

AGENDA FOR REGULAR MEETING VILLAGE OF TINLEY PARK PLAN COMMISSION

August 17, 2023 – 7:00 P.M. Council Chambers Village Hall – 16250 S. Oak Park Avenue

Regular Meeting Called to Order
Pledge of Allegiance
Roll Call Taken
Communications
Approval of Minutes: Minutes of the August 3, 2023 Regular Meeting

ITEM #1 PUBLIC HEARING – DRIP DROP SMOKES, 17133 HARLEM AVENUE – SPECIAL USE APPROVAL

Consider recommending that the Village Board grant Rahid Doleh on behalf of Drip Drop Smokes (tenant) a Special Use for a Tobacco Store at 17133 Harlem Avenue in the B-3 (General Business and Commercial) zoning district.

ITEM #2 PUBLIC HEARING – TINLEY PARK PLAZA (BRIXMOR) PHASE 2, 16039-16199 HARLEM AVENUE – SPECIAL USE FOR PUD DEVIATION AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Andrew Balzar of Brixmor Property Group, on behalf of Centrol/IA Tinley Park Plaza, LLC (property owner) a Special Use for a Substantial Deviation from the Planned Unit Development with Exceptions for Phase 2 of the redevelopment of Tinley Park Plaza located at 16039-16199 Harlem Avenue in the B-2 PD (Community Shopping, Tinley Plaza) zoning district. Site Plan approval is also being considered at the meeting.

ITEM #3 PUBLIC HEARING – GAS N WASH, 18301 LAGRANGE RD – SPECIAL USE, FINAL PLAT, VARIATIONS, AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Leonard McEnery on behalf of Gas N Wash a Special Use for a Automobile Service Station and an Automobile Car Wash and Variations (Urban Design Overlay, Parking Minimum, Parking Locations, Wall/Ground Signs, etc.) to permit a gas station with a convenience store, car wash, and two drive-thru restaurant uses at the property located at 18301 LaGrange Road (SEC LaGrange Rd and 183rd St) in the B-3 (General Business and Commercial) zoning district. Site Plan and Final Plat approval are also being considered at the meeting.

ITEM #4 WORKSHOP – NORTH STREET, 67th COURT AND NORTH STREET, SEPCIAL USE, VARIATIONS, REZONING, TEXT AMENDMENT, FINAL PLAT, AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant West Point Builders, Inc. on behalf of Tinley Park Main Street, LLC a Special Use, Final Plat of Subdivision, Plat of Vacation, Rezoning, Variations, and a Text Amendment for the mixed-use development West Point at Harmony Square. The project includes a 5-story mixed-use building on North Street with commercial space on the first floor and 62 residential units located above. Additionally, the development includes 63 townhome units at the former site of Central Middle School. Site Plan and Final Plat approval are also being considered at the meeting.

Receive Comments from the Public Good of the Order Adjourn Meeting



MINUTES OF THE REGULAR MEETING OF THE PLAN COMMISSION, VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS

August 3, 2023

The meeting of the Plan Commission, Village of Tinley Park, Illinois, was held in the Council Chambers located in the Village Hall of Tinley Park, 16250 Oak Park Avenue, Tinley Park, IL on August 3, 2023.

CALL TO ORDER –CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for August 3, 2023 at 7:00 p.m.

Chaimman Cua

Lori Kosmatka, Associate Planner, called the roll.

Present and responding to roll call were the following:

	Don Bettenhausen James Gaskill Angela Gatto Terry Hamilton Andrae Marak
Absent Plan Commissioners:	Eduardo Mani Steve Sepessy Kurt Truxal
Village Officials and Staff:	Jason Engberg, Planning Manager Lori Kosmatka, Associate Planner
Petitioners:	Item 1 – Christina Serdar Item 1 – Robert Serdar Item 2 – Ramsey Elshafei, RE Development Solutions Item 2 – Jim Doyle, RE Development Solutions
Members of the Public:	Item 2 – Lynn Moleck Item 2 – Mark Furczon Item 2 – Peggy Concannon Item 2 – Keshia Garnett
COMMUNICATIONS -	None

APPROVAL OF THE MINUTES - Minutes of the July 20, 2023, Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GATTO, seconded by COMMISSIONER HAMILTON to approve the July 20, 2023, minutes as annotated. CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE AUGUST 3, 2023 REGULAR MEETING

ITEM 1: PUBLIC HEARING –SERDAR FENCE SETBACK, 6648 174th PLACE – VARIATION APPROVAL

Consider recommending that the Village Board grant Christina and Robert Serdar (petitioner) a variation from Section III.J. of the Zoning Code (Fence Regulations) at the property located at 6648 174th Place in the R-5 Low Density Residential Zoning District. The proposed Variation will permit the petitioner to install a four-foot (4') high open-style fence to encroach up to eight feet six inches (8'-6") into the required secondary front yard on a corner lot.

Present Plan Commissioners:

	Chairman Gray
	Don Bettenhausen
	James Gaskill
	Angela Gatto
	Terry Hamilton
	Andrae Marak
Absent Plan Commissioners:	Eduardo Mani
	Steve Sepessy
	Kurt Truxal
Village Officials and Staff:	Jason Engberg, Planning Manager
	Lori Kosmatka, Associate Planner
Petitioners:	Christina Serdar
	Robert Serdar
Members of the Public:	None

CHAIRMAN GRAY introduced Item 1. He confirmed proof of publication.

COMMISSIONER GATTO made a motion to open the public hearing; COMMISSIONER GASKILL seconded the motion. All agreed.

Lori Kosmatka, Associate Planner, presented the staff report.

CHAIRMAN GRAY invited the Petitioner to speak. The Petitioner Robert Serdar was sworn in.

Mr. Serdar thanked the Plan Commission for considering the request.

CHAIRMAN GRAY called on COMMISSIONER HAMILTON for comment.

COMMISSIONER HAMILTON asked if neighboring properties had similar fences. Mr. Serdar confirmed that neighboring properties have fences up to and on the property line.

COMISSIONERS GATTO, GASKILL, MARAK, and BETTENHAUSEN had no questions or comments.

CHAIRMAN GRAY thanked staff for the detailed staff report that highlighted the nature of the property and thanked the Mr. Serdar for the photographs provided to staff.

CHAIRMAN GRAY asked if anyone in the audience wished to speak. None were present.

CHAIRMAN GRAY asked for a motion to close the public hearing. COMMISSIONER BETTENHAUSEN made a motion to close the public hearing; COMMISSIONER GATTO seconded the motion. All agreed.

Lori Kosmatka, Associate Planner, presented the standards for a Variation.

CHAIRMAN GRAY requested a motion regarding the Variation.

COMMISSIONER GATTO made a motion to recommend that the Village Board grant Christina and Robert Serdar (petitioner) a variation from Section III.J. of the Zoning Code (Fence Regulations) at the property located at 6648 174th Place in the R-5 Low Density Residential Zoning District. The proposed Variation will permit the petitioner to install a four-foot (4') high open-style fence to encroach up to eight feet six inches (8'-6") into the required secondary front yard.

COMISSIONER GASKILL seconded the motion. Lori Kosmatka, Associate Planner, called the role; all were in favor.

CHAIRMAN GRAY declared the motion carried. He noted that the item would go before Village Board on August 15, 2023.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE AUGUST 3, 2023 REGULAR MEETING

ITEM 2: PUBLIC HEARING – OAK PARK TOWNES, 17822-17828 OAK PARK AVENUE – VARIATIONS, FINAL PLAT, AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Ramsey Elshafei, on behalf of Oak Park by EEP, LLC, (petitioner) two Variations from Section XII.D.9. (Private Lot Standards), Table 2.D.6. of the Zoning Code. The proposed Variations will increase the required interior maximum side yard setback from five feet (5') to a ten and one/tenth feet (10.1') and increase the private roadway's maximum curb cut width from twenty feet (20') to thirty-one feet (31'). The petitioner is requesting these Variations to permit new construction of a 31-unit townhome development located at 17822-17828 Oak Park Avenue zoned within the NG (Legacy – Neighborhood General) zoning district. Site Plan and Final Plat approvals will also be considered at the meeting.

Present Plan Commissioners:

	Chairman Gray Don Bettenhausen James Gaskill Angela Gatto Terry Hamilton Andrae Marak
Absent Plan Commissioners:	Eduardo Mani Steve Sepessy Kurt Truxal
Village Officials and Staff:	Jason Engberg, Planning Manager Lori Kosmatka, Associate Planner
Petitioners:	Ramsey Elshafei, RE Development Solutions Jim Doyle, RE Development Solutions
Members of the Public:	Lynn Moleck Mark Furczon Peggy Concannon Keshia Garnett

CHAIRMAN GRAY introduced Item 2. He confirmed proof of publication.

COMMISSIONER GASKILL made a motion to open the public hearing; COMMISSIONER GATTO seconded the motion. All agreed.

Lori Kosmatka, Associate Planner, presented the staff report.

CHAIRMAN GRAY invited the Petitioners to speak. The Petitioners Jim Doyle and Ramsey Elshafei were sworn in.

Jim Doyle stated that he represents the future landlord of the property. He thanked Staff for helping navigate the Legacy district regulations.

Ramsey Elshafei stated that his business has a long track record of developing and investing in commercial real estate. He said his team wants to get the project done quickly and efficiently.

CHAIRMAN GRAY called on COMMISSIONER BETTENHAUSEN for comment; he had none.

COMMISSIONER MARAK said that he supports more density in the Legacy district, especially surrounding public transportation routes.

COMMISSIONER GASKILL had no comment.

COMMISSIONER HAMILTON said the project looked nice. He had no further comment.

CHAIRMAN GRAY said many details were handled at the previous workshop. He said he appreciated the Petitioner working with Staff.

CHAIRMAN GRAY asked if anyone in the audience wished to speak.

Lynn Moleck, the owner of 17814 Oak Park Avenue, was sworn in. Ms. Moleck said that she has owned 17814 Oak Park Avenue for 48 years. She said she has been in contact with the Petitioner and has a handful of concerns about the development. She said her first question was if a new street was proposed, or if the development was planning to use the existing driveway on her property for access; Jim Doyle confirmed that a new private street, 178th Place, will be constructed for access to the proposed units. Ms. Moleck said her second concern was about storage of plowed now; Jim Doyle and Ramsey Elshafei confirmed that there was adequate space on the subject site for snow storage. Ms. Moleck said her third concern was that the proposed private street, 178th Place, was too close to the northern property line; CHAIRMAN GRAY said that there would be tree planted on both sides of 178th Place to provide screening and that the trees were not mandated by the Zoning Ordinance. Mr. Elshafei said there was eight to ten feet between the proposed street and the northern property line. Ms. Moleck noted that the developer would attempt to retain existing mature trees along the northern property line. Mr. Elshafei said that the easement along the northern property line is a utility easement and would only be used to repair infrastructure for the development. Ms. Moleck asked if the properties would be rented or sold; Jim said they are proposed as rental but may be sold in the future. Ms. Moleck noted the property has been vacant for 50 years. Ms. Moleck mentioned a concern about shadows from the proposed three-story buildings on Oak Park Avenue but did not have a question.

Mark Furczon was sworn in. Mr. Furczon asked how wide the buffer between 178th Place and the northern property line would be. Mr. Elshafei said the width between the curb of the proposed street and northern property line will be eight to ten feet. Mr. Elshafei noted that the neighboring properties' driveways are approximately two feet from their southern property line. Mr. Furczon said he was also concerned about snow removal. He said that two feet was not wide enough. CHAIRMAN GRAY noted that the two-foot distance referred to Mr. Furczon (and the other owners' southern property line. Mr. Elshafei said the proposed 178th Place was further from the shared property line than the neighboring developments' driveway and that if snow could not be stored within the proposed development, that it would be removed. Mr. Furczon had no additional comments.

Peggy Concannon was sworn in. Ms. Concannon said she lives in a townhouse to the south of the subject property and was happy the property was being developed. She said there is often garbage on the subject property that sometimes blows onto her property. She asked whether there would be a fence between the properties to the south and the subject property. She also asked about the existing vegetation on the shared property line. CHAIRMAN GRAY confirmed Ms. Concannon was referring to the southern property line of the subject property. Jason Engberg, Planning Manager, confirmed that there is existing vegetation on the development's southern property line. Lori Kosmatka, Associate Planner, said there are thirty trees. Ms. Concannon said they are bushes not trees and that do not look good. Jason Engberg, Planning Manager, asked if the question was about retaining or replacing the existing vegetation. Ms. Concannon said yes and whether there would be a fence. Mr. Elshafei said landscaping would be planted along the southern property line and could not confirm whether a fence was planned. Ms. Concannon asked if the units would be rentals. Mr. Elshafei said they would be rental for now based on market conditions. Ms. Concannon said she would like to see a fence and the removal of existing vegetation. Jim Doyle said there would be a lot of landscaping added along the southern property line. He said dense shrubs and trees are proposed. Mr. Elshafei said a lot of the vegetation would likely be removed during the earthwork phase. Mr. Elshafei clarified stormwater would be handled entirely on the site or into the Village's stormwater system. Ms. Concannon had no further questions. Jason Engberg, Planning Manager, reminded the audience that the Village cannot limit property ownership to being owned or rented.

Keshia Garnett was sworn in. Ms. Garnett thanked Peggy Concannon for her comments. Ms. Garnett asked where she could find the plans presented at the workshop meeting. Lori Kosmatka, Associate Planner, told Ms. Garnett where to find the documents on the Village website. CHAIRMAN GRAY also noted that the workshop discussion was recorded and could be found on the Village's YouTube channel. Ms. Garnett asked for the Petitioner's contact information.

COMMISSIONER BETTENHAUSEN asked for clarification on the plans as to what was being shown on the northwest corner of the property. Lori Kosmatka, Associate Planner, said that was a stormwater bioswale that would also be used to store snow.

COMMISSIONER BETTENHAUSEN asked about the current zoning of the property. Lori Kosmatka, Associate Planner, said it is zoned NG Neighborhood General. She noted that the Legacy District has different regulations than the rest of the Zoning Ordinance. COMMISSIONER

BETTENHAUSEN asked what the permitted density of the NG zoning district was. COMMISSIONER MARAK noted that the Legacy District is intended to promote higher density. COMMISSIONER BETTENHAUSEN asked if the project was requesting any sort of deviation to allow for greater density. Jason Engberg, Planning Manager, noted the only variances requested were a setback reduction and driveway width.

COMMISSIONER HAMILTON asked what the correct street name was. Mr. Elshafei confirmed it is 178th Place. Lori Kosmatka, Associate Planner, noted that, because it is a private street, the plat of subdivision does not need to include the street name.

COMMISSIONER HAMILTON asked why the project needed a variance to utilize a greater side setback. Jason Engberg, Planning Manager, responded the five-foot side setback in the NG district to create a street wall of buildings and a variation was needed for the utility easement.

CHAIRMAN GRAY asked for a motion to close the public hearing. COMMISSIONER GASKILL made a motion to close the public hearing; COMMISSIONER BETTENHAUSEN seconded the motion. All agreed.

Lori Kosmatka, Associate Planner, presented the standards for a Variation.

There were three motions for this item.

CHAIRMAN GRAY requested a motion regarding the Plat of Subdivision and Plat of Vacation.

Motion 1 - Final Plat of Subdivision and Plat of Vacation

COMMISSIONER HAMILTON made a motion to recommend that the Village Board grant approval to the Petitioner, Ramsey Elshafei, on behalf of Oak Park by EEP, LLC, Final Plat of Subdivision and Final Plat of Vacation Approval for Oak Park Townes Subdivision located in the Legacy District's Neighborhood General zoning district in accordance with the Final Plats (dated May 5, 2023) submitted and listed herein, subject to the condition that both the Final Plat and Plat of Vacation are subject to final approval by the Village Engineer and Village Attorney. COMMISSIONER GATTO seconded the motion. Lori Kosmatka, Associate Planner, called the role; all were in favor.

CHAIRMAN GRAY declared the motion carried.

CHAIRMAN GRAY requested a motion regarding Site Plan and Architectural Approval.

Motion 2 – Site Plan and Architectural Approval

COMMISSIONER HAMILTON made a motion to grant the Petitioner, Ramsey Elshafei, on behalf of Oak Park by EEP, LLC, Site Plan and Architectural approval for Oak Park Townes Subdivision to develop a 31-unit townhome development at the property located on vacant land at the west side of Oak Park Avenue, north of 179th Street, currently addressed as 17822-17828 Oak Park Avenue in the Legacy District's Neighborhood General zoning district, in accordance with the submitted plans in the August 3, 2023 staff report and subject to the following conditions:

- 1. Final engineering approval of all plans by the Village Engineer and any other jurisdictional approvals, including but not limited to Will County DOT, MWRD, and IEPA.
- 2. Building additions (including any sunrooms and three season rooms) are not permitted unless a uniform design to the additions, incompliance with all codes is approved by Plan Commission.
- 3. A final photometric plan shall be submitted and approved by Village planning and engineering staff with the final permit.
- 4. The project shall be completed in one phase and shall start with the 3-story townhome building fronting Oak Park Avenue to be completed first. At no point shall more than 10 other unit occupancies be approved before the 3-story townhome building is completed with full occupancy.

COMMISSIONER GASKILL asked why Will County DOT was mentioned in the motion. Jason Engberg, Planning Manager, said Cook County was the correct governing body.

COMMISSIONER HAMILTON corrected his motion to replace Will County with Cook County.

COMMISSIONER MARAK asked about the sunroom condition. He asked if adding sunrooms would have to go to Village Board. Lori Kosmatka, Associate Planner, confirmed the Plan Commission has final authority for Site Plan and Architectural Approval. Mr. Elshafei asked if he could ask a question. CHAIRMAN GRAY permitted him to do so. Mr. Elshafei asked if the occupancy condition required a certificate of occupancy or actual occupation by a resident. Jason Engberg, Planning Manager, confirmed that it was a certificate of occupancy that was needed.

CHAIRMAN GRAY requested a second.

COMMISSIONER GASKILL seconded the motion. Lori Kosmatka, Associate Planner, called the role; all were in favor.

CHAIRMAN GRAY declared the motioned carried.

CHAIRMAN GRAY requested a motion regarding the Variations.

Motion 3 – Variations

COMMISSIONER GATTO made a motion to recommend that the Village Board grant the Petitioner, Ramsey Elshafei, on behalf of Oak Park by EEP, LLC, a variation from Section XII.2.D.9 to increase the maximum required interior side yard setback from five feet (5') to ten and one/tenth feet (10.1) and a variation from Section XII.3.E.4.c to increase the maximum width of a two-lane driveway from twenty feet (20') to thirty-one feet (31') consistent with the Submitted Plans and adopt Findings of Fact as proposed by Village Staff in the August 3, 2023 Staff Report. COMMISSIONER GASKILL seconded the motion. Lori Kosmatka, Associate Planner, called the roll; all were in favor.

CHAIRMAN GRAY declared the motion carried.

CHAIRMAN GRAY noted the item would go to the Village Board on August 15th. He thanked the Petitioners for their time and commended the Petitioner for their openness with the surrounding neighbors.

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TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE AUGUST 3, 2023 REGULAR MEETING

ITEM 3: PUBLIC HEARING – GAS N WASH, 18301 LA GRANGE RD – SPECIAL USE, FINAL PLAT, VARIATIONS, AND SITE PLAN/ ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Leonard McEnery on behalf of Gas N Wash a Special Use for an Automobile Service Station and an Automobile Car Wash and Variations (Urban Design Overlay, Parking Minimum, Parking Minimum, Parking Locations, Wall/Ground Signs, etc.) to permit a gas station with a convenience store, carwash, and two drive-thru restaurant uses at the property located at 18301 La Grange Road (SEC La Grange Rd and 183rd St) in the B-3 (General Business and Commercial) zoning district. Site Plan and Final Plat approval are also being considered at the meeting.

