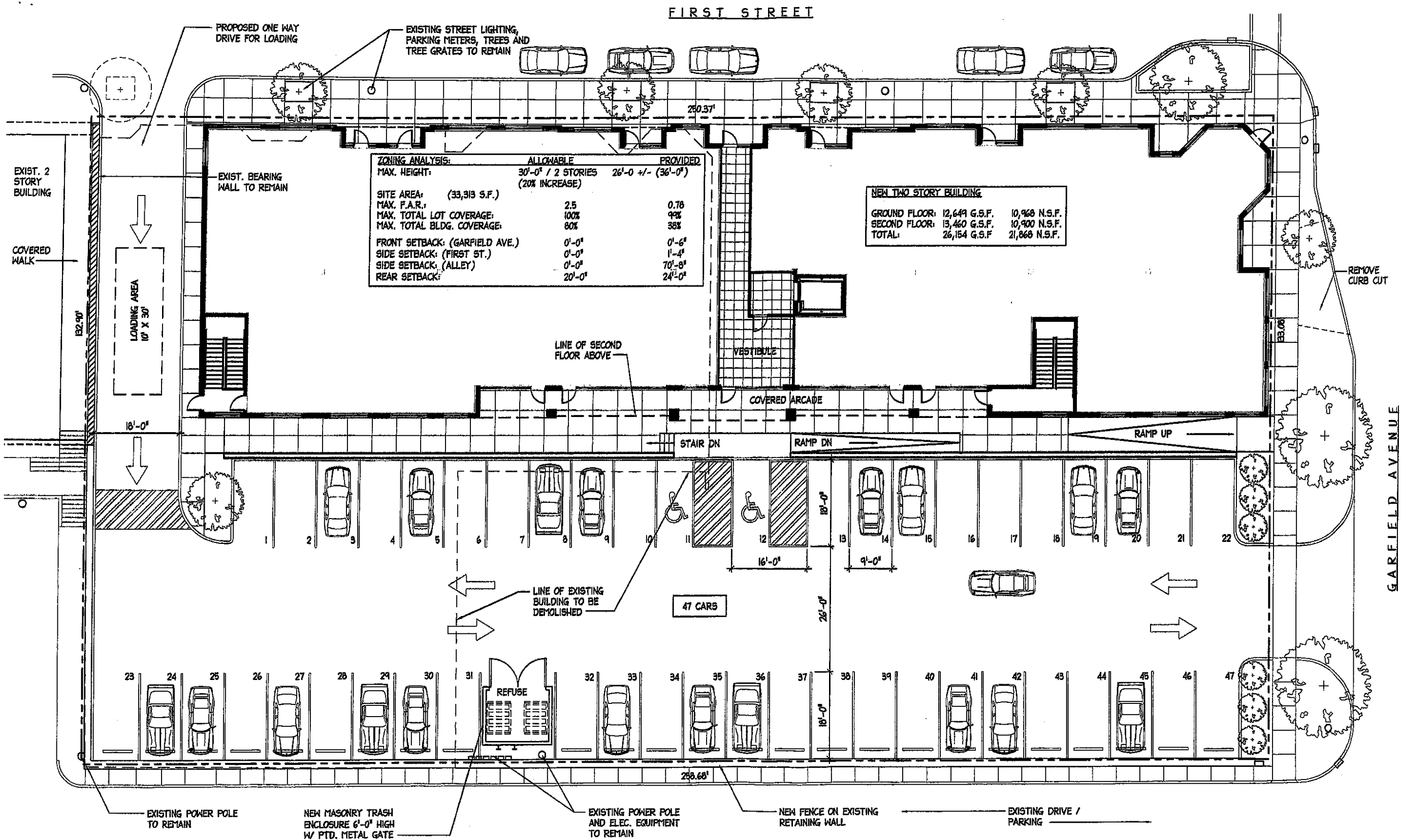
1ST STREET & GARFIELD AVENUE
HINSDALE, IL