Present Plan Commissioners:

	Chairman Gray
	Don Bettenhausen
	James Gaskill
	Angela Gatto
	Terry Hamilton
	Andrae Marak
Absent Plan Commissioners:	Eduardo Mani
	Steve Sepessy
	Kurt Truxal
Village Officials and Staff:	Jason Engberg, Planning Manager
	Lori Kosmatka, Associate Planner
Petitioners:	none
Members of the Public:	none

CHAIRMAN GRAY introduced Item 3.

Jason Engberg, Planning Manager, stated that staff did not have adequate time to review the Petitioner's plans and documents, so the item could not be heard at this public hearing. He noted that, because the item was continued three times, it needed to be readvertised, and that staff had done so to schedule the public hearing for August 17th. He said that no action was needed by the Plan Commission at this time.

Good of the Order

Jason Engberg, Planning Manager, noted the following:

- Pete's Fresh Market was beginning to pour the foundation.
- Banging Gavel is nearing completion, and the opening date would be soon, but no date was specified.
- The Request for Proposals for the Comprehensive Plan was posted. Staff is holding a preproposal meeting on August 10th to go over what is desired for proposals. The submittal period for proposals ends August 25th; Staff will then begin to evaluate all received proposals.

Receive Comments from the Public

There were no comments from the public.

Adjournment

CHAIRMAN GRAY requested a motion to adjourn the meeting.

COMMISSIONER BETTENHAUSEN made a motion to adjourn the meeting; COMMISSIONER GASKILL seconded the motion. CHAIRMAN GRAY requested a voice vote; all were in favor. He declared the meeting adjourned at 8:28 p.m.



PLAN COMMISSION STAFF REPORT

August 17, 2023 – Public Hearing

Drip Drop Smokes – Special Use Permit for a Tobacco Store 17133 Harlem Avenue

Petitioner Rahid Doleh, on behalf of Drip Drop Smokes (tenant)

Property Location

17133 Harlem Avenue

PIN

28-30-300-024-0000

Zoning B-3 (General Business & Commercial)

Approvals Sought

Special Use Permit

Project Planner

Jason Engberg, AICP **Planning Manager**



EXECUTIVE SUMMARY

The Petitioner, Rahid Doleh, on behalf of Drip Drop Smokes is requesting a Special Use Permit for a Tobacco Store as a tenant occupying 17133 Harlem Avenue within the Tinley Park Commons, a multi-tenant commercial shopping plaza. The property is within the B-3 (General Business & Commercial) zoning district.

Drip Drop Smokes is an existing business which obtained a special use permit in May 2022 to conduct a retail use for tobacco products. A new owner is now seeking to buy and operate the business. The Village's Zoning Ordinance states that a change in ownership of the land or business results in the expiration of a special use permit. Therefore, the potential business owner is required to obtain a new special use permit.

The Petitioner does not propose any changes to the site, building architecture, landscaping, or lighting and plans to continue to operate the business as it currently functions.





Location Map

Zoning Map

EXISTING SITE, ZONING, AND NEARBY LAND USES

The subject property at 17133 Harlem Avenue is an existing 1,166 sq. ft. tenant space in a multi-tenant commercial shopping plaza known as Tinley Park Commons, located on the southeast corner of 171st Street and Harlem Avenue. The tenant space is located within a row of several tenants that make up a large strip mall. Some of the adjacent inline tenant spaces include Duly Health, Rob's Aquatics, Top Nails, and Pooches N' Purrs. Additionally, there are three other outlots on the corner containing Shell, McDonald's, and Chase Bank. There are no other primary Tobacco Store uses in the shopping plaza but accessory sales do occur with at Jewel Osco and Shell gas station convivence store.

The subject property is located within the **B-3 General Business & Commercial Zoning District**. The table below indicates the surrounding zoning and land uses in the area:

Direction	Zoning	Land Use
North	B-3 General Business & Commercial District	Commercial Strip Center Jewel
East	R-6 Medium Density Residential District	Multi-Family Attached Housing Apartments/Condominiums
South	R-6 Medium Density Residential District	Multi-Family Attached Housing Apartments/Condominiums
West	R-1 Single-Family Residential District B-1 Neighborhood Shopping District B-4 Office and Service Business District	Single-Family Detached Home Standalone Commercial Businesses Funeral Home

Village Zoning Regulations

On January 4, 2022, the Village approved Ordinance #21-O-091 amending the Village's Zoning Ordinance for the purpose of regulating tobacco and nicotine related retail uses. The approved ordinance included specific definitions to the Zoning Ordinance and included restricting the use of a Tobacco Store to require a Special Use Permit in the B-2 and B-3 Zoning Districts, where it was previously permitted. Tobacco stores are prohibited in the other zoning districts.

No schools, childcare facilities, or other buildings used for educational or recreational programs for persons under the age of 18 years are located within 100 feet of the tenant space. This complies with the Village's Municipal Code Title XI, Section 120.10 "Proximity to Certain Institutions".

PROPOSED USE

The Petitioner is proposing that the business, Drip Drop Smokes, continues to operate as retail for tobacco products including vapes, hookahs, glass accessories, and tobacco. The specific location is desired because it is a heavily traveled commercial corridor and there are no immediate tobacco stores near the area. It has also been running as a successful business for over the past year.

The Petitioner will meet all State and local requirements with regards to selling tobacco including verifying identification of customers to ensure that all purchases are only made by those 21 years of age and older. The Petitioner will not allow smoking indoors nor within 15 feet from the tenant space.

The proposed hours of operation will continue to be as the previous ownership. The store will be open Monday to Saturday from 8:00am until 12:00am. It will be open on Sundays from 9:00am until 10:00pm.

No changes are proposed to the site, building's architecture, landscaping, lighting, or parking on the site. Parking in the multi-tenant parking lot is not expected to be a concern as the center was designed for a variety of retail and commercial uses.

SPECIAL USE PERMIT

A Special Use Permit is required for the operation of the proposed use as a *Tobacco Store* in the B-3 General Business & Commercial Zoning District per Section V.B. of the Zoning Ordinance. The Zoning Ordinance defines *"Tobacco Store"* as *"A retail establishment that derives 65% or more of its gross revenue from the sale of Tobacco Products and Alternative Nicotine Products, and in which the sale of other products is merely incidental."*

Special Use Permits are required for uses that may or may not be acceptable in the specific zoning district based on the unique nature of the use. In this situation, the primary concern is public health. In the adoption of the stricter regulations two main concerns arose that were noted as a desire to review the use under the standards of a special use:

- 1. Relation to other Tobacco Stores to avoid one area having a high concentration of tobacco stores that are highly visible to the public and may limit other preferred or by-right uses from locating to the area.
- 2. Relation to "Certain Institutions" that are geared toward children and people under 18 years of age. For example, schools, daycares, churches, pediatric offices, etc.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Findings of Fact have been drafted by staff and outlined below for Plan Commission consideration.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - Identification of customers will be verified to ensure all purchases are only made by those 21 years
 of age and older, as required by law. Smoking and vaping will not be permitted indoors nor within
 15 feet of the establishment. No schools, child care facilities, churches, or other buildings used for
 educational or recreational programs for persons under the age of 18 years are adjacent to the
 proposed use. No tobacco stores exist on the subject property or adjacent sites currently.
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - The operation will be professional in nature, and occur within the tenant space. The operation will not permit loitering, and the store will be kept clean and aesthetically pleasing. Smoking or vaping will not occur within the space and odors will not present to neighboring tenants. The hours of operation will occur from 8:00am to 12:00am.
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - The building is existing and no changes are proposed to the exterior of the site.
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - The building and utilities are existing and no changes are proposed to the exterior of the site.
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - The operation has a single frontage for customer access, and is anticipated to only generate traffic that is similar to other commercial and retail uses.
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
 - The Petitioner has indicated they will meet all other Village regulations.
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - The operation as a retail business is expected to contribute revenue to the surrounding area and fill an existing commercial vacancy.

MOTION TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's request, the appropriate wording of the motion is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan. The Commission may choose to modify, add, or subtract to staff's recommended motions and recommended conditions as they choose prior to voting on the motion.

"... make a motion to recommend that the Village Board grant the Petitioner, Rahid Doleh on behalf of Drip Drop Smokes, a Special Use Permit to operate a Tobacco Store at 17133 Harlem Avenue in the B-3 (General Business & Commercial) Zoning District, according to the submitted plans and adopt the Findings of Fact as listed in the August 17, 2023 Staff Report."

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
	Applications with Narrative	Petitioner	7/11/23
	Special Warranty Deed	Petitioner	7/11/23
	Previous Staff Report 2022	Lori K.	4/21/22

PL-2023-07-00393

Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS FLANNING AND ZONING GENERAL APPLICATION

VILLAGE OF TINLEY PARK

Life Amplified

JUL - 6 2023

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

Special Use for: TOBALLO STORE	
Planned Unit Development (PUD) Concept Preliminary Final Deviation	
Variation Residential Commercial for	
Annexation	
Rezoning (Map Amendment) From to	
Plat (Subdivision, Consolidation, Public Easement) Preliminary Final	
Site Plan	
Landscape Change Approval	
TOther:	

PROJECT & PROPERTY INFORMATION

Project Name: _ · · Drip Drop SMokes			
Project Description: Retail Store (Tobacco +	VAPE SHOP)		
Project Address: 17133 & HARIEM	Property Index No. (PIN): 28-30-300-024-0000		
Zoning District: B=3	Lot Dimensions & Area: 1261		
Estimated Project Cost: \$ TBD			
OWNER OF RECORD INFORMATION Please supply proper documentation of ownership and/or Name of Owner: RAHIO Doleh	designated representative for any corporation. Company: TOBACCO Island		
Street Address: 6810 W 96 Pl	City, State & Zip: DANLAWH, IL, 60453		
E-Mail Address: RAHIBOOLEN C GMail. COM RAHID DOIGH & GMAILCOM	Phone Number: $702 - 803 - 3873$ 708 - 807 - 3873		
APPLICANT INFORMATION Same as Owner of Record	Property OWHER		

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant:	Heichner Property MANAgeo	Company:			
Relation To Project:		·			
Street Address:	5277 TRILLIUM BLVD	City, State & Zip:	HOFFWAN	Estates	1- 60192
E-Mail Address:		Phone Number:			



Village of Tinley Park **Community Development Dept** 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize RAHID Do 1814

(print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreementamode by the designated sepresentative.

Property Owner Signature:

Property Owner Name (Print):

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, ٠ Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and otdinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitionen.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid,

Dolek

- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or but ness licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting and and and an and 19 documentation is true and correct to the best of their impovies

Property Owner Signature:

Property Owner Name (Frint):

Applicant Signature: (If other than O@ner)

Date:

Applicant's Name (Print)

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Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS SPECIAL USE ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they may not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a Special Use permit from the terms of the Zoning Ordinance (Section 5-B). This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements, and receive some preliminary feedback on any concept plans prior to making a submittal.

General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

A written project narrative detailing the general nature and specific aspects of the proposal being requested. Details on any employee numbers, parking requirements, property changes, existing uses/tenants, hours of operation or any other business operations should be indicated. Any additional requests such as Site Plan approval or a Variation should be indicated in the narrative as well.

 \mathbf{V} A Plat of Survey of the property that is prepared by a register land surveyor and has all up-todate structures and property improvements indicated.

Site Plan and/or Interior layout plans that indicate how the property and site will be utilized.

Responses to all Standards for a Special Use on the following page (can be submitted separately along with the narrative, but all standards must be addressed).

\$400 Special Use hearing fee.

\$500 - LB

STANDARDS AND CRITERIA FOR A SPECIAL USE

Section X.J. of the Village of Tinley Park Zoning Ordinance requires that no Special Use be recommended by the Plan Commission unless the Commission finds that all of the following statements, A-G listed below, are true and supported by facts. Petitioners must respond to and confirm each and every one of the following findings by providing the facts supporting such findings. The statements made on this sheet will be made part of the official public record, will be discussed in detail during the public meetings and will be provided to any interested party requesting a copy. Please provide factual evidence that the proposed Special Use meets the statements below. If additional space is required, you may provide the responses on a separate document or page.

A. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

All Customers that will enter Our Overless will have to show Identification. Our boundary point of sales system that we use requires everyone to Bean their Id to verify they are of age. No sincking will be Allowed inside the business har near ANY business

B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

This store will not tolerate Awy Loiteny, This establishment isn' a lounge and will be only retail. Custome will come in and Come out with in minutes. Store will be ran line corporate

C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

- D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.
 - Yes
- E. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

F. That the Special Use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.

G. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

Surrounding Stores Near us. We run 4 corporate business. I have B Locations in Indiana.

1 . An aligner

Drip Drop Smokes

Drip drop smokes will operate as a vape/tobacco shop. We will be selling various types of vapor and tobacco products. The various types of products that will be sold there are

-Hookah tobacco products and accessories -premium cigars and accesories that go with it(EX:Acid, Drew Estate, Rockey patel, cigar torches and cutters) -Glass products -vapor prodcuts(vape juice & mods) -CBD -Cigarettes

There will be a state tobacco license that will be issued to us by the state of illinois. Also there will be no special license required by the staff and no special equipment required to operate my business. There will be no change from the current approved special use permit. We will also conform with the sign code and any follow any rules by the village of Tinley park. Nothing is going to be changed in the current approved special used permit. Sign will be the same, no inside construction will be done. I own multiple Tobacco stores through out northwest Indiana and each of my locations are ran by sales of point system that only allows you to finish the transaction by scanning the customers ID and verifying they are of the age of 21 years old. That system will be used in drip drop smokes.

hours of operation mon-sat 8am-12am sunday 9am-10pm (same hours as before)

1 employee per shift





17133 Harlem Ave





VILLAGE OF TINLEY PARK BUILDING PERMIT 16250 Oak Park Avenue Tinley Park, Illinois 60477 (708) 444-5100, (708) 444-5199 Fax



Permit #: PL-2023-07-00393 Invoice #: INV23-1314 Project Address: 17133 HARLEM AVE, TINLEY PARK, IL 60477 Property Owner: RICK HEIDNER/TINLEY CO

ePlan App Fee	\$500.00	· · · · · · · · · · · · · · · · · · ·
		Total: \$500.00



PLAN COMMISSION STAFF REPORT

April 21, 2022 – Public Hearing

Drip Drop Smokes – Special Use Permit for a Tobacco Store 17133 Harlem Avenue



EXECUTIVE SUMMARY

The Petitioner, Ameer Ihmud, on behalf of Drip Drop Smokes is requesting a Special Use Permit for a *Tobacco Store* as a tenant occupying 17133 Harlem Avenue within the Tinley Park Commons, a multi-tenant commercial shopping plaza. The property is within the B-3 (General Business & Commercial) zoning district.

On January 4, 2022, the Village approved regulations (Ord. # 21-O-091) related to tobacco and nicotine related retail uses. The approved ordinance included specific definitions to the Zoning Ordinance and included restricted the use of a Tobacco Store to require a Special Use Permit in the B-2 and B-3 Zoning Districts, where it was previously permitted. The Staff Report from the text amendment (November 18, 2021) is attached to the packet for review of the considerations and concerns related to Tobacco uses.

The proposed location does not have any other immediately surrounding tobacco stores or uses previously mentioned as having concerns for public health such as schools, daycares, churches, or other businesses marketed towards children.

The Drip Drop Smokes business will operate as retail for tobacco products including vapes, hookahs, glass accessories, and tobacco. The Petitioner does not propose any changes to the site, building's architecture, landscaping, or lighting. The business will have employees verify identification of customers to ensure that all purchases are only made by those 21 years of age and older, as required under state law. Smoking or vaping is not permitted indoors nor within 15 feet from the tenant space as regulated by Village and state law. Parking is not expected to be a concern as the petitioner only anticipates to have two employees and an average of one to two customers at a time.

Petitioner

Ameer Ihmud, on behalf of Drip Drop Smokes (tenant)

Property Location

17133 Harlem Avenue

PIN

28-30-300-024-0000

Zoning B-3 (General Business & Commercial)

Approvals Sought

Special Use Permit

Project Planner

Lori Kosmatka Associate Planner

EXISTING SITE, ZONING, AND NEARBY LAND USES

The subject property at 17133 Harlem Avenue is an existing 1,166 sq. ft. tenant space in a multi-tenant commercial shopping plaza known as Tinley Park Commons, located on the southeast corner of 171st Street and Harlem Avenue.

The tenant space was previously occupied by Brow & Lash Studio, and is located within a row of several tenants that make up a large strip mall. The adjacent tenant spaces are currently DuPage Medical Group and Rob's Aquatics. The strip mall's other tenants are currently Jewel-Osco, Goodyear Tire, Hair Cuttery, Stella's (gaming café), Top Nails, Cosmo Prof (cosmetics store), Quick Wash (cleaners), Pooches N' Purrs (pet grooming), and Family Pet (veterinary clinic). Additionally, there are three other outlots on the corner: Shell (service station), McDonald's, and Chase Bank. There are no existing Tobacco Stores in the shopping plaza but accessory sales do occur with at Jewel Osco and Shell gas station convivence store.

The shopping plaza is within the B-3 (General Business & Commercial) Zoning District. The northeast corner of the intersection is also in the B-3 Zoning District, while the west side of Harlem Avenue is a combination of B-1 (Neighborhood Shopping), B-4 (Office & Service Business), and R-1 (Single-Family Residential) Zoning Districts. The back of the shopping plaza is adjacent to residences in the R-6 (Medium-Density Residential) Zoning District. The Zoning Ordinance states that the B-3 Zoning District is "designed to accommodate a wide range of specialized commercial uses, including highway-oriented services and commercial types of establishments to serve the needs of motorists. . . intended to include those uses which would not be compatible in a neighborhood or community-type shopping center".

No schools, child care facilities, or other buildings used for educational or recreational programs for persons under the age of 18 years are located within 100 feet of the tenant space. This complies with the Village's Municipal Code Section 120.10 "Proximity to Certain Institutions". A wider radius and different existing uses that might be incompatible with a Tobacco Store can be considered as part of the special use process review of the use as well.

Village Zoning Regulations

On January 4, 2022, the Village approved Ordinance #21-O-091 amending the Village's Zoning Ordinance for the purpose of regulating tobacco and nicotine related retail uses. Staff prepared a report for the Plan Commission's public hearing on November 18, 2021 and is attached to the Plan Commission packet for review. The approved ordinance included specific definitions to the Zoning Ordinance and included restricted the use of a Tobacco Store to require a Special Use Permit in the B-2 and B-3 Zoning Districts, where it was previously permitted. Tobacco stores are prohibited in the other zoning districts.



Location Map



Front (West) Elevation of Tenant Space





SPECIAL USE PERMIT

A Special Use Permit is required for the operation of the proposed use as a *Tobacco Store* in the B-3 (General Business & Commercial) Zoning District. The Zoning Ordinance defines *"Tobacco Store"* as *"A retail establishment that derives 65%* or more of its gross revenue from the sale of Tobacco Products and Alternative Nicotine Products, and in which the sale of other products is merely incidental."

Special Use Permits are required for uses that may or may not be acceptable in the specific zoning district based on the unique nature of the use. In this situation, the primary concern is public health. In the adoption of the stricter regulations two main concerns arose that were noted as a desire to review the use under the standards of a special use:

- 1. Relation to other Tobacco Stores to avoid one area having a high concentration of tobacco stores that are highly visible to the public and may limit other preferred or by-right uses from locating to the area.
- 2. Relation to "Certain Institutions" that are geared toward children and people under 18 years of age. For example, schools, daycares, churches, pediatric offices, etc.