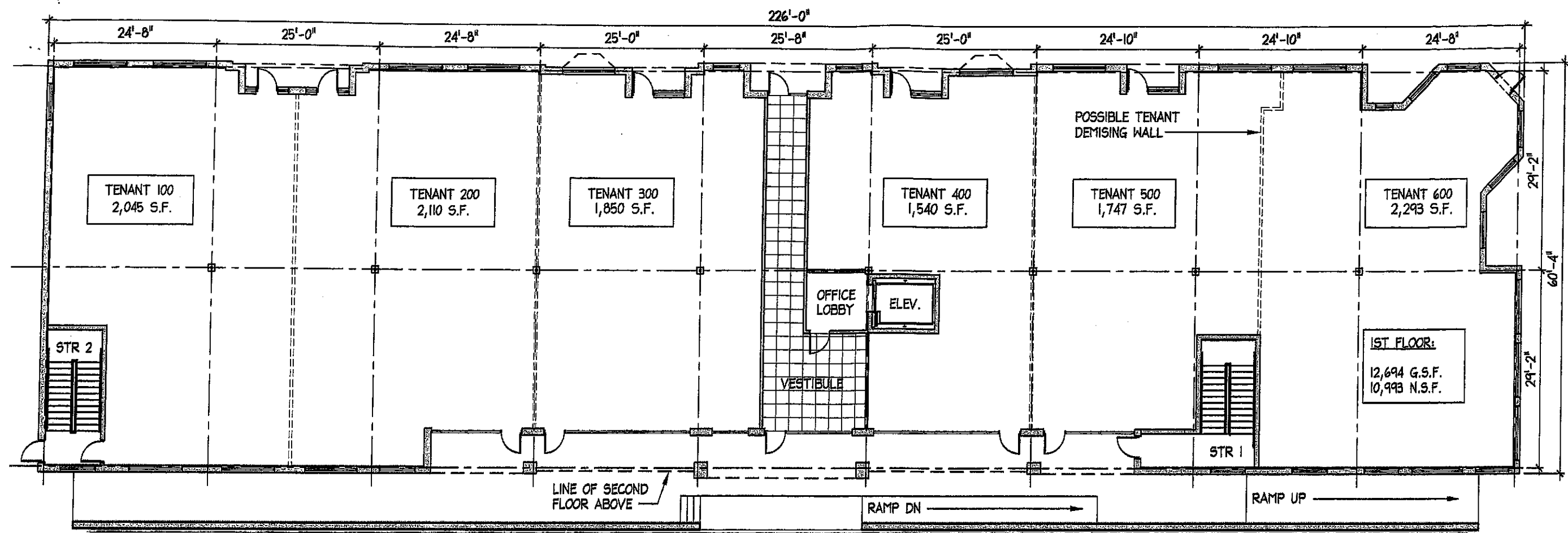
OWNER
GARFIELD CROSSING, LLC

DESIGNER
ppk architects
perkins pryde & kennedy architects, p.c.
www.ppkarchitects.com
444 N. Main Street - Suite 100
Channahon, IL 61017
PH: 815.428.0000
FAX: 815.428.0001