PROPOSED USE

The Petitioner proposes the business Drip Drop Smokes to operate as retail for tobacco products including vapes, hookahs, glass accessories, and tobacco. The specific location is desired because it is a heavily traveled commercial corridor and there are no immediate tobacco stores near the area.

Employees will be required verify identification of customers to ensure that all purchases are only made by those 21 years of age and older, as required under state law. The Petitioner will not allow smoking indoors nor within 15 feet from the tenant space, as it is prohibited under the state and local smoking regulations.

The proposed hours of operation are daily from 9am to 10pm. The operation will have two employees staffed, a manager and a cashier. The Petitioner does not anticipate more than five people in the store at a given time. The Petitioner has also stated that loitering will not be permitted, and the store will be kept clean and aesthetically pleasing.

No changes are proposed to the site, building's



Tenant Space Floor Plan

Plat of Survey (Tenant Space Marked Up)

architecture, landscaping, lighting, or parking on the site. Parking in the multi-tenant parking lot is not expected to be a concern as the center was designed for a variety of retail and commercial uses. The Petitioner has not proposed any signage yet but will need to comply with Zoning Ordinance.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Findings of Fact have been drafted by staff and outlined below for Plan Commission consideration.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - Identification of customers will be verified to ensure all purchases are only made by those 21 years
 of age and older, as required by law. Smoking and vaping will not be permitted indoors nor within
 15 feet of the establishment. No schools, child care facilities, churches, or other buildings used for
 educational or recreational programs for persons under the age of 18 years are adjacent to the
 proposed use. No tobacco stores exist on the subject property or adjacent sites currently.
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - The operation will be professional in nature, and occur within the tenant space. The operation will not permit loitering, and the store will be kept clean and aesthetically pleasing. Smoking or vaping will not occur within the space and odors will not present to neighboring tenants. The hours of operation will occur from 9:00am to 10:00pm.
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - The building is existing and no changes are proposed to the exterior of the site.
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - The building and utilities are existing and no changes are proposed to the exterior of the site.
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - The operation will have a single frontage for customer access, and is anticipated to only generate traffic that is similar to other commercial and retail uses.
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
 - The Petitioner has indicated they will meet all other Village regulations.

- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - The operation as a retail business is expected to contribute revenue to the surrounding area and fill an existing commercial vacancy.

It is also important to recognize that a Special Use Permit does not run with the land and instead the Special Use Permit is tied to the Petitioner. This is different from a process such as a variance, since a variance will forever apply to the property to which it is granted. Staff encourages the Plan Commission to refer to Section X.J.6. to examine the conditions where a Special Use Permit will expire.

MOTION TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's request, the appropriate wording of the motion is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan. The Commission may choose to modify, add, or subtract to staff's recommended motions and recommended conditions as they choose prior to voting on the motion.

"... make a motion to recommend that the Village Board grant the Petitioner, Ameer Ihmud on behalf of Drip Drop Smokes, a Special Use Permit to operate a Tobacco Store at 17133 Harlem Avenue in the B-3 (General Business & Commercial) Zoning District, according to the submitted plans and adopt the Findings of Fact as listed in the April 21, 2022 Staff Report."



PLAN COMMISSION STAFF REPORT

August 17, 2023 – Workshop/Public Hearing

Tinley Park Plaza Redevelopment Phase 2 (Brixmor Property Group) 16039-16199 Harlem Avenue



Andrew Balzar of Brixmor Property Group, on behalf of Centrol/IA Tinley Park Plaza, LLC

Property Location

16039-16199 Harlem Avenue

PIN

28-19-100-057-000 & 28-19-100-058-000

Zoning

B-2 PD (Community Shopping, Tinley Park Plaza PUD)

Approvals Sought

- Special Use for Substantial Deviation to PUD
- Site Plan/Architectural Approval

Project Planner

Lori Kosmatka, AICP Associate Planner



EXECUTIVE SUMMARY

The Petitioner, Andrew Balzar of Brixmor Property Group, on behalf of Centrol/IA Tinley Park Plaza, LLC is proposing Phase 2 redevelopment of the existing Tinley Park Plaza.

In 2020, the Village Board approved the "Phase 1" redevelopment of the northern portion of the plaza via a Special Use for Substantial Deviation to the Tinley Park Plaza Planned Unit Development (PUD). The Petitioner has returned with the plans identified as "Phase 2" for the redevelopment of the southern portion of the plaza.

The proposal for final approval includes work on the in-line building, parking lot reconfiguration, landscaping, and related site improvements. Building work includes infill construction of vacant land, renovating a portion of the existing building, and façade improvements on the remainder. The proposal will have a contemporary aesthetic similar and complementary to the recently approved adjacent Phase 1 portion of the plaza. Recommended code exceptions and conditions have been noted.

The Petitioner has also submitted plans for inclusion of a future outlot with a conceptual building and drive-thru on the west portion of the main parking lot, near Harlem Avenue. Further engineering and staff review as well as Plan Commission approval will be required along with a traffic analysis once a final design is proposed for the outlot.

EXISTING SITE & HISTORY

The subject property is Phase 2 of the Tinley Park Plaza. Tinley Park Plaza is a large shopping plaza located southeast of Harlem Avenue and 159th Street, north of 163rd Street. The plaza consists of a large in-line shopping center and two outlot buildings. The plaza was approved and began construction in 1974 and began a phase development/occupancy that the Petitioner notes was substantially completed in 1987. Upon acquisition, Brixmor Property Group representatives worked through various site plan scenarios to improve the existing property. In 2015 the 9,100 sq. ft. north outlot building was approved. In 2020, they redeveloped the northern part of the plaza's inline building, as "Phase 1" and received site plan/architectural approval and zoning entitlement approval for a Special Use to retroactively create a Planned Unit Development ("PUD"), approved as Ordinance #20-O-050. The redevelopment provided modernized facade improvement along with new landscaping, and parking lot reconfiguration/reconstruction. Additionally, demolition of the buildings southern end was included in Phase 1, which is now vacant land. Also, earlier in 2023, an ice cream shop opened and was administratively approved for minor changes to the parking field north of the northern edge of the inline building, for a new patio and relocated accessible parking spaces, which resulted in the loss of three parking spaces.

The Tinley Park Plaza's total lot area of 955, 982 sq. ft. (22 acres) is broken down as 433,934 sq. ft. for Phase 1, and 522, 070 sq. ft. for Phase 2. The Petitioner has provided an older survey of the whole plaza as well as a 2021 update of the current Phase 2 area.

ZONING & NEARBY LAND USES

The subject property of Tinley Park Plaza is one of the Village's major commercial corridors located on Harlem Avenue with service, restaurant, and retail tenants. The northern portion of the inline building includes several commercial uses, including the grocer build-out. The southern portion of the inline building includes the former Walt's space, vacant spaces, The Tile Shop, Planet Fitness, LL Flooring, and Dollar Tree. The two existing northern outlots in the Tinley Park Plaza also include commercial uses.



Aerial – Current conditions



The subject property is zoned as the **Tinley Park Plaza PUD with underlying B-2 (Community Shopping) zoning district**. The retroactive creation of this PUD was a result of a mapping error in researching the zoning for this parcel. Since 1977 the property was noted as a Planned Unit Development (PUD) however the property was annexed in 1968 with a B-2 (Community Shopping) zoning designation and there was no record of subsequent zoning for a PUD. The ordinance approving the Special Use for a PUD (Ord. #20-O-050) noted nine Exceptions to the Zoning Code. One of these was an exception of the required 26' aisle width in a parking lot to allow 24' aisle widths as defined in the approved Site Plan. Another was an exception to the required parking ratios to allow for a total of 511 parking spaces in accordance with the approved site plan.

Direction	Zoning	Land Use
North	B-2 Community Shopping	Commercial
East	B-2 PD (Community Shopping, Tinley Park Shopping Center PUD)	Commercial
South	B-4 (Office and Service Business)	Commercial
West-northerly	B-3 PD (General Business & Commercial, Park Center Plaza PUD)	Commercial
West-southerly	B-3 PD (General Business & Commercial, Park Place PUD	Commercial

PROPOSED USE REQUIRING SPECIAL USE

The Petitioner proposes the Phase 2 improvements to the southern portion of Tinley Park Plaza as a major capital investment. Since this property is a Planned Unit Development (PUD), a Special Use for a Substantial Deviation to the PUD is required along with site plan/architectural approval.

Proposed building changes, from north to south, include infill construction and renovations along with façade improvements. The infill is proposed on the currently vacant land at the north edge of the Phase 2 area (immediately south of the grocer build-out) which will re-connect the inline shopping center. The 5,206 sq. ft. infill construction of 44,060 sq. ft. combined provide 49,266 sq. ft. of floor area to create eight new tenant spaces in the in-line building. The infill will provide three small tenant spaces, and the renovation will provide five tenant spaces, one of which will be a 22,000 sq. ft. anchor. Additional façade improvements are also proposed on the southern existing remainder of the inline shopping center to create an updated, cohesive look for the entire Phase 2, complementing the previously approved existing Phase 1 improvements.

Parking lot improvements and landscaping changes are also proposed, which include the area around the existing south outlot building. Finally, approval is being sought for a conceptual plan option for a 4,501 sq. ft. outlot building with a drive-thru at the west portion of the site along Harlem, at the north edge of Phase 2.

Exceptions are proposed for the Phase 2 including:

- 1. An exception of the required 26' aisle width in a parking lot to allow 24' aisle widths as defined in the approved Site Plan.
- 2. An exception to the required parking ratios to allow for 650 parking spaces in the Phase 2 area in accordance with the site plan for final approval. This does not include the conceptual plan option for a proposed 4,501 sq. ft. building outlot drive-thru development.
- 3. An exception of the required building materials to allow for the use of alternate building materials in the percentages as identified in the approved architectural elevation plans.
- 4. An exception in the maximum building height of 35' to allow a structure to be built at a height of 36'-4" as identified in the approved architectural elevation plans.
- 5. An exception to the maximum light pole height of 25' to increase light pole heights to be erected at a maximum of 40' in height.

The Petitioner states that depending on Village approvals, they intend to commence Phase 2 work in late 2023, to complete in 2024. Once a final design is proposed for this outlot option, it must be in substantial conformance to the plans as proposed herein. Additionally, the Village will require a traffic analysis for the final design of the outlot drive-thru development, which will be reviewed as part of the final engineering review process. Plan Commission approval will also be required. Conditional language has been recommended in the motions to consider.

SITE PLAN



Marked Up Overall Proposed Site Plan (Combined Post-Phase 1 & Proposed Phase 2)



Marked Up Proposed Phase 2 Site Plan - highlighting building scope & square footage, parking counts, changing curbing & landscape islands

<u>Summary</u>

The north edge of Phase 2 includes the main east-west access drive to Harlem Avenue and current vacant land separating the inline development. The building proposal includes infill construction at the north end of Phase 2, the renovating of existing building in the middle, and façade only improvements at the south end.

The above site plan images are marked up in red by staff to highlight proposed key improvements of building scope with square footage, parking counts, & changing outlines for curbing and landscape islands. Stop bars/signage, and directional pavement markings are additionally proposed, along with pedestrian features.

Pedestrian Facilities

A 6' wide sidewalk along Harlem Avenue is now included within the property in Phase 2, whereas the crosswalk over the north access drive and the existing Phase 1 sidewalk are outside the property, thus creating a minor jog. A recommended
condition states that if the new sidewalk is located on the property and is to be maintained the Village, then a Sidewalk and Public Access Agreement must be recorded and supplied to the Village prior to occupancy.

Planter wall height and material was not identified. Also, landscape planters within walkways and access (crosswalks, walkways, aisles) are proposed. A condition has been recommended stating material specifications are required for the planter wall, to be complementary to the building design, for review and approval by Village staff in the building permit process.

Pedestrian access appears sufficient around the planters, being at least 11' wide in front of the 3-space infill, and 10.5' in front of the redemising/renovation work. No changes are proposed to the existing planters in front of the existing southern portion of the building where only façade improvements are now sought. Additionally, the front of the outlot building will have an 8 foot wide walkway access.

Vehicle Access

Access and drive aisle modifications are proposed. The main northerly east-west access drive largely remains, only proposing to remove the west cross-access to the major parking field. This will be replaced by infilling with landscape barriers and continuation of the parallel concrete walkway. The southerly east-west access drive will be slightly realigned.

The edges of the easterly north-south drive aisle running parallel to the inline building is proposed to be slightly revised to provide a niched, continuous, straight edge of 90 degree 19' deep parking stalls perpendicular to the building (similar to what was approved in Phase 1). The walkway between this row of parking and the building's frontage is also proposed to be straightened. This easterly north-south drive aisle width is proposed here as 30.5 feet, increasing to 31 feet further south. The westerly north-south aisle near Harlem is proposed two-way, 26.5' wide.

Parking Improvements

Parking improvements occur in the major 549 stall field and the 33 stall field in front of the south outlot. The major 549 stall field is proposed to have its internal east-west drive aisles be two-way, 24' wide. The stalls in this field which are surrounded on both sides by aisles are proposed as 18.5' deep, while edge stalls as 19' deep. The field in front of the south outlot proposes a two-way 24' wide aisle with 19' deep stalls. Parking stalls are proposed to go from angled to 90-degree orientation, and new landscaped end islands. The Zoning Ordinance requires two-way aisles be a minimum 26' wide, thus an Exception is sought. Previously approved Phase 1 included 24' wide drive aisle widths as an Exception.

Enclosures, Carts, and Designs

Other site design includes a new trash enclosure and a new dock at the rear for the main anchor tenant. The Petitioner confirmed that turning movement exhibits show the site can accommodate garbage vehicles behind the building. Also, the Petitioner confirmed cart corrals are not required for any of the future tenants.

Conceptual Outlot Drive-Thru Site Plan

At this time, along with the final approval request described above, the Petitioner is also requesting conceptual site plan approval for a west outlot building with a drive-thru. The Petitioner only has a conceptual footprint at this time, to be located in the main parking field. The Petitioner does not currently have use-specific tenant details nor a finalized design at this time. Increased landscaping surrounding the drive-thru is shown along with a pedestrian connection to the Harlem sidewalk. Accessible parking and trash enclosure is also shown. Access, walkways, landscaping around the outlot are not shown, thus would be subject to future approval.



Conceptual Outlot Site Plan Excerpt

LANDSCAPE



Proposed Landscape Plan

The proposed landscaping plan is well-designed and improves the existing conditions. The proposal meets major aspects of the landscaping code, with some waivers needed. Landscape Waivers for proposed Phase 2 include:

- 1. Decreased landscaping coverage percentage of site (7.6% provided for Phase 2 and 7.1% of total plaza,10% minimum required for PUDs)
- 2. Decreased landscape bufferyards (west & south)
- 3. Decreased interior lot foundational landscaping (requirement as 10' wide landscaping to front 70% of side/s of all buildings fronting dedicated street)
- 4. Decreased parking lot landscaping (10% provided, 15% minimum required)
- 5. Decreased parking lot island width (8' provided, 10' minimum required)

To help offset the impact of the waivers, the Petitioner increased caliper of 4" for shade/canopy trees, and provided additional shrubs to the far northwest and southwest corners of the Phase 2 property during initial staff review. This provides additional aesthetic appeal to a well-landscaped property. Further, though the landscaping coverage percentage of the site is below 10%, the Phase 2 percentage is greater than for Phase 1, thus increasing the overall percentage for the plaza.

Perimeter landscaping is provided. A row of hedge maple and flowering pear trees are proposed in the right-of-way outside the west property line along Harlem Avenue. There are also 24" high plantings on the other side of the sidewalk, separating it from the parking. Though most of the parking lot islands are 8' wide, others meet code of 10 feet. The islands also are 35 feet long area, exceeding the code minimum's 200 sq. ft. requirement.

Lastly, the existing recessed landscaping areas within the walkway in front of the south outlot building are no longer shown in order to accommodate the eight-foot wide walkway for that building. There are four small, round planters (30" and 16" high) proposed.

Conceptual Outlot Drive-Thru Landscape Plan

Additional landscaping is provided in the conceptual outlot landscape plan. Landscape end islands are proposed, consistent with other islands in the development. Landscaping is also proposed along the outer edges of the drive-thru. Several 24" high evergreen shrubs are proposed to the west, between the outlot and the west property line along Harlem Avenue. To the south, a canopy tree and columnar pines separates the drive thru from the rest of the main parking field. Any future development of this site would need its own landscape plan which will be reviewed by staff and the Plan Commission



ARCHITECTURE

No changes are proposed to the existing south outlet, and no designs are provided for the conceptual west outlot. The proposed architecture involves a variety of heights, canopy shapes with columnar articulation, and a material palette on the front of the Phase 2 inline building, which largely complementary to the approved Phase 1.



Previously approved Phase 1 drawings

The proposed building height variety provides some visual interest. The infill construction is proposed 22' high and is at a slightly higher grade, which lowers at the adjacent main anchor space. The main anchor space also slightly increases in scale with proposed stepped heights between 26'-6" to 36'-4" high. The proposed junior anchor space is 30'-2" at its entry. Further south, the remainder of the building is about 25' high with canopies 30' high. Zoning Ordinance requires maximum building height of 35', thus an Exception is sought. Previously approved Phase 1 also included this Exception. Rooftop mechanical units are not yet finalized, but the Petitioner confirmed they will be screened from view from all adjacent properties and rights-of-way as required by code.

Proposed Phase 2 Drawing Excerpts:

Proposed Phase 2 Rendering, North End: Infill Construction & Redemising/Renovation (includes 22,000 sq. ft. anchor space with blue details)



Proposed Continuous Elevation of Phase 2 Frontage, per submitted material board sheet



Proposed Phase 2 Frontage

Materials & Design

The infill construction at the north end has a rhythm of three similar sized spaces with storefront glazing separated by columns with wall sconces. The coping is double-stacked black and "dover white". The upper portion of two of these three spaces are horizontally banded Nichiha Vintagewood "bark" color wood phenolic panels (for tenant signage within) with a standing seam charcoal gray metal awning (providing some verticality), while the unit in between "dover white" color EIFS with a charcoal gray hanger-rod style metal awning.

The main anchor space has a large canopy entry with large columnar elements, framed above by stacked fiber cement panels in a "dover white" color (for tenant signage within). This fiber cement feature provides a focal point with a modern look complementary to the rest of the building. There is also a blue band at the bottom of the canopy and double blue bands on the columnar elements. The remainder of this anchor frontage is largely brick with a tan color coping and two decorative sconces. The space south of the main anchor has black coping, slate gray metal, and vertically banded matte brown wood phenolic panels with brick and storefront glazing below. The proposed junior anchor is brick with a storefront entry that has "oyster shell" off-white color EIFS with a large blue panel for signage and a charcoal gray hanger-rod style awning below.

The elevations further south continue to largely utilize the various previously noted materials in a cohesive style such as brick, black coping, wood phenolic panels & storefront glazing. Some variation is provided with the large southern horizontally banded canopies, having matte brown wood phenolic panels with slate gray metal accent, and a metal tan canopy with dover white EIFS accent. Vertical bands of the bark color panels are also shown. The long stretches of flat façade with storefront glazing and brick also have vertical accent elements of slate gray metal to help provide a rhythm while visually breaking up its horizontal expanse.

Material percentages of the above referenced materials on the front façade include 45% brick (new & existing), 9% masonry, 20% phenolic panels, 10% EIFS, and 16% metal, thus requiring an Exception. Zoning Ordinance requires a maximum of 15% of alternate building materials on any facade, thus an Exception is sought. Previously approved Phase 1 also included this Exception.



Proposed Color/Material Palette

Less material variety is needed on the side and rear facades. They are largely brick. The south/side building facade has a short wrapping stretch of the bark color wood phenolic panels with existing brick columns.