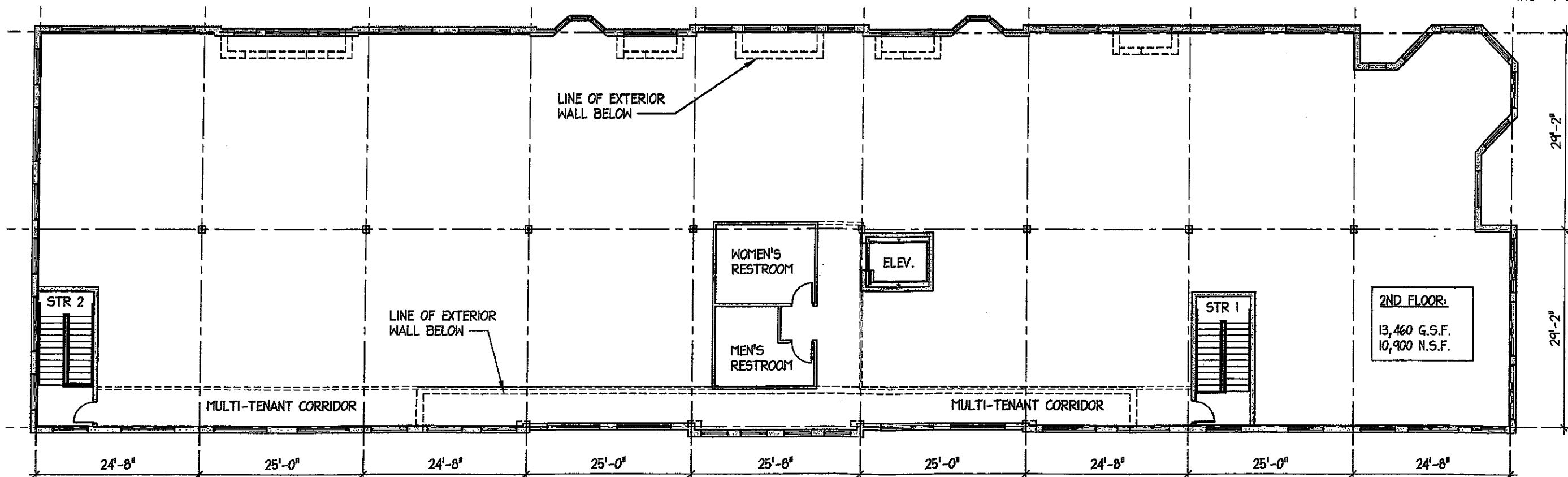
PLANTING PLAN

LP-100

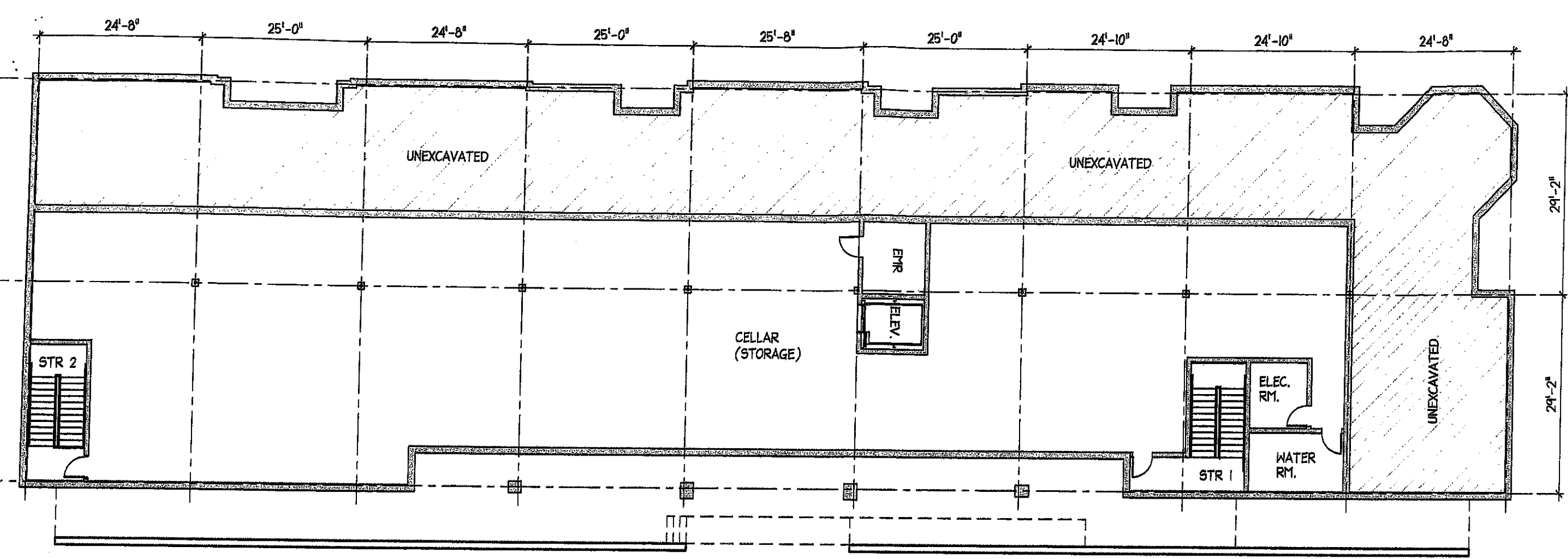




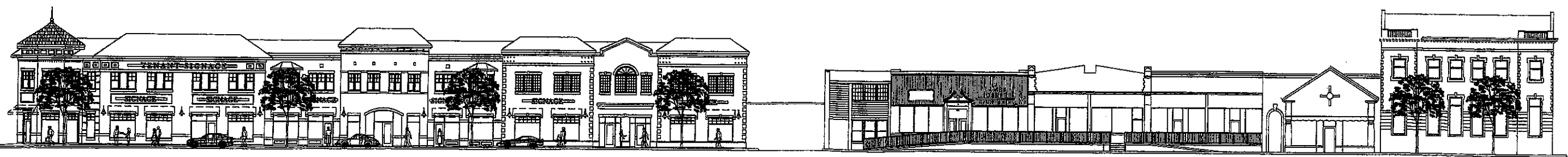
⊕ 1ST FLOOR PLAN
1/16" = 1'-0"