SIGNAGE

Regarding ground signs, Ordinance 2020-O-050 allowed for two ground signs to be installed with a 2' setback to the property line (as opposed to ten feet per code), which applied to the existing ground sign at the south access drive. This sign is now proposed to be relocated slightly as its current location will be within the proposed sidewalk. Though not dimensioned, it appears the new location will be setback at least 11.4'. Regarding the old Walt's ground sign, the Petitioner confirmed it will be removed. It was required to be removed as a condition of Phase 1. A condition has been recommended requiring the removal of Walt's sign and structure prior to occupancy/issuance of building permit.



Regarding other signage, no new signage details were provided. Undimensioned dashed lines indicate intended wall signage placement. The junior anchor canopy has an Prop. Ground Sign Relocation undimensioned blue box surrounding its dashed lines. For Wall Signs, sign code states

"sign backgrounds that are inconsistent with the existing color palette of the building shall be counted as part of the sign face area". Also, there is an "under canopy" sign noted at the main anchor space. Additionally, the conceptual outlot plan does show an additional ground sign. These and other signs will be required to meet code and previously approved substantial deviations (Ord. 2015-O-062 for 1.5 SF / LF for inline signs), and will be under separate sign permit. Lastly, no directional signage is proposed.

PARKING

In 2020, Staff noted the original Tinley Park Plaza PUD was approved with 200,365 sq. ft. gross leasable area and 929 parking spaces total for the shopping center, resulting in an overall parking ratio of **4.64 spaces/1**,000 sq. ft. of gross leasable floor area for the entire plaza. The Petitioner provided the following parking ratio numbers (note: "Plaza" indicates the total area for the entire plaza development, phases 1 & 2 combined):

Stage	Area Covered	# Stalls	Gross Leasable Area (sq. ft.)	Parking Ratio (stalls/1,000 sq. ft.)
Pre-Phase 1 & 2	Plaza	1095	262,585	4.2
Post-Phase 1 Approved in 2020 (Zoning Exception)	Phase 1	511	108,328	4.7
Post-Phase 1 Current (reduced 3 stalls, earlier 2023)	Phase 1	508	108,328	4.7
Pre-Phase 2 Current	Phase 2	617	129,372	4.8
Post-Phase 1 Current + Pre-Phase 2 Current	Plaza	1125	237,700	4.7
Proposed Final: Post-Phase 2	Phase 2	650	133,540	4.9
Proposed Final: Post-Phase 2 & Post-Phase 1 Current	Plaza	1158	241,868	4.8
Proposed Conceptual 4,501 sq. ft. Outlot	Phase 2	591	138,041	4.3
Proposed Conceptual 4,501 sq. ft. Outlot	Plaza	1099	246,146	4.5

The Phase 1 approved in 2020 allowed for 511 parking spaces for the Phase 1 area (parking ratio of 4.7 spaces/1,000 sq. ft.).

The Petitioner's Phase 2 proposed parking lot reconfiguration involves going from angled to 90 degree stall orientation, island adjustments, with Phase 2 increasing 33 stalls (to 650). Along with increased building area the proposed Phase 2 parking ratio is **4.9 spaces/1,000 sq. ft.** No changes are sought to the Phase 1 area. Thus the proposed total for the whole plaza (phases 1 & 2), without the conceptual outlot, would be **4.8 spaces/1,000 sq. ft**. proposed for the currently requested final approval. The proposal for conceptual approval with the outlot would involve a loss of 59 spaces from the proposed 650 (or 26 from the current 617) along with increased building area resulting in 4.5 spaces/1,000 sq. ft. This conceptual outlot scenario will require additional Village approvals once a final design is proposed.

The Zoning Ordinance requires 6.5 spaces/1,000 sq. ft. of gross leasable floor area for a planned shopping center. If this code standard is applied to this center for the proposed final, a total of 868 spaces would be needed for Phase 2. For the proposed conceptual with outlot, then 897 spaces would be needed for Phase 2. An **Exception** has been proposed for the final proposal without the conceptual outlot.

Parking is an imperfect science and zoning ordinances do their best to assign ratios based on the average intensity of the uses. The code ratio dates back to the 80's and 90's, which by today's standards may be considered excessive. Retail locations are often overparked. Given the trends toward less car dependent shopping patterns, the proposed relationship of parking to the whole plaza's design, uses and circulation, the proposed parking ratio appears appropriate both with and without the conceptual outlot. In a large multi-tenant plaza such as this, there are many shared parking opportunities and a wide range of intensity of uses amongst its tenancy. This allows for flexibility based on different tenant peak hours. Staff has not observed any parking issues on the site in the past or present.

The Petitioner's narrative states today's retailers, particularly large, national retailers, know exactly how much parking is needed to serve their customers, because if customers cannot find adequate parking, they will not return. The Petitioner is confident that a 4.5/1000 sq. ft. ratio is sufficient to meet the blended demands of prospective tenants. In some cases, the Petitioner has already negotiated lease terms based on the proposed site plan.

Accessibility

There are 18 proposed accessible spaces in Phase 2. Though this is a reduction of 3 accessible spaces from existing, it will still go beyond the Illinois Accessibility Code requirements of minimum 13 accessible spaces for 650 spaces (2% accessible spaces for 501-1000 total spaces). With the conceptual outlot, 19 would be provided, where only 12 accessible spaces would be required.

LIGHTING

A photometric plan has been provided showing lighting with the conceptual outlot. Proposed exterior lighting largely includes site lighting as well as front building sconces, recessed canopy lights, and wall packs. Property line foot candles (fc) meet maximum code requirements of 2.0 fc. To the east & south, the maximum is 0.9 fc, and 1.4 on the west.

The site lights including existing and new fixtures in the parking lot with existing poles proposed for relocation with new concrete bases, due to the parking island reconfiguration. They are proposed as full cutoff (no uplight) LEDs to be mounted at 40 feet. These are consistent with the Phase 1 approved 40' site lighting. Zoning Ordinance requires maximum site light poles as 25', thus an Exception is sought. Previously approved Phase 1 also included this Exception.

Six sconces are proposed, four of which are Acuity/Lithonia OLLWU LED (4000K/1091 lumens fixtures mounted 7' high in front of the infill construction's three small tenant spaces. These are cylinder lights similar in design to adjacent fixtures on the Phase 1 grocer build-out. The remaining two sconces will be mounted at the main anchor space, and appear as a half sphere shape with uplighting. BUG ratings for all six sconces on the photometric plan are B1-U3-G3. No new sconces are proposed at the southern end of the Phase 2 façade improvements. A condition has been recommended stating the building sconce fixture selection requires a U0 rating (no uplighting), and will require fixture cut sheets with updated photometric for review and approval by Village staff in the building permit process.

The nine proposed Lumark wall packs are similar to the Phase 1 approved Sylvania non-cutoff wall packs. The proposed wall packs are only shown proposed in the rear of the 22,000 sq. ft. anchor space, thus not visible from the sides or front of the building.

STANDARDS FOR SITE PLAN & ARCHITECTUAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architectural

- a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.
- b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.
- h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

<u>Site Design</u>

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff has prepared draft responses for these Standards below. The standards can be modified, or changes as the Plan Commission deems fit based on their findings from the public hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project is consistent with the district zoning (B-2) as a Community Shopping Center located on a commercial corridor which currently operates with the similar commercial uses as proposed. The property has operated as a large, retail shopping center for over 30 years. The project will be constructed meeting current Village building codes and is among the highest and best uses for a parcel at a heavily traveled intersection.
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood. The property has operated as a large, retail shopping center for over 30 years, serving as a community shopping center with similar uses to the neighborhood's business and commercial uses. The site will be well-landscaped with appropriate screening. The building will be constructed with quality materials.
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - The Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed or is in the process of redevelopment. The property is appropriately located along a major commercial corridor, and already functions as a retail shopping center. The renovation of the property will likely further orderly development of surrounding properties.
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - The proposed improvements are to a shopping center that currently operates with adequate utilities, access roads, drainage and/or other necessary facilities. Truck turning studies have been performed and improvements have been made to the plans to ensure appropriate accommodation of delivery vehicles.
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - The proposed improvements are to a shopping center that currently operates with adequate ingress and egress access that minimizes traffic congestion in the public streets. The layout of the shopping center is designed to allow for safe and efficient movement of pedestrian and vehicular traffic.
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood,

and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.

- The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations except for certain exceptions as part of the PUD approval. These exceptions are consistent with design and site design guidelines and contribute to the overall character of the development.
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - The proposed redevelopment will contribute directly to the economic development of the community by providing commercial services to residents and visitors, and providing additional property and sales tax revenue. The proposal reflects a major investment in an existing shopping plaza along a major commercial corridor, which is anticipated to increase property value. The proposed enhanced architectural features represent a quality design which is anticipated to spur additional economic growth for the area, bringing new tenants and additional jobs to the community.

MOTIONS TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's requests, the appropriate wording of the motions is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan:

Motion 1 (Special Use for Substantial Deviation):

"...make a motion to recommend that the Village Board grant a Special Use Permit to the Petitioner, Andrew Balzar of Brixmor Property Group on behalf of Centrol/IA Tinley Park Plaza, LLC, for a Special Use for a Substantial Deviation for Final Approval with a conceptual plan option for a potential future outlot building with drive-thru to the Tinley Park Plaza Planned Unit Development for the property located at 16039-16199 Harlem Avenue, to redevelop the property identified as "Phase 2", in accordance with all plans and documents submitted and listed herein, and adopt the Findings of Fact as proposed by in the August 17, 2023 Staff Report, subject to the following conditions:

- 1. The PUD exceptions from the Zoning Ordinance, as listed in the staff report, shall be included within the Final PUD ordinance documents for the Special Use for Substantial Deviation.
- 2. This approval includes a conceptual plan option for a potential future outlot building with a drive-thru. Once a final design is proposed for this outlot option, it must be in substantial conformance to the plans as approved with this Ordinance. Additionally, the Village will require a traffic analysis for the final design of the outlot drive-thru development, which will be reviewed as part of the final engineering review process. Plan Commission approval will also be required.
- 3. The final approval of all plans is subject to final engineering approval by the Village Engineer, and any other applicable jurisdictional approvals, including but not limited to MWRD, IDOT, and IEPA.
- 4. If the new Phase 2 sidewalk which is located within the property is to be maintained the Village, then a Sidewalk and Public Access Agreement must be recorded and supplied to the Village prior to occupancy.
- 5. The former Walt's ground sign and structure must be removed prior to any new occupancy.

Motion 2 (Site Plan/Architectural Approval):

"...make a motion to grant the Petitioner, Andrew Balzar of Brixmor Property Group on behalf of Centrol/IA Tinley Park Plaza, LLC, Site Plan and Architectural Approval to redevelop the property identified as "Phase 2" for the property located at 16039-16199 Harlem Avenue in the B-2 PD (Community Shopping, Tinley Park Plaza PUD) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed in the August 17, 2023 Staff Report, subject to the following conditions:

- 1. Site Plan / Architectural approval is subject to approval of the requested Special Use for Substantial Deviation to the PUD by the Village Board.
- 2. Site Plan / Architectural Approval includes options both with and without the conceptual plan for an outlot building with a drive-thru. Once a final design is proposed for this potential future outlot, it must be in substantial conformance to the plans as proposed herein. Additionally, the Village will require a traffic analysis for the final design of the outlot drive-thru development, which will be reviewed as part of the final engineering review process. Plan Commission approval will also be required.
- 3. Site Plan / Architectural Approval is subject to final engineering plan review and approval.
- 4. Material specifications are required for any potential planter wall, to be complementary to the building design, for review and approval by Village staff in the building permit process.
- 5. The building sconce fixture selection requires a U0 rating (no uplighting), and will require fixture cut sheets with updated photometric for review and approval by Village staff in the building permit process.

LIST OF REVIEWED PLANS

	Submitted Sheet Name	Prepared By	Date On Sheet
	Application		
7pgs	Narrative & Standards	Petitioner	N/A, Recd
			7/3/23
3pgs	ALTA Topo Survey	Woolpert, Inc.	8/7/20
1pg	Phase 2 Survey (update of the Phase 2 area of the plaza)	Woolpert, Inc.	12/8/21
1pg	Site Plan Overall Plaza (Sheet C200)	Woolpert, Inc.	6/23/23
1pg	Site Plan Overall Plaza with Conceptual Outlot (Sheet C200)	Woolpert, Inc.	6/23/23
1pg	Site Plan Phase 2 Only (Sheet C201)	Woolpert, Inc.	6/23/23
1pg	Site Plan Phase 2 Only with Conceptual Outlot (Sheet C201)	Woolpert, Inc.	6/23/23
1pg	Landscape Plan Phase 2 Only (Sheet C500)	Woolpert, Inc.	6/23/23
1pg	Landscape Plan Phase 2 Only (Sheet C500)	Woolpert, Inc.	6/23/23
2pgs	Photometric Plan	On-Site Lighting	7/11/23
19pgs	Preliminary Civil Plans	Woolpert, Inc.	6/23/23
1pg	Preliminary Drainage Plans	Woolpert, Inc.	5/8/23
1pg	Fire Truck Turning Plan	Woolpert, Inc.	6/23/23
1pg	WB-67 Turning Plan	Woolpert, Inc.	6/23/23
1pg	Floor Plans & Exterior Elevations (Excl Sheet LOD-201)	MG Architecture	6/21/23
1pg	Floor Plans & Exterior Elevations Sheet LOD-201	MG Architecture	5/19/23
1pg	Color Renderings	MG Architecture	6/21/23
1pg	Material Board (includes color palette & continuous elevation)	MG Architecture	6/21/23



Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

Special Use Planned Uni Variation Annexation Rezoning (N Plat (Subdivi Site Plan Landscape Other:	for:t Development (PUD)Conc ResidentialCommercia Map Amendment) From sion, Consolidation, Public Eas Change Approval	ept√Preliminary_F // for sement)Prelimina	inal 🗹 Deviation
PROJECT & PR	OPERTY INFORMATION		
Project Name:	Tinley Park Plaza Phase II Red	levelopment Project	
Project Description:	Redevelopment of the southern	half of Tinley Park Plaz	za
Project Address:	7135 Harlem Avenue	Property Index No. (PIN):	28-19-100-057 and -058
Zoning District:	<u>B-2 (PUD)</u>	Lot Dimensions & Area:	513' X 2207'
Estimated Project Co	ost: \$		
OWNER OF RE	CORD INFORMATION her documentation of ownership and/c	or designated representativ	ve for any corporation.
Name of Owner:	Central/IA Tinley Park Plaza, LLC	Company:C/O Brixi	mor Property Group
Street Address:		City, State & Zip:	
E-Mail Address:		Phone Number:	

APPLICANT INFORMATION

Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant:	Andrew Balzer	Company: Brixmor Property Group
Relation To Project:	Project Director	
Street Address:		City, State & Zip:
E-Mail Address:		Phone Number:



Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize $\frac{N/A}{N/A}$ (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature:

Property Owner Name (Print): N/A

N/A

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature:

Property Owner Name (Print):

Applicant Signature: (If other than Owner)

Applicant's Name (Print):

PIRECTOR OF KE/DEVELOPMENT

Andrew Balzer for Central/IA Tinley Park Plaza, LLC

IRECTOR OF RE DEVELOPMENT

Andrew Balzer for Central/IA Tinley Park Plaza, LLC

Date:

EXHIBIT A

CENTRO/IA TINLEY PARK PLAZA, LLC PLANNED UNIT DEVELOPMENT APPLICATION (PHASE II)

PROPERTY AND PROJECT DESCRIPTION

Centro/IA Tinley Park Plaza, LLC, a Delaware limited liability company (the "Applicant") is seeking approval of a project site plan and planned unit development amendment for the property commonly known as the Tinley Park Plaza Shopping Center at 7135 South Harlem Avenue (the "Property"). The Property is a rectangular-shaped, approximately 955,982 square foot (21.946 acres) parcel that is zoned B-2. The Property was originally built in 1987 and underwent substantial completion in 1987 as part of Phase 1 (approx. 9.962 acres). The shopping center is comprised of one large, in line building and several out parcels. Service, restaurant and retail tenants occupy the center.

The Applicant proposes to undertake a major capital investment in the Property which will be Phase 2 of the project. Phase 2 will include improvements to the southern end of the property (approx. 11.985 acres). The work includes redemising and renovating a portion of the in line space on the southern half of the center as well as new retail construction. Approximately 49,266 SF of the existing in line space will be redemised and renovated to accommodate up to eight future retail tenants. The new space construction will include three 1,598 -1,804 square foot retail spaces and a possible approximate 5,000 square foot outlot. In addition, the Applicant intends to undertake façade, landscaping, and parking lot upgrades and rehabilitation. The façade improvements will include the entire in line space, beyond the limits of the demising work to cover the remainder of the building. Provided that the Applicant is able to secure the necessary government approvals, the Applicant intends to commence the project in late 2023 and complete the project in 2024.

The Applicant intends on commencing with the in line building work soon after receiving all permits and approvals. The timing for the construction for the outlot will occur once the Applicant is able to secure a tenant for the space.

REQUESTED EXCEPTIONS

In furtherance of the Project, the Applicant is seeking the following exceptions from the Zoning Ordinance as part of its request for approval of a planned unit development.

- 24 foot drive aisles instead of the 26 foot required drive aisles.
- A reduction in landscaping coverage of the site from the required 10% to 7.1%.
- A reduction in the amount of a parking lot that must be covered by landscaping.
- A reduction in the requirement for a 10-foot wide landscape area to front 70% of the side of all buildings which front dedicated streets (i.e., west building elevations).
- A reduction in the overall parking ratio to 4.5 spaces per 1,000 square feet across the entire shopping center for the site plan with outlot option. Without the outlot option, an exception

will not be required as the overall parking ratio is 4.8 spaces per 1,000 square feet as shown on the site plan.

PARKING RELIEF

As noted above, the Applicant is seeking an exception to reduce the overall parking ratio from the existing planned unit development standard of 4.6 parking spaces/1,000 square feet to 4.5 parking spaces/1,000 square feet to allow for a future outlot on the property. From a historical perspective, when this shopping center was built in the 1990s, its parking ratio was 4.64/1,000 square feet – well below the Village's current standard of 6.5/1,000 square feet. It has always functioned well from a parking perspective even with this lower ratio. Moreover, the Village has already recognized that the ratios in its code are based on standards from the 1980s, do not account for today's parking demands and thus are very outdated (see Plan Commission Staff Report, dated August 20, 2020).

Today's retailers, particularly large, national retailers, know exactly how much parking is needed to serve their customers and to ensure a favorable shopping experience. If customers cannot find adequate parking, they will not return. As a result, sophisticated retailers are very attuned to their customers' parking needs. With this understanding of their customers, most large retailers provide for minimum parking ratios in their leases. Tenants at the Property are no different. Because of the Applicant's long-standing relationships with many of these tenants, the Applicant already knows their various parking ratio requirements. The Applicant is confident that a 4.5/1,000 square feet parking ratio is sufficient to meet the blended demands of prospective tenants. In some cases, the Applicant has already negotiated terms based on this site plan with this parking ratio so it knows that the ratio will meet certain, stringent private sector standards.

Moreover, embedded in the 2020 staff report recognition of the evolution of parking demands is the changing trends of how people shop, particularly post pandemic. The Property will have a mix of tenants – ranging from restaurants to retailers to fitness. Many restaurants now rely on carry out or delivery services as part of their business model. These changes mean either high turnover of parking spaces or simply fewer cars competing for parking. Restaurant peak times are often different from peak times for retailers which affords the opportunity for shared parking arrangements. All of these changing dynamics of how the public shops and when they shop leads to a reduced need for parking. While parking is reduced, it also leads to a greater balance of parking and landscaping which enhances the aesthetic qualities of the shopping center and the community.