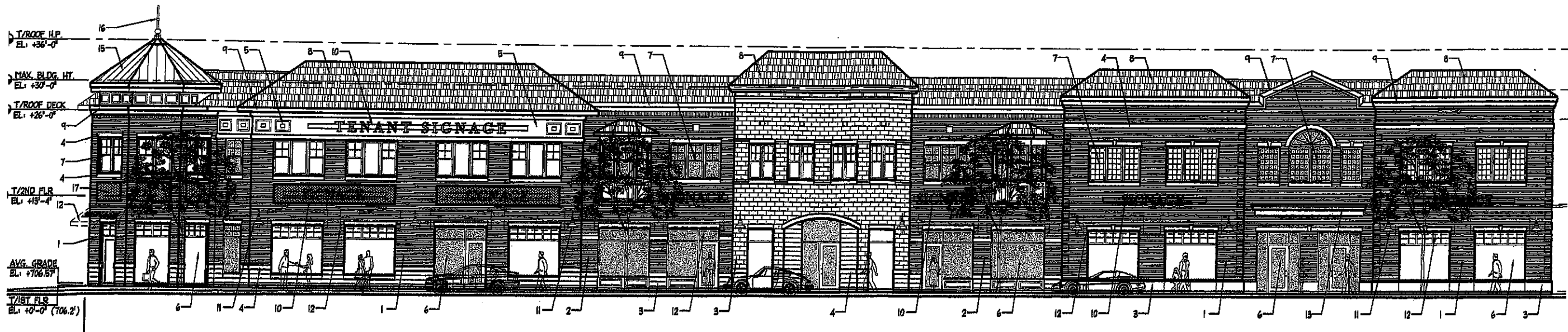
⊕ 2ND FLR PLAN
1/16" = 1'-0"



N
LOWER LEVEL PLAN
1/16" = 1'-0"



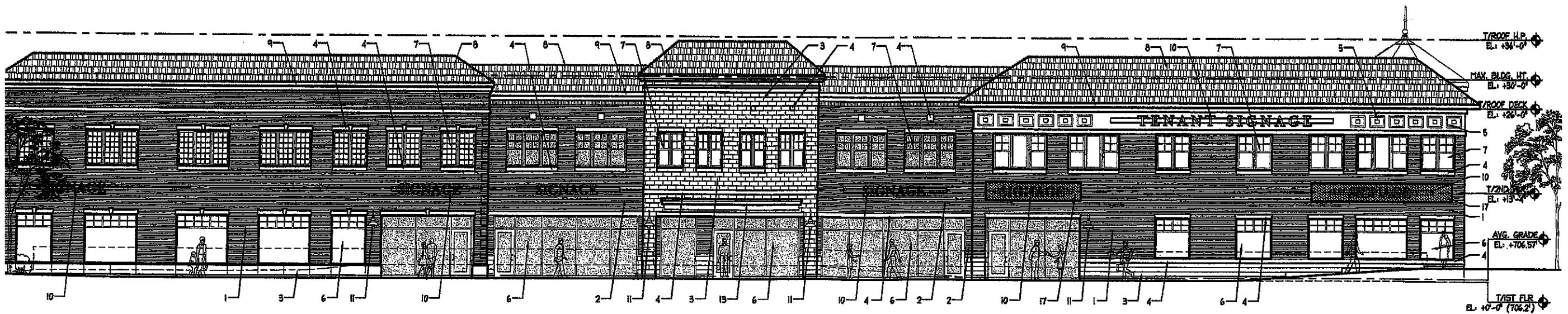
STREETSCAPE
N.T.S.