ADHERENCE TO STANDARDS FOR A SPECIAL USE

The Applicant meets that standards for approval of a special use for the Property as follows:

A. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

The planned unit development, as amended, will not negatively affect any of these matters. The Property has been operated as a large, retail shopping center for over 30 years. It is zoned for medium intensity business uses. The amendment will allow

for the redevelopment of a portion of the shopping center. That redevelopment will create new job opportunities, diversify the tenancy in the shopping center, enhance the tax base of the Village and provide shopping opportunities could draw people from around the area.

B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The proposed redevelopment project will not be injurious to the use and enjoyment of other property in the immediate vicinity, and it will not impair property values within the surrounding area. As noted, the Property has been operated as a large, retail shopping center for over 30 years. It is zoned for medium intensity business uses. Surrounding land uses are business and commercial uses. The implementation of the project will be wholly consistent with nearby land uses and will not adversely affect their use or enjoyment.

In addition, the proposed project will likely enhance property values in the surrounding area. The large capital investment being made here will almost certainly raise the Property's value. That increase should in turn raise the property value of other nearby, similarly improved parcels.

C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

The proposed redevelopment project will not impede normal and orderly development in the surrounding area and improvements of surrounding property in accordance with the Village's land use plan. The Property already functions as a retail shopping center which is consistent with the land plan set forth in the Village's 2000 Comprehensive Plan. The Applicant is not substantially increasing the square footage of the shopping center and is not introducing any uses which would be incompatible with surrounding uses. In fact, the rehabilitation of the shopping center will likely further orderly development of surrounding properties as other property owners take advantage of increased retail opportunities in the area.

D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.

The existing Property, which has functioned as a shopping center for decades, has more than adequate utilities, drainage and other facilities necessary to operate. The Applicant made a significant upgrade to utilities and drainage for the center as part of the first phase of redevelopment. The Applicant is making a further significant investment in the shopping center which will result in an upgrade of not only the southern portion of the center but one which will benefit the entire center. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

The Property has functioned as a large, retail shopping center for decades. The Applicant has consolidated the access points along Harlem Avenue to ensure smooth and efficient traffic flow. The main entrance is under signalized control while the other entrances are located to take advantage of traffics breaks at lights to the north and south. The Applicant is not proposing any significant increases in square footage or intensity of uses. Accordingly, the existing points of ingress and egress should be more than sufficient to minimize any traffic congestion resulting from the shopping center's operations. In addition, the internal lay out of the shopping center is already designed to allow for safe and efficient movement of pedestrian and vehicular traffic. Finally, the surrounding street system is more than sufficient to handle the traffic generated by the shopping center.

E. That the Special Use shall in all other respects confirm to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.

The proposed redevelopment project will conform to all applicable regulations except where the Village Board has granted deviations or other relief as part of the planned unit development amendment process.

F. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

The redevelopment project benefits the economic development of the community in many ways. It creates job opportunities. It enhances that sales and real estate tax base. It diversifies shopping opportunities in the Village. Finally, it improves the retail and service base of the Village and thus ideally draws not only Village residents but those from neighboring municipalities.

ADHERENCE TO STANDARDS FOR A PLANNED UNIT DEVELOPMENT

The Applicant meets that standards for approval of a planned unit development for the Property as follows:

A. The site of the proposed planned unit development is not less than five (5) acres in area, is under single ownership and/or unified control, and is suitable to be planned and developed, or redeveloped, as a unit and in a manner consistent with the purpose and intent of this Ordinance and with the Comprehensive Plan of the Village.

The Property is greater than five acres and is under the single ownership and control of the applicant, Centro/IA Tinley Park Plaza, LLC.

B. The planned development will not substantially injure or damage the use, value and enjoyment of the surrounding property nor hinder or prevent the development of surrounding property in accordance with the land use plan of the Village.

The proposed redevelopment project will not be injurious to the use and enjoyment of other property in the immediate vicinity, and it will not impair property values within the surrounding area. As noted, the Property has been operated as a large, retail shopping center for over 30 years. It is zoned for medium intensity business uses. Surrounding land uses are business and commercial uses. The implementation of the redevelopment project will be wholly consistent with nearby land uses and will not adversely affect their use or enjoyment.

In addition, the proposed redevelopment project should have a positive impact on property values in the surrounding area based on the Applicant's large investment and the added impact to nearby, similarly improved parcels.

Finally, the proposed Project will not impede normal and orderly development in the surrounding area and improvements of surrounding property in accordance with the Village's land use plan. The Property already functions as a retail shopping center which is consistent with the land plan set forth in the Village's 2000 Comprehensive Plan. The Applicant is not substantially increasing the square footage of the shopping center and is not introducing any uses which would be incompatible with surrounding uses. In fact, the rehabilitation of the shopping center will likely further orderly development of surrounding properties as other property owners take advantage of increased retail opportunities in the area.

C. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated.

The Property is improved with a retail shopping center with a variety of retail, service and hospitality tenants. The Applicant added a grocery store tenant, national clothing store tenant and unidentified smaller tenants to the center as part of its first phase of redevelopment. Here, the Applicant seeks to add multiple mid box retailers and several smaller retailers. Both meet a demand for these types of spaces in the retail and service market.

D. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police and fire protection.

The existing Property, which has functioned as a shopping center for decades, has more than adequate utilities, drainage and other facilities necessary to operate. The Applicant made a significant investment in the shopping center as part of the first phase of redevelopment agreement which provided a significant upgrade to the center, particularly the norther portion. The second phase of redevelopment furthers that improvement to the southern end of the center. Moreover, the changes to the shopping center should not place any greater burden on the Village's police and fire protection services. In fact, because the new improvements are being made in accordance with updated fire codes, the shopper center may place even less of a burden on fire protection services.

E. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer.

The Applicant has proposed an aggressive, but very achievable, construction schedule for the redevelopment project. The Applicant has years of experience with this type of construction, has hired architectural, engineering and other contractors with similarly extensive experience and it will be well positioned to keep the schedule that has been presented to the Village.

F. The street system serving the planned development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the planned development will be adequate to serve the residents or occupants of the proposed development.

The Property has functioned as a large, retail shopping center for decades. The Applicant has consolidated the access points along Harlem Avenue to ensure smooth and efficient traffic flow. The main entrance is under signalized control while the other entrances are located to take advantage of traffics breaks at lights to the north and south. The Applicant is not proposing any significant increases in square footage or intensity of uses. Accordingly, the existing points of ingress and egress should be more than sufficient to minimize any traffic congestion resulting from the shopping center's operations. In addition, the internal lay out of the shopping center is already designed to allow for safe and efficient movement of pedestrian and vehicular traffic. Finally, the surrounding street system is more than sufficient to handle the traffic generated by the shopping center.

G. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities or common open space, the developer shall provide and submit as part of the application the method and arrangement whereby these private facilities shall be operated and maintained.

The Property has functioned as a large, retail shopping center for decades. No new private streets, private recreational facilities or common open space are being proposed as part of the Project. As noted above, even though all points of ingress/egress are common driveways, no new driveways are proposed as part of the Project, and the Applicant is in fact improving the main access drive to minimize traffic congestion on Harlem Avenue, particularly from north-bound traffic.

H. The general development plan shall contain such proposed covenants, easements and other provisions relating to the bulk, location and density of residential buildings, non- residential uses and structures and public facilities as are necessary for the welfare of the planned development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the land owners within the development. The Applicant has already established a planned unit development which governs the bulk, density and location of improvements on the Property. The redevelopment project will be consistent with those already established standards. In addition, the Property is under single ownership and control so no covenants between and among property owners are needed. There are no public facilities on the Property. The Applicant has granted easements to utilities as may be necessary to ensure the necessary services to the Property and its occupants.

I. The developer shall provide and record easements and covenants, and shall make such other arrangements as furnishing a performance bond, escrow deposit, or other financial guarantees as may be reasonably required to assure performance in accordance with the development plan and to protect the public interest in the event of abandonment of said plan before completion.

The Applicant suggests that security for the completion of the redevelopment project is not warranted under the circumstances. The Applicant is a well capitalized company with extensive construction experience.

J. Any exceptions or modifications of the zoning, subdivision, or other regulations that would otherwise be applicable to the site are warranted by the design of the proposed development plan, and the amenities incorporated in it, are consistent with the general interest of the public.

The Applicant has requested code deviations as part of its planned unit development amendment application as described above.

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3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.

4. THE SUBJECT PROPERTY CONTAINS 1098 PARKING STALLS (1057 STANDARD, 41 HANDICAP).

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4. THIS SURVEY REFLECTS THE SURVEYOR'S OPINION AS TO THE LOCATIONS OF THE PARCEL LINES. THIS OPINION IS BASED UPON ANALYZING AND INTERPRETING ALL RECORDED AND NON-RECORDED INFORMATION FURNISHED TO THE SURVEYOR, OR ACQUIRED BY THE SURVEYOR, AND ALL FIELD DATA THAT WAS COLLECTED BY THE SURVEYOR ALSO THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH EXISTING APPLICABLE ALLTA (NSPS REQUIREMENTS AND		800-892	2-0123	
 STATE STATUTES. PLOTTABLE BUILDING RESTRICTIONS, ENCUMBRANCES, AND EASEMENTS WHICH ARE LISTED IN THE TITLE COMMITMENT ARE SHOWN HEREON. PLEASE REFER TO YOUR TITLE ABSTRACT, DEED, GUARANTEE POLICY, TITLE COMPANY, LOCAL GOVERNMENTAL BODIES, LOCAL ORDINANCES, AND OTHERS, IN ORDER TO DETERMINE IF ANY ADDITIONAL AGREEMENTS, LIENS, WAIVERS, RESTRICTIONS, ENCUMBRANCES, AND EASEMENTS EXIST. THE LOCATIONS OF UTILITY LINES SHOWN HEREON ARE BASED UPON FIELD LOCATIONS OF PHYSICAL STRUCTURES OR PER PLANS PROVIDED BY UTILITY COMPANIES AND CONFORMS TO ASCE STANDARD CI/ASCE 38–02, SUE QUALITY LEVEL C AND D UNLESS OTHERWISE NOTED HEREON. NO EXCAVATIONS WERE MADE TO VERIFY UNDERGROUND UTILITY LOCATIONS. UNDERGROUND EXCAVATION WILL NEED TO BE COORDINATED WITH J.U.L.I.E. AT THE TIME OF EXCAVATION 				JRK
THE TIME OF EXCAVATION. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. NO WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY AND/OR COMPLETENESS OF INFORMATION PRESENTED ON UNDERGROUND UTILITIES, OR AS TO ITS FITNESS FOR ANY PARTICULAR PURPOSE OR USE. IN NO EVENT WILL WOOLPERT, INC., ITS EMPLOYEES, AGENTS, AND/OR ASSIGNS BE HELD LIABLE FOR ANY DAMAGES ARISING OUT OF THE FURNISHING AND/OR USE OF SUCH INFORMATION. THE UNDERGROUND UTILITIES AND THE PATH OF THE UTILITY LINES DEPICTED HEREON SHOULD BE CONSIDERED APPROXIMATE UNTIL THEY ARE EITHER LOCATED BY CALLING J.U.L.I.E. (1-800-892-0123) OR UNTIL THEY ARE EXCAVATED TO VERIFY THE LOCATION AND PATH OF THE UTILITY LINES. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.	KEVISION			NAL FIELD WO
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9. NO WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY AND/OR COMPLETENESS OF INFORMATION PROVIDED BY GOVERNMENTAL AUTHORITIES AND/OR THIRD PARTIES, OR AS TO ITS FITNESS FOR ANY PARTICULAR PURPOSE OR USE, INCLUDING BUT NOT LIMITED TO INFORMATION PRESENTED ON ZONING, SETBACK REQUIREMENTS, FLOOD HAZARD ZONES, AND WETLANDS AREAS. IN NO EVENT WILL WOOLPERT INC., ITS EMPLOYEES, AGENTS, AND/OR ASSIGNS BE HELD LIABLE FOR ANY DAMAGES ARISING OUT OF THE FURNISHING AND/OR USE OF SUCH INFORMATION. 10. POSSESSION LINES ARE REFERENCED AT MONUMENTED CORNERS OR AS SHOWN HEREON. POSSESSION LINES MAY VARY BETWEEN SAID CORNERS. NO				20 PER AI
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14. AS USED IN THIS SURVEY, CERTIFY IS DEFINED AS: "TO STATE OR DECLARE A PROFESSIONAL OPINION OF CONDITIONS REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED". 15. THE FOLLOWING ITEMS WERE LISTED IN SCHEDULE B OF THE COMMITMENT NOTED IN NOTE 2, AND THE SURVEY RELATED ITEMS ARE LISTED HERE WITH	Ċ Z			1.
OUR COMMENTS UNDERLINED. F. EASEMENT IN FAVOR OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED DECEMBER 5, 1973 AS DOCUMENT NUMBER 22562799. THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON (APPROXIMATELY IN SOME AREAS). SEE THE DOCUMENT FOR DETAILS.	0 .: 800	30/20 SHOWN		
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U. TERMS, PROVISIONS, CONDITIONS, AND LIMITATIONS SET FORTH IN AN AGREEMENT FOR THE REGULATION OF THE TINLET PARK PLAZA SHOPPING CENTER IN THE VILLAGE OF TINLET PARK, ILLINOIS, MADE BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 1, 1976 AND KNOWN AS TRUST NUMBER 39718AND THE VILLAGE OF TINLEY PARK RECORDED JANUARY 26, 1979 AS DOCUMENT NUMBER 24817301. AFFECTS PARCEL 1 THE DOCUMENT AFFECTS THE SUBJECT PROPERTY BUT DOES NOT REFERENCE SURVEYING RELATED MATTERS. HOWEVER, PER SECTION 4 OF SAID DOCUMENT, IT APPEARS THE DOCUMENT WAS TO EXPIRE 20 YEARS FROM THE DATE THEREOF IN 1999. SEE THE DOCUMENT FOR DETAILS.		toad	. 60181	
I. NON-EXCLUSIVE EASEMENT AND RIGHT TO USE THE COMMON AREAS LOCATED ON THE LAND FOR PASSAGE AND USE (INCLUDING, BUT NOT LIMITED TO THE PARKING OF VEHICLES) BOTH PEDESTRIAN AND VEHICULAR AND FOR THE PURPOSE OF INGRESS AND ECRESS TO AND FROM THE DEDICATED ROADWAYS ADJOINING THE LAND, AS SET FORTH IN EASEMENT AGREEMENT DATED AS OF JUNE 4, 1985 AND RECORDED JULY 31, 1985 AS DOCUMENT NUMBER 85126703 AND FILED AS DOCUMENT LR3451450, MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED JANUARY 11, 1985 AND KNOWN AS TRUST NUMBER 63308, WITH BUILDERS SQUARE, INC., A DELAWARE CORPORATION, AND THE TERMS, CONDITIONS, AND PROVISIONS CONTAINED THEREIN. AFFECTS PARCEL 1 THE DOCUMENT AFFECTS THE SUBJECT PROPERTY. THE EASEMENTS GRANTED THEREIN ARE BLANKET IN NATURE OVER THE COMMON AREAS AND ARE NOT PLOTTABLE. SEE THE DOCUMENT FOR DETAILS.	T, INC.	Meyers R	errace, IL 80	5.3731
J. EASEMENT IN FAVOR OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED AUGUST 20, 1985 AS DOCUMENT NUMBER 85154588 AND FILED AS DOCUMENT LR3456405, AFFECTING THE AREA SHOWN ON THE PLAT ATTACHED THERETO. AFFECTS PARCEL 1 THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS.	OULPER	15 South ite 950	kbrook 7 0.424.908	X: 630.49
K. EASEMENT IN FAVOR OF THE VILLAGE OF TINLEY PARK, A MUNICIPAL CORPORATION OF ILLINOIS, FOR THE PURPOSE OF CONSTRUCTING, MAINTAINING, AND REPAIRING A TRAFFIC SIGNAL FILED MAY 5, 1986 AS DOCUMENT LR3512491, AFFECTING THAT PART OF THE LAND HEREINAFTER DESCRIBED, AND THE TERMS AND PROVISIONS CONTAINED THEREIN. BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF HARLEM AVE., BEING 1,292.50 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 19; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, 101.00 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, 60.00 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS WEST, 101.00 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, 60.00 FEET TO THE POINT OF BEGINNING. AFFECTS PARCEL 1 THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS.	M	181 Sui	⊤ 0al 83(FA
L. EASEMENT IN FAVOR OF THE COMMONWEALTH EDISON COMPANY AND ITS SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED DECEMBER 21, 1993 AS DOCUMENT NUMBER 03050738, AFFECTING A 15 FOOT WIDE STRIP OF LAND SHOWN ON THE PLAT ATTACHED THERETO. AFFECTS PARCEL 1 THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON. THE NORTH-SOUTH LENGTH OF THE EASEMENT IS NOT CLEARLY LABELED IN THE DRAWING. THE APPROXIMATE LENGTH IS SHOWN HEREON BASED ON SCALING THE DOCUMENT. SEE THE DOCUMENT FOR DETAILS.		+		
M. EASEMENT IN FAVOR OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT FILED AS DOCUMENT LR2742338, AFFECTING THE SOUTH 10 FEET OF THE WEST 458.00 OF THE LAND. AFFECTS PARCEL 1 THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS.				
CASE NO. 93L50841, AND THE TERMS AND PROVISIONS CONTAINED THEREIN. AFFECTS THAT PART OF THE LAND DESCRIBED AS FOLLOWS, WHICH PART IS LEGALLY DESCRIBED ON LS PENDENS NOTICE RECORDED AUGUST 25, 1993 AS DOCUMENT NUMBER 93672124 AND DEPICTED ON IDOT PLAT RECORDED AUGUST 2, 1995 AS DOCUMENT NUMBER 95506173 AND ON PLAT OF SUBDIVISION RECORDED APRIL 7, 2004 AS DOCUMENT NUMBER 0409818067: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 01 DEGREE 47 MINUTES 47 SECONDS EAST ON THE WEST LINE OF SAID NORTHWEST 1/4, 1,302.80 FEET; THENCE NORTH 88 DEGREES 12 MINUTES 13 SECONDS EAST PERPENDICULAR TO SAID WEST LINE, 70.00 FEET TO THE EAST RIGHT OF WAY LINE OF HARLEM AVENUE AND TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 12 MINUTES 13 SECONDS EAST, PERPENDICULAR TO SAID WEST LINE, 10.00 FEET; THENCE SOUTH 01 DEGREE 47 MINUTES 47 SECONDS EAST, PARALLEL WITH SAID WEST LINE, 50.00 FEET; THENCE SOUTH 88 DEGREES 12 MINUTES 13 SECONDS WEST, PERPENDICULAR TO SAID WEST LINE, 10.40 FEET TO SAID EAST RIGHT OF WAY LINE; THENCE NORTH 01 DEGREE 47 MINUTES 13 SECONDS WEST, ON SAID EAST RIGHT OF WAY LINE, 50.00 FEET TO THE POINT OF BEGINNING, AFFECTS PARCEL 1 A DOCUMENTATION FOR THE AFOREMENTIONED COURT CASE WAS NOT PROVIDED TO SURVEYOR. THE PERMANENT AND TEMPORARY I.D.O.T. EASEMENTS AS DESCRIBED IN DOCUMENT NUMBER				Ξ
93672124 AND AS DEPICTED IN DOCUMENTS NUMBERS 95506173 AND 0409818067 ARE SHOWN HEREON. SURVEYOR IS NOT AWARE OF THE EXPIRATION OF THE TEMPORARY EASEMENTS. SEE THE DOCUMENTS FOR DETAILS. 0. TERMS, PROVISIONS AND CONDITIONS AS SET FORTH IN THE INSTRUMENT(S) CREATING THE EASEMENT DESCRIBED AND REFERRED TO HEREIN AS PARCEL 2 IN SCHEDULE A. THE EASEMENT DOES NOT LIE WITHIN BUT BENEFITS THE SUBJECT PROPERTY AND IS SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS.	(Å, G	6	JRVI
P. EASEMENTS DISCLOSED BY THE PLAT OF TINLEY PARK PLAZA SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 7, 2004 AS DOCUMENT NUMBER 0409818067 (SEE PLAT FOR PARTICULARS). THE EASEMENTS LIE WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND ARE SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS.		ION 1 THE 31		IC SI
B. FOOT CONCETE WALK, TELECOM BOX JUNKNOWN SQUARE OBJECTS RUNNING ALONG EASTERLY PROPERTY LINE CURBING EASTERLY PROPERTY LINE. C. LIGHT STANDARD EXTENDS SOUTHERLY PROPERTY LINE. D. CURB ENCROACHES WESTERLY PROPERTY LINE. E. CURB/ISLAND/SIGN ENCROACHES EASEMENTS ALONG WESTERLY PROPERTY LINE. F. CONCRETE ENCROACHES 10 FOOT UTILITY EASEMENT AT NORTHEAST CORNER.		SECT TOF 1	TY, IL	RAPH
G. CONCRETE PADS, GARBAGE AREA, AND CUNCRETE DOCKS ENCROACH EASEMENTS ALONG EASTERLY PROPERTY LINE. H. CURB, LIGHTS ENCROACH EASEMENT ALONG SOUTHERLY PROPERTY LINE. NOTE: THE COMPANY DOES NOT HAVE A COPY OF SAID PLAT OF SURVEY. <u>A COPY OF THE AFORESAID SURVEY WAS NOT PROVIDED THEREFORE SURVEYOR CANNOT COMMENT.</u> R. RESOLUTION NO. 2015-R-044 ACCEPTING A PLAT OF VACATION OF A PUBLIC UTILITY FASEMENT FROM BRIXMOR (A TIMEY PARK PLAZA LLC FOR PROPERTY NEAR 15903-15915 S		4 OF EAS	NNO	OGF
HARLEM AVENUE WITHIN THE TINLEY PARK PLAZA PLANNED UNIT DEVELOPMENT RECORDED FEBRUARY 19, 2016 AS DOCUMENT NUMBER 1605019029. AFFECTS PART OF LOT 1 THE DOCUMENT AFFECTS THE SUBJECT PROPERTY BUT THE EXHIBIT 1 REFERENCED THEREIN WAS NOT INCLUDED IN THE COPY OF THE DOCUMENT SUPPLIED TO SURVEYOR THEREFORE SURVEYOR CANNOT COMMENT. SEE THE DOCUMENT FOR DETAILS. S. RESOLUTION NO. 2015-R-038 APPROVING AND ACCEPTING A SIDEWALK AND PUBLIC ACCESS EASEMENT AGREEMENT WITH BRIXMOR/IA TINLEY PARK PLAZA LLC FOR PROPERTY NEAR	Ж	EST 1/ GE 13	OK C	TOP
15903-15915 S. HARLEM AVENUE WITHIN THE TINLEY PARK PLAZA PLANNED UNIT DEVELOPMENT RECORDED FEBRUARY 19, 2016 AS DOCUMENT NUMBER 1605019030. AFFECTS PART OF LOT 1 THE EASEMENT LIES WITHIN THE LIMITS OF THE SUBJECT PROPERTY AND IS SHOWN HEREON. SEE THE DOCUMENT FOR DETAILS. V. TERMS AND PROVISIONS CONTAINED IN NOTICE OF WATERSHED MANAGEMENT PERMIT REQUIREMENTS AND OBLIGATIONS OF PERPETUAL MAINTENANCE & OPERATION GIVEN TO BRIXMOR/IA THE PARK PLAZA LIMITED LIABULTY COMPANY RECORDED JUNE 25, 2019 AS DOCUMENT NUMBER 1917616040. AFFECTS PART OF LOT 1		RAN	N, CC	Е &
THE DOCUMENT AFFECTS THE SUBJECT PROPERTY BUT DOES NOT REFERENCE SURVEYING RELATED MATTERS. SEE THE DOCUMENT FOR DETAILS.		NOR RTH,	RIDIA	TITL
STATE OF ILLINOIS) SS	Ö ¦	H N N N N	MEF	ND
TO: CENTRO/IA TINLEY PARK PLAZA, LLC, A DELAWARE LIMITED LIABILITY COMPANY FIDELITY NATIONAL TITLE INSURANCE COMPANY			PAL	S LA
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS: - 1, 2, 3, 4, 5, 6(A), 7(A), 7(B1), 7(C), 8, 9 AND 14.	BRI	A PARI OWNSI	PRINC	/NSPS
OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON 03/26/20, AND SUPPLEMENTED ON 08/04/20 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEYS.		× ř		ALTA
STEPHEN R. KREGER ILLINOIS PROFESSIONAL LAND SURVEYOR #35-002985 LICENSE EXPIRES 11/30/20	SHEET	NO.		

WOOLPERT, INC. ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184–001393

DATE:___

1	of	













PHASE I SITE EXISTING GROSS LEASABLE AREA108,328SFEXISTING SPACES508SPACESEXISTING PARKING RATIO4.7 SPACES/1000 SFPHASE II SITE EXISTING GROSS LEASABLE AREA129,372SFEXISTING PARKING SPACES617SPACESEXISTING PARKING RATIO4.8 SPACES/1000 SFOVERALL SITE TOTALS70TAL EXISTING BUILDING AREA237,700TOTAL EXISTING PARKING SPACES1,125SPACESEXISTING PARKING PARKING SPACES1,125SPACESEXISTING PARKING RATIO4,7 SPACES5000 SF			
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EXISTING PARKING RATIO4.7 SPACES/1000 SFPHASE II SITE EXISTING GROSS LEASABLE AREA129,372SFEXISTING PARKING SPACES617SPACESEXISTING PARKING RATIO4.8 SPACES/1000 SFOVERALL SITE TOTALS70TAL EXISTING BUILDING AREA237,700TOTAL EXISTING PARKING SPACES1,125SPACESEXISTING PARKING RATIO4.7 SPACES5000 SF	EXISTING SPACES	508	SPACES
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EXISTING PARKING RATIO 4.8 SPACES/1000 SF OVERALL SITE TOTALS TOTAL EXISTING BUILDING AREA 237,700 SF TOTAL EXISTING PARKING SPACES 1,125 SPACES EXISTING PARKING RATIO 4.7 SPACES/1000 SE	EXISTING PARKING SPACES	617	SPACES
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TOTAL EXISTING BUILDING AREA237,700SFTOTAL EXISTING PARKING SPACES1,125SPACESEXISTING PARKING RATIO4.7SPACES /1000SE	OVERALL SITE TOTALS		
TOTAL EXISTING PARKING SPACES 1,125 SPACES	TOTAL EXISTING BUILDING AREA	237,700	SF
EXISTING PARKING RATIO 4.7 SPACES / 1000 SE	TOTAL EXISTING PARKING SPACES	1,125	SPACES
	EXISTING PARKING RATIO	4.7 SPACES/	1000 SF



100 SPACES

0





SITE KEY NOTES

DESCRIPTION NO. "STOP" SIGN, R1-1 24" WIDE STOP BAR, TRAFFIC WHITE PAINT ACCESSIBLE PARKING SIGN $\langle 4 \rangle$ ACCESSIBLE PARKING SYMBOL $\langle 5 \rangle$ ACCESSIBLE RAMP WITH DETECTABLE WARNING ACCESSIBLE PARKING SPACES & THEIR ACCESS AISLES SHALL BE 2% MAX. SLOPE IN ALL DIRECTIONS $\langle 7 \rangle$ PAINT 4" WIDE STRIPES @ 2'-0" O.C. @ 45' ANGLE, TRAFFIC YELLOW PAINT $\langle 8 \rangle$ ACCESSIBLE PARKING SIGN WITHIN 6" STEEL BOLLARDS (9) 6~6" STEEL BOLLARDS @ 6' SPACING $\langle 10 \rangle$ CONCRETE TRANSFORMER PAD DUMPSTER ENCLOSURE (SEE ARCHITECTURAL PLANS) $\langle 12 \rangle$ LIGHT POLE LOCATION $\langle 13 \rangle$ DIRECTIONAL ARROW, TRAFFIC WHITE PAINT PAINT 12~4" WIDE STRIPES AT 2' O.C. CENTERED ON ENTRY, TRAFFIC WHITE PAINT



HASE I SITE EXISTING GROSS LEASABLE AREA	108,328	
EXISTING SPACES	508	
EXISTING PARKING RATIO	4.7 SPACES/	′ 10
HASE II SITE PROPOSED GROSS LEASABLE AREA	138,041	
PROPOSED PARKING SPACES	591	
PROPOSED PARKING RATIO	4.3 SPACES/	′ 10
VERALL SITE TOTALS		
TOTAL PROPOSED BUILDING AREA	246,146	
TOTAL PROPOSED PARKING SPACES	1,099	
PROPOSED PARKING RATIO	4.5 SPACES/	′ 10









LANDSCAPE NOTES

- LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES, PRIOR TO DIGGING, IS RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. PRIOR TO INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SUB GRADE, GENERAL SITE CONDITIONS, VERIFY ELEVATIONS, UTILITY LOCATIONS, IRRIGATION, APPROVE TOPSOIL PROVIDED BY GENERAL CONTRACTOR AND OBSERVE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE DONE. NOTIFY GENERAL CONTRACTOR OF ANY UNSATISFACTORY CONDITIONS. WORK SHALL NOT PROCEED UNTIL SUCH CONDITIONS HAVE BEEN CORRECTED AND ARE ACCEPTABLE TO THE LANDSCAPE CONTRACTOR AND/OR CONSTRUCTION MANAGER.
- GENERAL AND LANDSCAPE CONTRACTOR ARE RESPONSIBLE FOR PROTECTING EXISTING TREES FROM DAMAGE DURING CONSTRUCTION. GENERAL CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY SITE WORK. ALL SHRUB AND GROUNDCOVER BEDS TO BE
- MULCHED WITH A MINIMUM OF 3 INCHES OF CLEAN SHREDDED HARDWOOD MULCH. PLANTING HOLES TO BE DUG A MINIMUM OF TWICE
- THE WIDTH THE SIZE OF THE ROOT BALL OF BOTH SHRUB AND TREE. AMEND BACKFILL WITH TOPSOIL MIX. BACKFILL AND TAMP BOTTOM OF HOLE PRIOR TO PLANTING SO TOP OF ROOT BALL DOES NOT SETTLE BELOW SURROUNDING GRADE.
- TOPSOIL MIX TO BE 4 PARTS SCREENED TOPSOIL AND 1 PART ORGANIC MATERIAL (i.e. NATURE'S HELPER OR PRO MIX).
- EXISTING GRASS IN PROPOSED PLANTING AREAS 16" HT PLANTER (TYPICAL) TO BE REMOVED AND AREA TO BE HAND RAKED TO REMOVE ALL ROCKS AND DEBRIS LARGER THAN 1
- INCH IN DIAMETER PRIOR TO PLANTING SHRUBS. SOIL TO BE TESTED TO DETERMINE FERTILIZER AND LIME REQUIREMENTS. LIME AND FERTILIZER TO BE DISTRIBUTED PRIOR TO SPREADING SEED. ALL DISTURBED AREAS (INCLUDING RIGHT-OF-WAYS) NOT RECEIVING PLANTINGS TO RECEIVE 4 INCHES OF TOPSOIL AND SEEDED.
- ALL CHANGES TO DESIGN AND/OR PLANT SUBSTITUTIONS TO BE AUTHORIZED BY LANDSCAPE
- ARCHITECT. ALL PARKING ISLANDS TO BE BERMED UP 6"-10" WITH CLEAN FRIABLE TOPSOIL PRIOR TO PLANTING. ALL LANDSCAPING SHALL BE INSTALLED IN
- CONFORMANCE WITH ANSI Z60.1 THE AMERICAN STANDARD FOR NURSERY STOCK, AND THE ACCEPTED STANDARDS OF AMERICANHORT. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE
- ALL PLANTS INSTALLED FOR ONE FULL YEAR FROM DATE OF ACCEPTANCE BY THE OWNER. ALL PLANTS SHALL BE ALIVE AND AT A VIGOROUS RATE OF GROWTH AT THE END OF THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ACTS OF GOD OR VANDALISM.
- ANY PLANT THAT IS DETERMINED DEAD, IN AN UNHEALTHY OR UNSIGHTLY CONDITION, LOST ITS SHAPE DUE TO DEAD BRANCHES OR OTHER SYMPTOMS OF POOR, NON-VIGOROUS GROWTH SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR WITH THE COST OF THE REPLACEMENT INCLUDED IN THE BID OR PROPOSAL PRICE.
- WATER THOROUGHLY TWICE IN THE FIRST 24 HOURS AND APPLY MULCH IMMEDIATELY. SITE TO BE 100% IRRIGATED BY AN UNDERGROUND
- AUTOMATIC IRRIGATION SYSTEM. PROVIDE QUICK COUPLERS AT REGULAR INTERVALS ALONG WEST BUILDING FACADE. SEE IRRIGATION DRAWINGS. 16. PLANTERS TO BE CIVILIAN 30"HTx42"DIA BOWLS
- SERIES AND 16"HTx43"DIA LOW BOWLS SERIES PAINTED FIBERGLASS. FILL PLANTERS WITH PRO-MIX BX MYCORRHIZA SOILLESS MIX TO 3" FROM TOP OF PLANTER. PLANT WITH SEASONAL COLOR ANNUALS. PLANTER FINAL LOCATIONS MAY CHANGE PENDING FINAL TENANT ARCHITECTURE.
- ROUNDED RIVER ROCK TO BE 3"-4" DIAMETER STONES, 6" DEEP OVER A 4.1 OZ., WOVEN POLYPROPYLENE, NEEDLE-PUNCHED FABRIC, WEED BARRIER.



PLANT SCHEDULE

TAG	QTY	SCIENTIFIC NAME	COMMON NAME	COND.	SIZE	REMARKS
SHAD	E TRE	E				
СК	10	Cladrastis kentuckea	Yellowwood	B&B	4" caliper	Full, well shaped
GD	10	Gymnocladus dioica 'Stately Manor'	Fruitless KY Coffeetree	B&B	4" caliper	Full, well shaped
MP	10	Maclura pomifera 'White Shield'	White Shield Osage Orange	B&B	4" caliper	Full, well shaped
NS	5	Nyssa sylvatica 'Wildfire'	Wildfire Blackgum	B&B	4" caliper	Full, well shaped
ORNA	MENT	AL / EVERGREEN TREE	·			
AC	22	Acer campestre	Hedge Maple	B&B	4" caliper	Full, well shaped, single-s
AG	13	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	B&B	4" caliper	Full, well shaped, single-s
CR	10	Crataegus viridis 'Winter King'	Winter King Hawthorn	B&B	4" caliper	Full, well shaped, single-s
OV	10	Ostrya virginiana	Ironwood	B&B	4" caliper	Full, well shaped, single-s
PS	6	Pinus strobus 'Fastigiata'	Columnar White Pine	B&B	4" caliper	Full to ground, well shap
PC	15	Pyrus calleryana 'Glen's Form'	Chanticleer Flowering Pear	B&B	4" caliper	Full, well shaped, single-s
EVER	GREE	N SHRUB				
BU	24	Buxus x 'Glencoe'	Chicagoland Green Boxwood	#3 cont.	24"ht. x 24"wd.	Full, vigorous
CD	50	Cotoneaster dammeri 'Coral Beauty'	Coral Beauty Cotoneaster	#5 cont.	24"ht. x 48"wd.	Full, vigorous
IG	39	llex glabra 'Shamrock'	Shamrock Inkberry Holly	#3 cont.	24"ht. x 24"wd.	Full, vigorous
JC	112	Juniperus chinensis 'Sea Green'	Sea Green Juniper	#5 cont.	24"ht. x 24"wd.	Full, vigorous
PM	122	Pinus mugo 'Mops'	Dwarf Mugo Pine	#3 cont.	24"ht. x 24"wd.	Full, vigorous
ТМ	90	Taxus x media 'Hicksii'	Hicks Yew	#5 cont.	24"ht. x 24"wd.	Full, vigorous
TE	18	Taxus x media 'Everlow'	Everlow Yew	#3 cont.	24"ht. x 24"wd.	Full, vigorous
то	17	Thuja occidentalis 'Holmstrup'	Homstrup Eastern Arbovitae	#5 cont.	48"ht. x 24"wd.	Full, vigorous
DECIE		SHRUB				
HL	57	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	#3 cont.	24"ht. x 24"wd.	Full, vigorous
HS	61	Hydrangea paniculata 'Strawberry Sundae'	Strawberry Sundae Hydrangea	#3 cont.	24"ht. x 24"wd.	Full, vigorous
RA	70	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	#5 cont.	24"ht. x 48"wd.	Full, vigorous
ST	82	Stephanandra incisa 'Crispa'	Lace Shrub	#5 cont.	24"ht. x 36"wd.	Full, vigorous
VC	30	Viburnum carlesii	Koreanspice Viburnum	#5 cont.	24"ht. x 24"wd.	Full, vigorous
ORNA	MENT	AL GRASS/PERENNIAL/GRO	UNDCOVER			
CF	36	Calamagrostis x acutifolia 'Karl Foerster'	Feather Reed Grass	#2 cont.	48"ht. x 24"wd.	Full, vigorous
LM	112	Liriope muscari 'Big Blue'	Big Blue Lilyturf	#2 cont.	18"ht. x 18"wd.	Full, vigorous
NF	34	Nepeta x fassennii 'Purrsian Blue'	Purrsian Blue Catmint	#2 cont.	18"ht. x 24"wd.	Full, vigorous
PV	35	Panicum virgatum 'Hot Rod'	Hot Rod Switchgrass	#2 cont.	36"ht. x 24"wd.	Full, vigorous
SE	24	Sedum 'Autumn Joy'	Autumn Joy Stonecrop	#2 cont.	6"ht. x 18"wd.	Full, vigorous
SH	69	Sporobolus heterolepis	Prairie Dropseed	#2 cont.	24"ht. x 24"wd.	Full, vigorous
VM	90	Vinca minor 'Bowles'	Periwinkle	#2 cont.	6"ht. x 18"wd.	Full, vigorous
	100 SE	Seasonal Color Annuals (rotated entire year)		quart	Completely fill planter with no space	7 - 30" ht. planters



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- ARCHITECT. ALL PARKING ISLANDS TO BE BERMED UP 6"-10" WITH CLEAN FRIABLE TOPSOIL PRIOR TO PLANTING. ALL LANDSCAPING SHALL BE INSTALLED IN
- CONFORMANCE WITH ANSI Z60.1 THE AMERICAN STANDARD FOR NURSERY STOCK, AND THE ACCEPTED STANDARDS OF AMERICANHORT
- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS INSTALLED FOR ONE FULL YEAR FROM DATE OF ACCEPTANCE BY THE OWNER. ALL PLANTS SHALL BE ALIVE AND AT A VIGOROUS RATE OF GROWTH AT THE END OF THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL NOT BE
- RESPONSIBLE FOR ACTS OF GOD OR VANDALISM. ANY PLANT THAT IS DETERMINED DEAD, IN AN UNHEALTHY OR UNSIGHTLY CONDITION, LOST ITS SHAPE DUE TO DEAD BRANCHES OR OTHER SYMPTOMS OF POOR, NON-VIGOROUS GROWTH SHALL BE REPLACED BY THE LANDSCAPE
- CONTRACTOR WITH THE COST OF THE REPLACEMENT INCLUDED IN THE BID OR PROPOSAL PRICE.
- WATER THOROUGHLY TWICE IN THE FIRST 24 HOURS AND APPLY MULCH IMMEDIATELY. SITE TO BE 100% IRRIGATED BY AN UNDERGROUND
- AUTOMATIC IRRIGATION SYSTEM. PROVIDE QUICK COUPLERS AT REGULAR INTERVALS ALONG WEST BUILDING FACADE. SEE IRRIGATION DRAWINGS.
- PLANTERS TO BE CIVILIAN 30"HTx42"DIA BOWLS SERIES AND 16"HTx43"DIA LOW BOWLS SERIES PAINTED FIBERGLASS. FILL PLANTERS WITH PRO-MIX BX MYCORRHIZA SOILLESS MIX TO 3" FROM TOP OF PLANTER. PLANT WITH SEASONAL COLOR ANNUALS. PLANTER FINAL LOCATIONS MAY CHANGE PENDING FINAL TENANT ARCHITECTURE.
- ROUNDED RIVER ROCK TO BE 3"-4" DIAMETER STONES, 6" DEEP OVER A 4.1 OZ., WOVEN POLYPROPYLENE, NEEDLE-PUNCHED FABRIC, WEED BARRIER.