NORTH ELEVATION

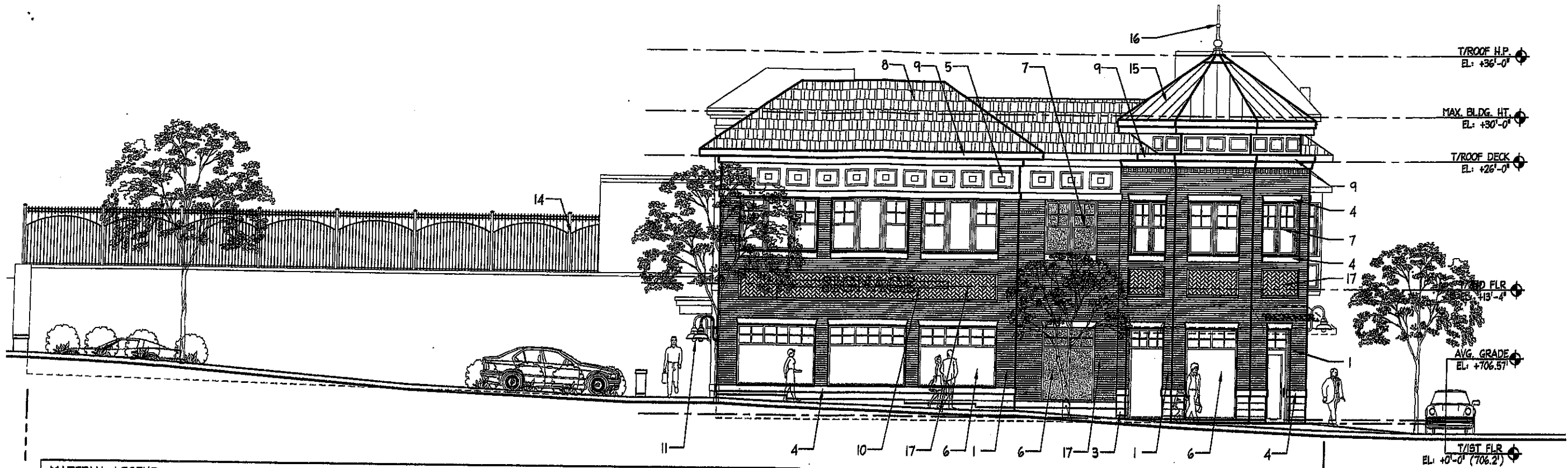
1/16" = 1'-0"

MATERIAL LEGEND		
1. FACE BRICK 'A'	7. ALUM. CLAD WINDOWS	13. CANOPY - PRE-FIN. ALUM. FASCIA
2. FACE BRICK 'B'	8. SIMULATED SLATE ROOF	14. PTD. MTL. FENCE
3. CAST STONE FACING	9. PRE-FIN. ALUM. FASCIA	15. PRE-FIN. MTL. ROOFING
4. CAST STONE BAND / ORNAMENT	10. ALUM. SIGN / WIREMAY	16. DECORATIVE FINIAL
5. EIFS FRIEZE	11. DECORATIVE LIGHT FIXTURE	17. DECORATIVE BRICK PATTERN
6. ALUM. STOREFRONT	12. FABRIC AWNINGS	18. PTD. MTL. DOOR



SOUTH ELEVATION

1/16" = 1'-0"