PLANT SCHEDULE

TAG	QTY	SCIENTIFIC NAME	COMMON NAME	COND.	SIZE	REMARKS
SHAD	E TRE	E				
CK	10	Cladrastis kentuckea	Yellowwood	B&B	4" caliper	Full, well shaped
GD	10	Gymnocladus dioica 'Stately Manor'	Fruitless KY Coffeetree	B&B	4" caliper	Full, well shaped
MP	10	Maclura pomifera 'White Shield'	White Shield Osage Orange	B&B	4" caliper	Full, well shaped
NS	5	Nyssa sylvatica 'Wildfire'	Wildfire Blackgum	B&B	4" caliper	Full, well shaped
ORNA	MENT	AL / EVERGREEN TREE				
AC	22	Acer campestre	Hedge Maple	B&B	4" caliper	Full, well shaped, single-stem
AG	13	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	B&B	4" caliper	Full, well shaped, single-stem
CR	11	Crataegus viridis 'Winter King'	Winter King Hawthorn	B&B	4" caliper	Full, well shaped, single-stem
OV	10	Ostrya virginiana	Ironwood	B&B	4" caliper	Full, well shaped, single-stem
PS	6	Pinus strobus 'Fastigiata'	Columnar White Pine	B&B	4" caliper	Full to ground, well shaped
PC	15	Pyrus calleryana 'Glen's Form'	Chanticleer Flowering Pear	B&B	4" caliper	Full, well shaped, single-stem
EVER	GREE	N SHRUB				
BU	24	Buxus x 'Glencoe'	Chicagoland Green Boxwood	#3 cont.	24"ht. x 24"wd.	Full, vigorous
CD	50	Cotoneaster dammeri 'Coral Beauty'	Coral Beauty Cotoneaster	#5 cont.	24"ht. x 48"wd.	Full, vigorous
IG	39	llex glabra 'Shamrock'	Shamrock Inkberry Holly	#3 cont.	24"ht. x 24"wd.	Full, vigorous
JC	87	Juniperus chinensis 'Sea Green'	Sea Green Juniper	#5 cont.	24"ht. x 24"wd.	Full, vigorous
PM	122	Pinus mugo 'Mops'	Dwarf Mugo Pine	#3 cont.	24"ht. x 24"wd.	Full, vigorous
ТМ	63	Taxus x media 'Hicksii'	Hicks Yew	#5 cont.	24"ht. x 24"wd.	Full, vigorous
TE	34	Taxus x media 'Everlow'	Everlow Yew	#3 cont.	24"ht. x 24"wd.	Full, vigorous
TO	17	Thuja occidentalis 'Holmstrup'	Homstrup Eastern Arbovitae	#5 cont.	48"ht. x 24"wd.	Full, vigorous
DECIE	DUOUS	SHRUB				
HL	68	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	#3 cont.	24"ht. x 24"wd.	Full, vigorous
HS	63	Hydrangea paniculata 'Strawberry Sundae'	Strawberry Sundae Hydrangea	#3 cont.	24"ht. x 24"wd.	Full, vigorous
RA	68	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	#5 cont.	24"ht. x 48"wd.	Full, vigorous
ST	96	Stephanandra incisa 'Crispa'	Lace Shrub	#5 cont.	24"ht. x 36"wd.	Full, vigorous
VC	28	Viburnum carlesii	Koreanspice Viburnum	#5 cont.	24"ht. x 24"wd.	Full, vigorous
ORNA	MENT	AL GRASS/PERENNIAL/GRO	UNDCOVER			
CF	36	Calamagrostis x acutifolia 'Karl Foerster'	Feather Reed Grass	#2 cont.	48"ht. x 24"wd.	Full, vigorous
LM	112	Liriope muscari 'Big Blue'	Big Blue Lilyturf	#2 cont.	18"ht. x 18"wd.	Full, vigorous
NF	59	Nepeta x fassennii 'Purrsian Blue'	Purrsian Blue Catmint	#2 cont.	18"ht. x 24"wd.	Full, vigorous
PV	41	Panicum virgatum 'Hot Rod'	Hot Rod Switchgrass	#2 cont.	36"ht. x 24"wd.	Full, vigorous
SE	24	Sedum 'Autumn Joy'	Autumn Joy Stonecrop	#2 cont.	6"ht. x 18"wd.	Full, vigorous
SH	97	Sporobolus heterolepis	Prairie Dropseed	#2 cont.	24"ht. x 24"wd.	Full, vigorous
VM	90	Vinca minor 'Bowles'	Periwinkle	#2 cont.	6"ht. x 18"wd.	Full, vigorous
ANN	100 SF	Seasonal Color Annuals (rotated entire year)		quart	Completely fill planter with no space	7 - 30" ht. planters



TINLEY PARK PLAZA PROPOSED PHOTOMETRIC PLAN PHASE 2

SCALE: NTS PHASE 1-- PHASE 2 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.1 b.1 b.1 ħ. **b**.1 40 WF WP 0.2 **h**3 WP WP Ħ 32 WP 33 * 62 WP - ***** • , Ś 34 WP 64 60 49 UC6 UC6 SC1 61 63 UC6 UC6 59 58 48 47 SC2 SC2 SC1 SC1 0000 1.2 46 SC1 17 4 50 39 47 ⇔ <**⊂** 3.6 54 13 \$0 \$ 1 12 \$ 2 30 1.5 10 54 34 50 13 1.2 ⇒ ⇒ . . . d 4.3 5.6 -0 4.8 4. _____2 12 to 18-02 4.6 <u>br-2</u> 4.8 4.5 4.5 5-2 ٦Ţ 1.9 23 N-2 1.8 37 2.5 4.4 3.6 **%** \$.1 ⇒ -220 🔒 <u>b.</u> ***** 1 0 Ç. 0 ¢ ¢ ₽ -> ⇒ <u>ا</u> 14 ħ2 1.1 6.1 0.1 6.1 ¹ K-1S HARLEM AVENUE



KEY NOTES

RELOCATED POLE & FIXTURES, NEW CONCRETE BASE REQUIRED.



BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT **MUST** DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS

THE LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER THE CONTROLLED CONDITIONS UTILIZING CURRENT INUDSTRY STANDARD LAWR PATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.

НЕЕТ#:

SL200

FOR ADDITIONAL LIGHTING INFORMATION CONTACT





TINLEY PARK PLAZA PROPOSED PHOTOMETRIC SCHEDULES

LUMINAIRE SCHEDULE						
Symbol	Qty	Label	Arranged	LLF	Description	BUG Rating
	4	FLLar-1	SINGLE	0.90	Existing Flood Fixt Relocated from L-2 73W LED T1 22' Mtg Ht (5000K/32 LEDs/8841 Lumens/700mA) Visionaire VMF-1-T1-32LC-7-5K-UNV	B3-U0-G3
	6	K-1S	SINGLE	0.90	Existing Fixt 353W LED T3 40'-0 Mtg Ht (5000K/160 LED's/48702 Lumens/700mA) Visionaire VLX-1-T3-160LC-7-5K-UNV with NEW Shield	B1-U0-G3
	2	L-2	BACK-BACK	0.90	Existing Fixt 353W LED T5W 40'-0 Mtg Ht (5000K/160 LED's/49921 Lumens/700mA) Visionaire VLX-1-T5W-160LC-7-5K-UNV	B5-U0-G5
	9	Lr-2	BACK-BACK	0.90	New Base, Relocated Pole & Fixt 353W LED T5W 40'-0 Mtg Ht (5000K/160 LED's/49921 Lumens/700mA) Visionaire VLX-1-T5W-160LC-7-5K-UNV	B5-U0-G5
	1	N-2	BACK-BACK	0.90	Exisitng Fixt 208W LED T5LS 40'-0 Mtg Ht (5000K/29371 Lumens) Visionaire VMX-II-T5LS-30L-5K	B5-U0-G3
	1	RELr-2	BACK-BACK	0.90	New Base Relocted Pole & Fixt 353W LED T5W 40'-0 Mtg Ht (5000K/160 LED's/49921 Lumens/700mA) Visionaire VLX-1-T5W-160LC-7-5K-UNV	B5-U0-G5
	4	SC1	SINGLE	0.13	New Sconce Fixt 14W LED 7'-0 Mtg Ht (4000K/1091 Lumens) Acuity/Lithonia OLLWU LED P1 40K 120 DDB	B1-U3-G3
\mathbf{A}	2	SC2	SINGLE	0.13	New Sconce Fixt Ross Building (No contributing Light)	B1-U3-G3
	4	UC6	SINGLE	0.90	New 6 Inch Recessed Under Canopy Fixt 42W LED (5000K/3831 Lumens) Cooper LD6B40D010 EU6B30508035 6LBM1LI	B3-U0-G0
	9	WP	SINGLE	0.90	New Wall Pack Fixt 32W LED 15'-0 Mtg Ht (5000K/4199 Lumens) Lumark LDWP-GL-4B-ED	B1-U3-G3

То	tal Points	% of Poin
	tal Points 382	

KEY NOTES
RELOCATED POLE & FIXTURES, NEW CONCRET

CALCULATION SUMMARY								
Label			Max	Min	Avg/Min	Max/Min	# Pts	%PtsRange
Property Line			2.1	0.0	N.A.	N.A.	93	N.A.
MAIN PARKING			6.7	0.0	N.A.	N.A.	382	95.8
COLOR CODE			BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT					
RED	ABOVE MINIMUM	MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS. THE LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER THE CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD I AMP RATINGS IN ACCORDANCE WITH ILL UMINATI						CALCULATED FROM
TAN	BELOW MINIMUM	ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURERS LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. FOR ADDITIONAL LIGHTING INFORMATION CONTACT:					ORMANCE OF ANY LECTRICAL VOLTAGE, DNDITIONS. ACT:	
BLUE	FAR BELOW MINIMUM		On-Site Lighting & Survey, LLC PH: 763.684.1548					

TINLEY PARK, IL

nts Met in Main Parking

96%

BASE REQUIRED.		



01	On-Site Lighting & Survey, LLC					
COMPANY INFO	1111 HIGHWAY 25 NORTH SUITE 201 BUFFALO MN 55313 PH:763.684.1548 FAX:763.682.9048					
				BRIX	MO	R
PROJECT INFO	TINLEY PARK PLAZA 15917 SOUTH HARLEM AVENUE TINLEY PARK. IL. 60477					
ENGINEER INFO						
ENGINEER SEAL						
	#	DATE	INIT	DESC	RIPTI	ON
SNO	1	05.08.2023	WRT CDH	ADDEL BLDG UNDER	DRAV CANC	NANT VING DPY &
/ISIO	2	07.11.2023	CDII	SC	ONCE	s
REV						
SHEET DESCRIPTION	PROPOSED PHOTOMETRIC SCHEDULES					
PROJECT #		Bl	J 1	85	54	
		05	.04.	2023		
SIGN)			
AGI DE		W.R.T.				
CAD	С.Д.Н.					
SHEET#:		SL201 [*] / ₂ 2				





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OVERALL SITE AREA PHASE 1 AREA PHASE 2 AREA CURRENT ZONING SPACES. □ → □ ●□ LIGHT POLES 0 NP MA Za 0VERALL SITE PLAN, 6/23/2023 3:54:06 2636 Tinley Park PI Max 68.5° Horiz Max 10° Vert WB—67 — Interstate Semi—Trailer Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock—to—lock time Max Steering Angle (Virtual) S ž S




























TINLEY PARK PLAZA 15917 S HARLEM AVENUE TINLEY PARK, IL 60477

RENDERING PAGE 1 OF 2









WOOD PHENOLIC PANEL NICHIHA WINTAGE WOOD COLOR: BARK



FIBER CEMENT PANEL PAINT TO MATCH COLOR:SW6385 DOVER WHITE



STOREFRONT EIFS SYSTEM DRYVIT OUTSULATION PLUS MD COLOR: #456 OYSTER SHELL



BRICK VENEER COLOR: TO MATCH EXISTING BRICK VENEER



FIRESTONE UNI-CLAD METAL COLOR: SLATE GRAY





STOREFRONT EIFS SYSTEM DRYVIT OUTSULATION PLUS MD COLOR: #310 CHINA WHITE



HANGER ROD SUNSHADE AWNING, STANDING SEAM METAL AWNING COLOR: CHARCOAL GRAY



EXTERIOR INSULATION FINISH SYSTEM COLOR: SW6385 DOVER WHITE WOOD PHENOLIC PANEL NICHIHA WINTAGE WOOD COLOR: REDWOOD



STOREFRONT EIFS SYSTEM DRYVIT OUTSULATION PLUS MD COLOR: FIBE- 101021S (FIVE BELOW)



EXTERIOR INSULATION FINISH SYSTEM COLOR: SW6116 NOMADIC DESERT







TINLEY PARK PLAZA 15917 S HARLEM AVENUE TINLEY PARK, IL 30477







PLAN COMMISSION STAFF REPORT

August 17, 2022 – Public Hearing

Gas N Wash La Grange Road

SEC 183rd Street and La Grange Road / 18301 La Grange Road



EXECUTIVE SUMMARY

The Petitioner, Leonard McEnery on the behalf of Lenny's Gas N Wash Tinley Park, LLC, is requesting: Special Use Permits for an *Automobile Service Station* and an *Automobile Car Wash*, *When Attached to a Service Station*; Variations (Urban Design Overlay, Parking Minimums, Signage); Site Plan/Architectural Approval; and Plat of Subdivision. The requests are to allow for the construction of a new gas station/truck stop with a carwash and a convenience store with two drive-thru restaurant tenants.

The undeveloped site is located in the B-3 General Business and Commercial Zoning District and is approximately 8.7 acres. The construction of this development will fill the vacant corner of 183rd Street and La Grange Road with a gas station, convenience store, and restaurants. Despite it being a highly visible site for commercial development, the property has some challenges to overcome including significant grade difference and limited access from both La Grange Road and 183rd Street.

After receiving feedback at the June 1st Plan Commission workshop, the Petitioner has made substantial changes to the site plan to address the concerns given at that meeting. The updated site plan includes improved internal and external circulation. The Petitioner also met with Cook County to discuss access and plat approval. The Petitioner will need to complete any requirements from Cook County as part of the approval process.

Petitioner

Leonard McEnery, on behalf of Lenny's Gas N Wash Tinley Park, LLC

Property Location

18301 La Grange Rd

PIN

27-33-401-013-0000

Zoning B-3 (General Business and Commercial)

Approvals Sought

Special Use Permits Variations Site Plan Approval Plat Approval

Project Planner

Michael O. Whalen, AICP Associate Planner

Daniel Ritter, AICP CD Director



Location Map

EXISTING SITE & HISTORY

The subject property is located at the southeast corner of the 183rd Street/La Grange Road intersection and is bound along its eastern lot line by White Eagle Drive. The approximately 8.7-acre property is undeveloped and has a significant slope, with the southeast corner being approximately eighteen feet higher than the northwest corner. The property was annexed into the Village in 1978 (Ord. No. 78-O-038) and remains vacant due, at least in part, to development challenges.

ZONING & NEARBY LAND USES

The subject property is located within the B-3 General Business and Commercial Zoning District and is also located in the UD-1 Urban Design Overlay District. The table below indicates the surrounding zoning and land uses in the area:

Direction	Zoning	Land Use
North	B-3 General Business and Commercial District	Undeveloped Land
East	B-3 General Business and Commercial District ORI Office Restricted Industrial District	Future Marriott Hotels Site Undeveloped Land
South	B-3 General Business and Commercial District	Mid-Continent PUD Hotels and Restaurants WLS Radio Transmission Tower
West	B-3 General Business and Commercial District R1 Single-Family Residence District (Cook County)	Advocate Health Care Facility Undeveloped Land

The B-3 zoning district is designed to accommodate a wide range of specialized commercial uses, including highwayoriented services and commercial types of establishments to serve the needs of motorists. The UD-1 overlay district is intended to promote specific design standards concerned with the character and placement of non-residential buildings as well as the role and nature of the spaces between the buildings and the public streets.

Regional Land Uses

Gas N Wash La Grange Rd. – 18301 La Grange Road

While the site itself and many of the adjacent properties are undeveloped, the major thoroughfares traversing the area provide an opportunity for a variety of automobile focused developments. This includes Moraine Valley Community College Southwest Education Center, the new Loyola Southwest Ambulatory Care Center, Advocate Medical Campus South, and White Mountain Golf Park. The proximity to Interstate 80 access also encourages specific service uses such as the existing Hilton and Country Inn hotels to the south and two other future hotel sites adjacent to the property. Given the existing and proposed land uses in the vicinity, vehicle and pedestrian traffic will likely be present in the area.

Streets and Roads.

Adjacent to the proposed site, La Grange Road is a six-lane principal arterial road with wide lanes, wide shoulders, and is owned and maintained by the Illinois Department of Transportation (IDOT). The speed limit on this segment is posted at 45 miles per hour but traffic routinely travels at much higher speeds as the road is designed to safely accommodate these speeds. The signalized intersection with 183rd Street contains nine lanes and is approximately 150 feet wide. The turn radii at the intersection are very wide to accommodate high-speed, free-flow right-turn traffic on all four corners. There are no sidewalks, crosswalks, or bicycle lanes.

At this location, 183rd Street is a four-lane collector road owned and maintained by the Cook County Department of Transportation and Highways. The road has wide lanes and turn radii, and the speed limit is posted at 35 miles per hour. This road design encourages and accommodates higher speeds. At the intersection with La Grange Road, 183rd Street is six lanes (with striped space for a seventh for a dual left turn) and is over 100 feet wide. There are no sidewalks, marked crosswalks, or bicycle lanes.

White Eagle Drive is a local street owned and maintained by the Village. The street is 40 feet wide and does not have lane striping. The posted speed limit is 35 miles per hour but there is no infrastructure present to encourage compliance. There are currently no sidewalks, crosswalks, or bicycle lanes, however as development occurs, sidewalk segments will be required to be installed by each developer.