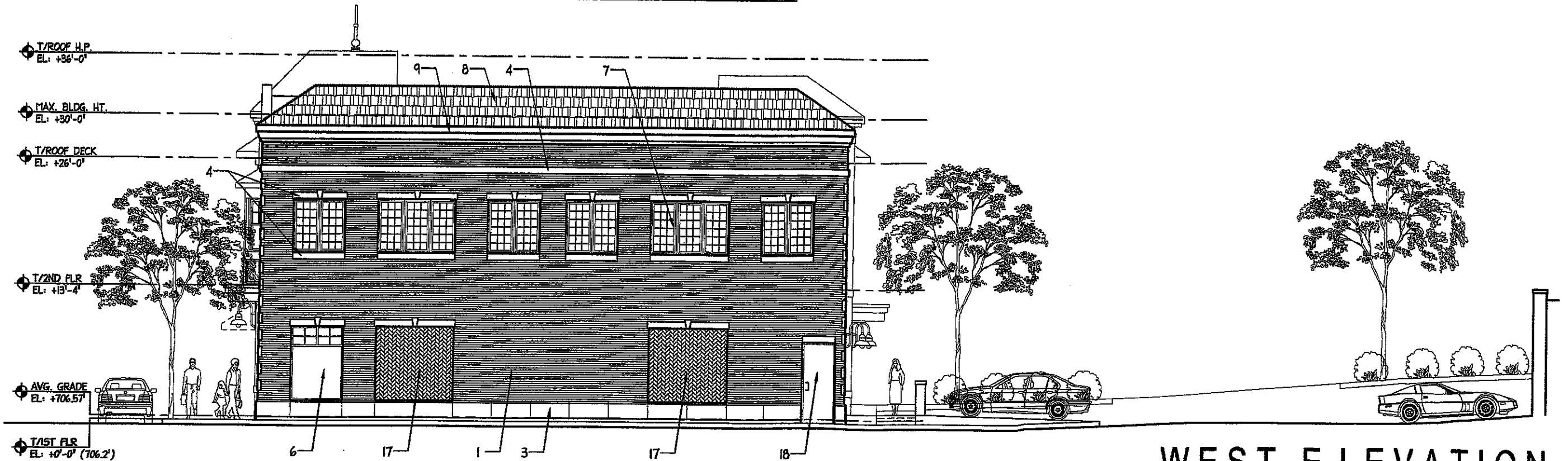


MATERIAL LEGEND

- | | | |
|-------------------------------|------------------------------|------------------------------------|
| 1. FACE BRICK 'A' | 7. ALUM. CLAD WINDOWS | 13. CANOPY - PRE-FIN. ALUM. FASCIA |
| 2. FACE BRICK 'B' | 8. SIMULATED SLATE ROOF | 14. PTD. MTL. FENCE |
| 3. CAST STONE FACING | 9. PRE-FIN. ALUM. FASCIA | 15. PRE-FIN. MTL. ROOFING |
| 4. CAST STONE BAND / ORNAMENT | 10. ALUM. SIGN / WIREWAY | 16. DECORATIVE FINIAL |
| 5. EIFS FRIEZE | 11. DECORATIVE LIGHT FIXTURE | 17. DECORATIVE BRICK PATTERN |
| 6. ALUM. STOREFRONT | 12. FABRIC AWNINGS | 18. PTD. MTL. DOOR |

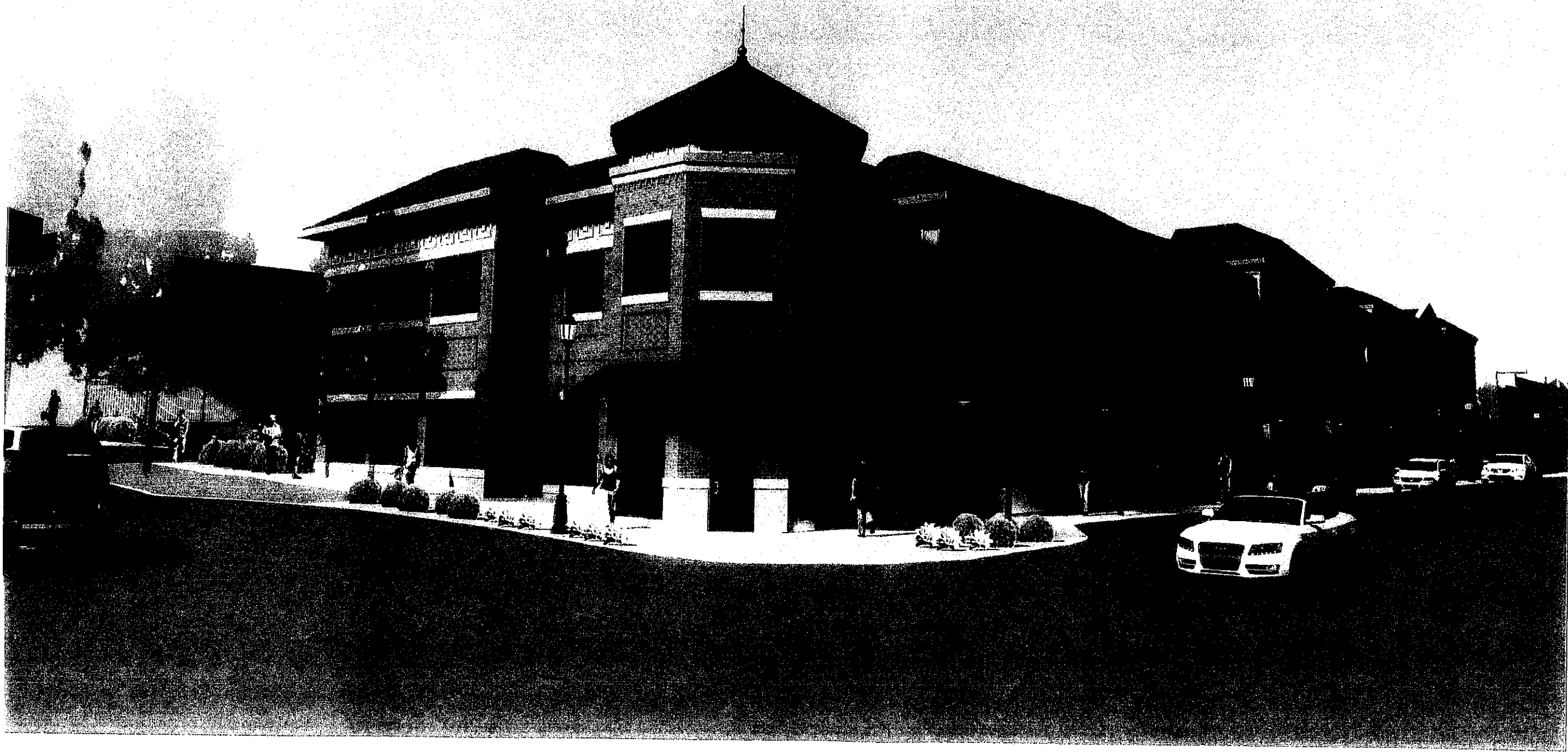
EAST ELEVATION

3/32" = 1'-0"



WEST ELEVATION

3/32" = 1'-0"



3D MODEL VIEW 1

GARFIELD CROSSING - MIXED USE DEVELOPMENT

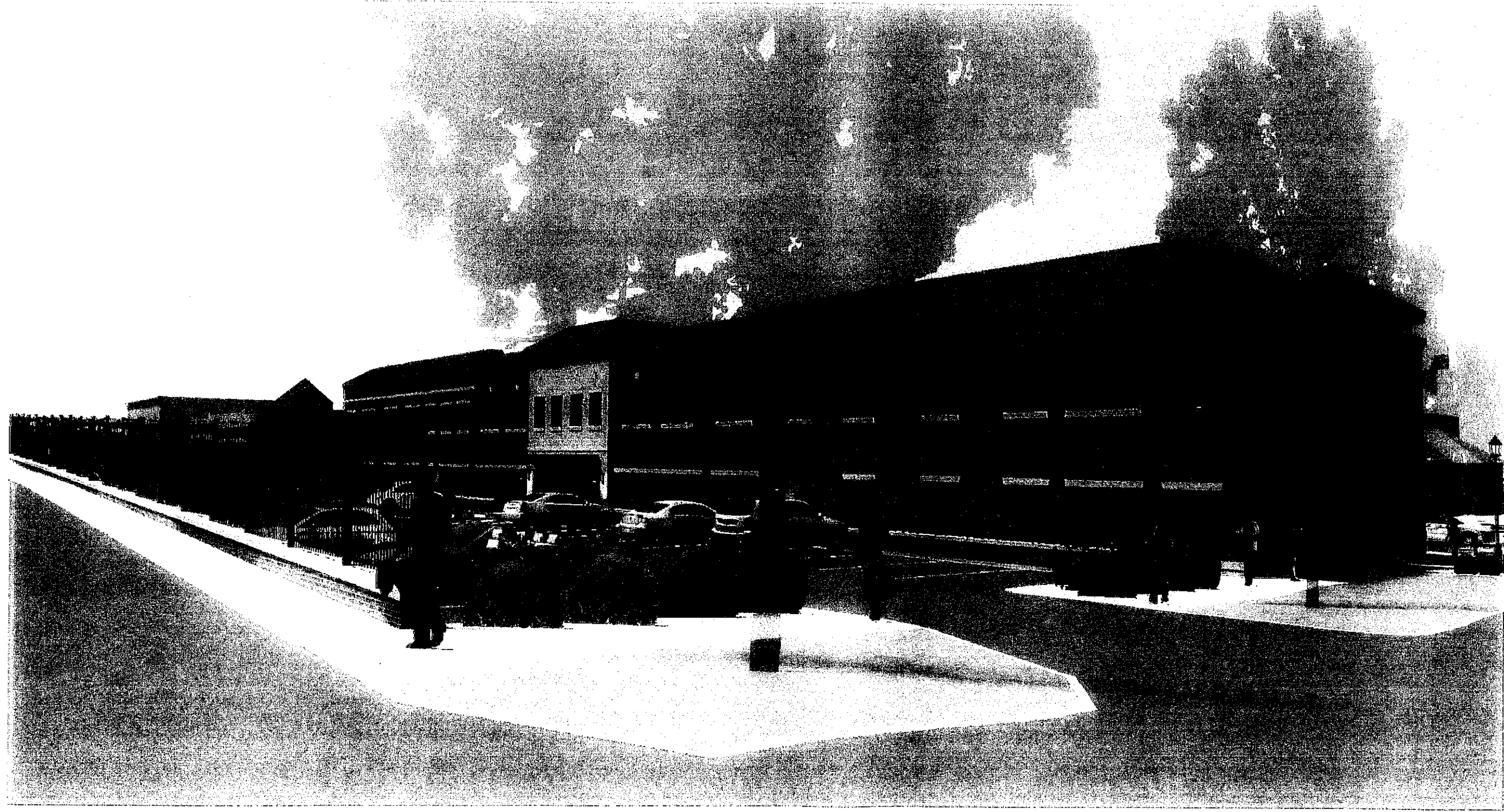
HINSDALE, ILLINOIS

GARFIELD CROSSING, LLC

ppk architects

www.ppkarchitects.com

02.12.13



3D MODEL VIEW 2

GARFIELD CROSSING - MIXED USE DEVELOPMENT

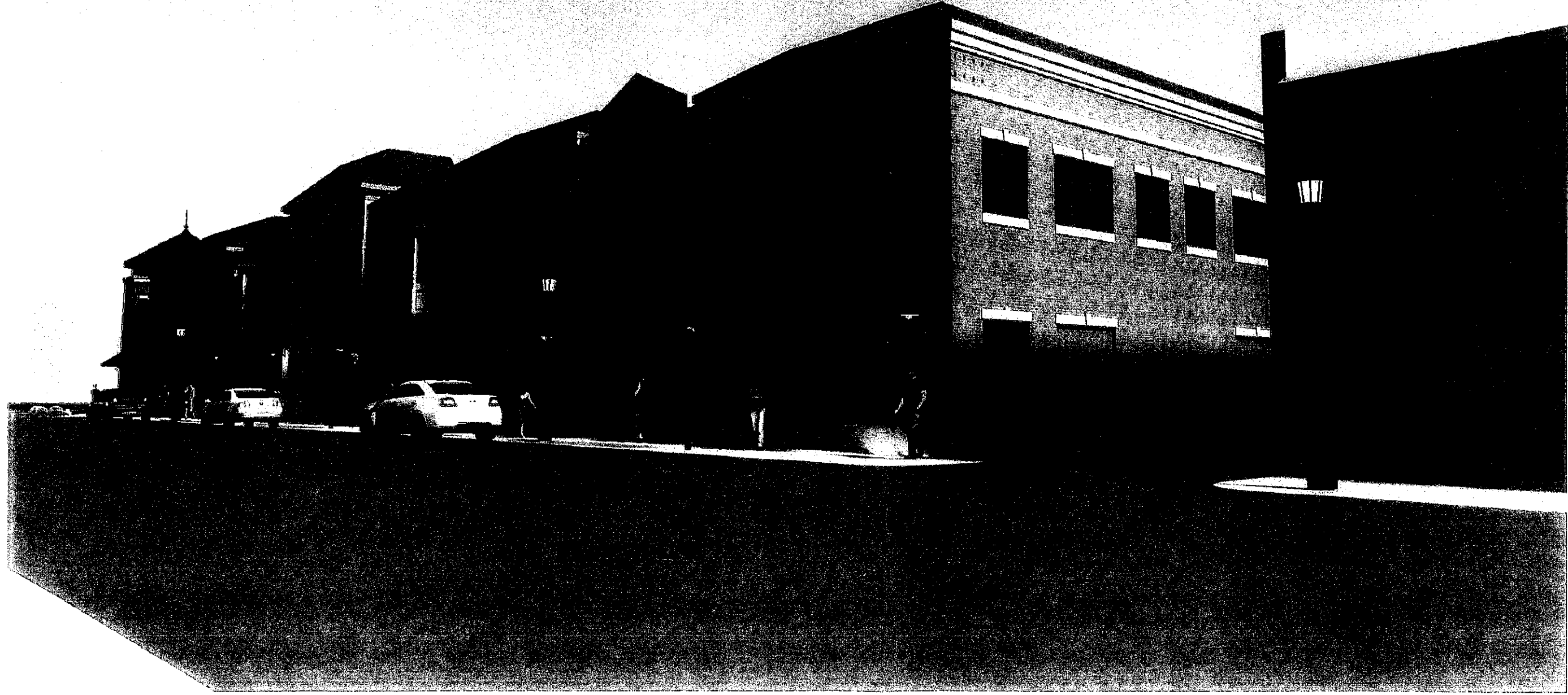
HINSDALE, ILLINOIS

GARFIELD CROSSING, LLC

ppk architects

www.ppkarchitects.com

02.12.13



3D MODEL VIEW 3

GARFIELD CROSSING - MIXED USE DEVELOPMENT

HINSDALE, ILLINOIS

GARFIELD CROSSING, LLC