In general, the roadways in this area create an uncomfortable, unsafe, and treacherous environment for pedestrians and cyclists with the high travelling speeds. The National Traffic Safety Board reports that pedestrians which are struck by a vehicle traveling at 40 miles per hour results in a fatality 85% of the time. The posted speed limits and actual travel speeds around this site are much higher than 40 miles per hour and the site must be designed in a way that will help keep pedestrians and non-vehicle users safe.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

PROPOSED USE

The petitioner is proposing to construct a gas station and car wash which will serve both local and interstate visitor traffic. The gas station will include an 8,110 square foot convenience store with two drive-thru restaurant tenants (tenants are not yet confirmed). The petitioner is also pursuing a liquor license for the site and plans to have electronic gaming machines in the convenience store. Per Section V.B of the Zoning Ordinance, a Special Use Permit is required for both the gas station and car wash as described above within the B-3 General Business and Commercial Zoning District.

The nature of this development requires Variations from the Zoning Ordinance, specifically numerous provisions of the Urban Design Overlay District, as well as Variations relating to signage and parking. Additionally, the petitioner is seeking waivers from the Landscape Ordinance due to the configuration and stormwater needs of the site.

Open Item #1: Consider the appropriateness of granting two Special Use Permits to allow the development of an Automobile Service Station and a Car Wash when Attached to a Service Station.

At the June 1st meeting, the Plan Commission deemed the special use permits appropriate at this location.

FINAL PLAT OF SUBDIVISION

The proposed subdivision divides the property known as 18200 96th Avenue (PIN 27-33-401-013-0000) into two separate lots. The subject property is the northern Lot 1 and a southern Lot 2 which is owned by a separate entity.

The proposed final plat of subdivision includes existing and proposed utility and access easements. The 26-foot access easement on the Gas N Wash site will parallel La Grange Road between the western property line and the stormwater pond. The petitioner is not proposing building a cross-access driveway to the southern property line at this time, but will be required to build an interconnected driveway to provide access between parcels without entering public roadways once Lot 2 is developed. A ten-foot (10') utility easement is required and shown on the south side of the Gas N Wash property line and on the north side of the undeveloped southern lot.

The plat of subdivision must be signed by both the Illinois Department of Transportation and the Cook County Department of Transportation and Highways prior to the issuance of permits. The signed plat must reflect right-of-way dedication and easements.



PROPOSED SITE PLAN

The petitioner is proposing a gas station and convenience store on the northern portion of the property with drive-thru facilities on the northern and eastern walls of the store. Parking spaces for users will surround the store and access to the car wash is located on the western edge of the site. Finally, a dedicated truck stop is located at the southeastern corner of the lot with stormwater detention in the southwest corner. There are three vehicle ingress and egress points along White Eagle Drive.

Building Orientation and Yard Determination

The convenience store is proposed at the center of the site with a fueling canopy attached to the building on the western elevation along with the main entrance to the store which faces La Grange Road. Typically, this would indicate that the western frontage along La Grange Road would be designated as the front/primary yard, but Section II.B of the Zoning Ordinance states:

"A Primary Front Yard is a street-side yard that measures the smallest dimension on a corner lot. Lots will only have

one primary front yard. <u>In situations where the dimensions are similar or unclear</u>, the Zoning Administrator or their designee will determine the primary front yard."

While the code states that the smallest lot line should determine the front yard on a corner lot (183rd Street), the unique shape, topography, and layout of the site makes it unclear as to which lot line is an appropriate front. Staff has determined that the primary front yard is located along White Eagle Drive since all safe access to the site is at this location. Therefore, all zoning review and subsequent Variations will be determined with this determination.

Pedestrian Infrastructure

In the most recent submittal, the petitioner is proposing a public sidewalk in the public right-of-way along White Eagle Drive terminating at the intersection at 183rd Street. They are proposing two walkways connecting the convenience store from White Eagle Drive and 183rd Street. The walkway on 183rd Street is reasonably direct from the street to the front door of the building. This walkway crosses a parking lot entrance lane, separate exit lane, as well as a drive-thru lane. Given the nature of the development and the configuration of the site, this routing is adequate and appropriately striped.



The walkway on White Eagle Drive is also reasonably direct from the street to the front and rear doors of the building. The eastern walkway crosses the automobile drive aisle, a drive-thru bail-out lane, and a drive-thru lane to arrive at the rear door. The western walkway crosses the automobile drive aisle and a drive-thru lane to arrive at the front door. This walkway is aligned with the proposed pedestrian crossing from the east and west sides of White Eagle Drive. A third walkway connects the truck fueling area to the rear door of the convenience store. Walkway crossing distances across vehicle drives are reasonably narrow and striped, which helps to limit vehicle speed at conflict points.

Per the Village's Subdivision and Development Regulations, the petitioner will be required to install six-foot sidewalks along White Eagle Drive (already shown) and along a majority of 183rd Street (not shown). The Village will not require a sidewalk along the La Grange Road frontage as the Public Works Department does not anticipate IDOT constructing a sidewalk or path through the I-80/La Grange Road interchange.

As a condition of site plan approval, the petitioner must install a six-foot wide sidewalk along 183rd Street in the public rightof-way or on private property within a dedicated access easement.



Automobile Access

The Petitioner's previous submittals proposed a right-in-right-out driveway on 183rd Street that has been eliminated with the latest submittal. All traffic is instead routed to driveways on White Eagle Drive. The Petitioner is seeking approval from Cook County for access on 183rd Street, however, is proceeding with this zoning approval request assuming the County will not grant access on 183rd Street. Should the County grant access onto 183rd Street, significant changes to the site plan may be necessary and would trigger additional site plan review and approval.

The Petitioner is proposing three curb cuts on White Eagle Drive for vehicle access: a full access for automobiles to the north and two separate one-way access points for trucks to the south. The automobile driveway is 420 feet from the 183rd and White Eagle intersection and is 50 feet wide to accommodate one entry lane and two exit lanes. This automobile driveway is aligned with driveway on the other side of White Eagle Drive.

The truck-entry one-way driveway is approximately 500 feet from White Eagle Drive and is 39 feet wide. The truck-exit one-way driveway is approximately 775 feet south of the intersection and is 35 feet wide.

The proposed curb radii for each access point are wide to accommodate both semi-trailer, delivery, and firetrucks. These large aprons may encourage smaller vehicles to take the turns at higher speeds but all of the crosswalks are striped and marked.

Finally, the petitioner has provided a stub along the southwest edge of the site to accommodate future access for the properties to the south. A cross-access easement is proposed at this location.

Drive-Thru Stacking

The petitioner is proposing two drive-thru businesses located within the convenience store and is illustrated in the exhibit above. The first drive-thru (light blue line) is proposed as a potential "coffee-donut shop"; the second (red line) is proposed as a "quick service restaurant". The "coffee-donut shop" drive-thru entrance is located off the automobile entrance driveway

and the "quick service restaurant" is located near the automobile fueling area. The "coffee-donut shop" window is located on the north side of the building and the "quick service restaurant" window is located on the east side of the building.

The petitioner submitted a July 27, 2023 report conducted by their traffic consultant which analyzed the anticipated trip generation of the two businesses. They utilized both the Institute of Traffic Engineers Trip and Parking Generation Manual and conducted observational studies for the report. The report indicates the following:

Business	Report's Maximum Stacking Spaces Needed	Proposed Stacking Spaces
Coffee-Donut Shop	11	15
Quick Service Restaurant	10	10

The petitioner believes that the amount of stacking spaces provided will be sufficient for the site and has a low potential for backing up onto the public right-of-way for both businesses.

Car Wash Stacking

The stacking area for the car wash has space for twenty-one vehicles across three lanes. The petitioner believes that the amount of stacking spaces provided will be sufficient for the site and has a low potential for backing up onto the public right-of-way for the car wash.

Open Item #2: Discuss the buildings deep setback from all roadways.

Open Item #3: Discuss pedestrian and vehicle circulation and conflicts. Are additional directional signs needed?

Open Item #4: Discuss the intent of the Urban Design Overlay District as it applies to this project and discuss the appropriateness of all variations needed.

The items above were discussed at the June 1st Plan Commission workshop. The latest proposed site plan improves vehicle and pedestrian circulation and access. The latest proposed site plan also somewhat reduces setbacks from the road, which still far exceed the prescribed twenty-foot build-to line. The Petitioner stated that the deep setbacks are necessary given the nature of the development. The Plan Commission discussed the compatibility of the subject site with the intent of the Urban Design Overlay District. The Commission determined a development of this type is appropriate for the site, given its proximity to Interstate 80 and La Grange Road.

Additionally, the Plan Commission was concerned that inadequate queue space for one of the drive-thrus could cause backups onto public roadways. The Petitioner has attempted to address this concern with the latest proposed site plan, which adds additional queue space and relocates drive-thru lane entrances.

PARKING

The following table details the required amount of parking spaces and the petitioner's proposed spaces:

Land Use	Minimum Standards	Required Spaces	Proposed Spaces
Automobile Service Stations	One (1) space for each employee, plus three (3) spaces for each grease rack or service stall.	51	27
Eating or Drinking Place, Bar, Cocktail Lounge, or Indoor Entertainment	One (1) space for each three (3) seats, plus one (1) space for each employee.	25	24
Car Wash	One (1) space for each employee	3	3
Gaming	One (1) space for each three (3) seats	2	4
	TOTAL:	81	58

The proposal also includes automobile fueling bays for fourteen vehicles, vacuum bays for fifteen vehicles, and truck fueling bays for three vehicles. Since many customers for the fueling bays will access the restaurants and convenience store, there is additional parking options for users who may not utilize a standalone parking stall.

Open Item #7: Discuss whether 54 parking spaces adequate for this development.

The Petitioner's most recent submittal provides 58 automobile parking spaces, including three accessible spaces. The Petitioner's submittal indicates the potential for two additional spaces off the main access drive. This parking number was ultimately determined to be acceptable by the Plan Commission. The Village Engineer recommends designating the four parking spaces accessed from the driveway nearest to White Eagle Drive as employee parking, to limit the frequency of vehicles pulling into the driveway, blocking other vehicles.

TRAFFIC IMPACT

The Village Engineer states that the proposed development will cause traffic delays at the 183rd and La Grange intersection. Delays at this intersection are already a common occurrence at peak times, with vehicles waiting for multiple light cycles to clear the intersection. The proposal does not include any traffic controls at the White Eagle Drive and 183rd Street intersection, however, the County will likely require a traffic signal based on the petitioners traffic report. In the interim, automobiles exiting onto White Eagle Drive may block traffic attempting to get into the northbound lanes. Directional signage and the proposed changes to the driveway configurations may help reduce this issue. Additionally, White Eagle Drive needs to be repaired and resurfaced.

The Village Engineer states that the amount of traffic generated by the proposed project will cause congestion and delays that will affect current and future patrons of the proposed and surrounding development arriving by vehicle.

The traffic report did not analyze pedestrian or cyclist traffic to the site.

The submitted traffic study by the petitioner considers the potential for a signalized intersection at the 183rd and White Eagle Drive intersection and the timeframe in which it will be needed. It also projects the number of visits the site will generate over a five-year time frame. This report is being reviewed by staff and recommendations for public improvements will be based off staff's evaluation.

LANDSCAPE

The proposed landscape plan attempts to fulfill the requirements prescribed in the Landscape Ordinance. Since the use and configuration of the site requires a large amount of pavement, there is limited space to accommodate all required landscaping. The Petitioner is installing street trees and a landscape buffer which will mostly be comprised of canopy trees and will soften the appearance of the site. All areas not covered by pavement are receiving some landscape treatment. Building perimeter landscaping is absent on two facades of both the convenience store and the carwash building due to the nature of the development. It is both feasible and preferable to decrease the amount of unnecessary pavement to make space for more of the required landscaping.

The Petitioner is proposing foundation plantings along the south and east elevations. The front façade of the convenience store will have planter boxes. The carwash building will have foundation plantings along the south elevation. Given the configuration of the site, installation of foundation plantings on other elevations of each building is not possible. A waiver from the full requirements of the landscape ordinance is necessary given the nature and configuration of the site.

LIGHTING

Exterior lighting is comprised of flush-mount lighting and site light poles in several locations. There are seventeen proposed site/parking light poles dispersed throughout the site. The proposed lights are downcast LED and mounted at twenty feet. Both fuel area canopies, the carwash pay station canopy, and the carwash vacuum canopies are all lit with the same flush-mount fixture. The submitted photometric plan meets the code requirement of a maximum 5.0 foot-candles at the property lines.

ARCHITECTURE



July 13 architectural submittal

The proposed architecture of the site is typical for the type of development. The front façade serves as the primary entrance for people arriving by automobile and includes glazing with both transparent and spandrel glass. The windows and spandrel windows feature red mullions. The areas with spandrel glass are fenestrated with awnings; the rear-facing entrance features a red canopy with columns. The building is clad in brick veneer and the base of the building is clad in stone veneer. Bright red accents are present on all facades for trim and gutter downspouts. There is no façade articulation (except a bump-out for one drive-thru), however articulation would not add to the design of a building of this scale. The red color found throughout the site is a component of the developer's branding. Both buildings follow the same design language.

The rear façade, which faces White Eagle Drive, has as glass entry door with a stone-appointed border to make the entry more conspicuous. This additional architectural treatment was requested during the June 1st Plan Commission workshop. There are two service doors, a drive-thru window, and a roof access ladder. This façade is designed as the rear of the building. While gas stations are typically designed with the fueling area between the building and the front lot line, it is possible to enhance the urban design of the development by placing the convenience store on the street instead. The petitioner stated that this arrangement is not viable and will lead to a reduction in the number of customers.

The architecture of the car wash building is similar in nature to the convenience store building and fueling canopies. It features a raised hipped roof (referred to as a tower in the plans) at the car wash tunnel entrance and awnings on all four sides. The car wash tunnel entrance and exit are enclosed with overhead garage doors. The south elevation features windows with mullions in the same red color found elsewhere. This elevation will be visible from the hotels to the south, so the glazing adds some visual interest to an otherwise typical building. The north elevation features a glass window and door, red downspouts, and a roof access ladder.

The automobile fueling area canopy is red with brick and stone veneer support columns. The automobile fueling area canopy connects to the front entrance of the building. The truck fueling area canopy is red with black support columns.

There is a trash enclosure (highlighted in green at the top of the next page) and a storage building (highlighted in blue at the top of the next page) located in front of the carwash building along White Eagle Drive. These structures will be designed in a manner compatible with the convenience store building.

Two retaining walls are proposed (highlighted in brown at the top of the next page) along the La Grange Road frontage and between the truck fueling area and the stormwater pond. The walls are proposed to be up to twelve feet and up to seven feet, respectively.

Gas N Wash La Grange Rd. – 18301 La Grange Road



Open Item #5: Discuss the prominence of the rear/main pedestrian entrance to the building, and whether additional architectural treatments of this façade are desired and justified.

The most recent submittal includes additional architectural treatment for the rear door to make the door more conspicuous.

SIGNAGE

The Petitioner is proposing twenty-three signs:

- Two ground signs;
- Three wall signs on the convenience store;
- Three signs on the carwash near the tunnel entry.
- Four signs on the automobile fueling canopy;
- Two signs on the truck fueling canopy;
- One sign on the carwash pay station;
- Three signs on the carwash vacuum station canopy; and
- Five directional signs.

The petitioner has submitted a sign package for this proposed development which has been attached to this staff report. The specific size, location, and dimensions of each sign are detailed within the submission. While the signs meet the standards from an aesthetic and building material standpoint, many of the proposed signs will require variances which will be summarized below.



Freestanding Signs.

The two freestanding signs (Location A and Q) are perpendicular to La Grange Road at the northern and southern sections of the site. The signs feature materials compatible with the convenience store and carwash buildings, a red background, and two panels for tenants and/or services. Location A has an electronic pricing display for gas prices. Location Q has an electronic message center (EMC). The Zoning Ordinance specifies that ground signs must be situated at least 300 feet apart and the two proposed ground signs meet this requirement and are permitted.

Wall Signs.

The convenience store building is proposed to have three wall signs (Location F, G, and S): one on the northern façade and two on the western façade which will advertise the eating establishments. The carwash building is proposed to have three wall signs (Location K, L, and M): one on the northern façade, one on the western façade, and one on the southern façade which will advertise the car wash.

Canopy Signs.

The Petitioner is proposing eight canopy signs: four on the automobile fueling area canopy (Location B, C, D, and E), two on the truck fueling area canopy (Location O and P), one on the carwash pay station canopy (Location N), and one on the carwash vacuum canopy (Location R).

Directional Signs.

The Zoning Administrator or designee determines the quantity of directional signs allowed. The Applicant has proposed five with branding. The number proposed is adequate and not excessive due to the many uses and intricate layout of the site.

Given the current sign plan proposal, the following signs require a Variation from Section IX of the Zoning Ordinance. Special consideration should be given to those signs requiring Variances stricken below, as these signs can easily be brought into compliance with the sign regulations.

- Sign A Exceeds maximum height (Sec. IX.D.I.);
- Sign K Exceeds maximum area (Sec. IX.F.1.)
- Sign L Exceeds maximum area (Sec. IX.F.1.)
- Sign M Exceeds maximum area (Sec. IX.F.1.)
- Sign N Exceeds maximum area (Sec. IX.L.1.c.)
- Sign Q EMC exceeds maximum area (Sec. IX.J.4.)

- Directional A Exceeds maximum height (Sec. IX.L.2.d.i.)
- Directional B Exceeds maximum height (Sec. IX.L.2.d.i.)
- Directional D Exceeds maximum height (Sec. IX.L.2.d.i.)
- Directional C Branding (Sec. IX.L.3.c.)
- Directional E Branding (Sec. IX.L.3.c.)

Eleven of twenty-one signs proposed require a Variance. The specific details of each variance request may be found the "Variations for this Proposal" section of this report.

Open Item #6: Discuss quantity of sign variations needed with the current proposal. Discuss the appropriateness of recommending approval of these variations.

The sign plan was not discussed at the July 1st Plan Commission workshop.

VARIATIONS FOR THIS PROPOSAL

The proposed development requires the petitioner to request variances from the Urban Overlay District, Parking Regulations, and Sign Regulations of the Zoning Ordinance. The requested variations are as follows:

Variations from Urban Design Overlay District

- 1. The table in Sec. V.D.2.D.(2)., requires that buildings be situated no more than twenty feet from the front yard property line. The petitioner is requesting a variance to increase the maximum front yard setback for the convenience store from twenty feet (20') to one hundred and forty-four feet (144');
- 2. Sec. V.D.2.E.(2).a. requires that the main entrance of the building must be oriented toward the major street, be prominent, and pedestrian accessible. The main entrance faces the rear of the site adjacent to La Grange Road. The petitioner is requesting a variance to permit the main entrance of the building face the required rear yard.
- 3. Sec. V.D.2.E.(2).b. requires that at least one third of the length of the front property line be occupied by a façade of the building. The petitioner is requesting a variance to reduce the required length from one third to one tenth of the front property line.
- 4. Sec. V.D.2.E.(2).c. requires that the storefront oriented onto a public street be 75 percent transparent. The only transparent glass on the White Eagle Drive façade is a single door and a drive-thru window. The petitioner is requesting a variance to reduce the amount of transparent glass on a storefront oriented onto a public street from seventy five percent (75%) to zero percent (0%).
- 5. Sec. V.D.2.B.(2).b. requires drive-thrus must be located to the side or rear of buildings. With the front of the building being on White Eagle Drive, the petitioner is requesting a variance to locate a drive thru at the front of the building.
- 6. Sec. V.D.2.C.(2).f. limits each site to one curb cut. The petitioner is requesting a variance to permit three (3) curb cuts on this site.
- 7. Sec. V.D.2.C.(2).h. requires that the maximum width of a curb cut is thirty feet (30'). The petitioner is requesting a variance to increase the maximum curb cut width from thirty feet (30') to forty-nine feet ten inches (49'10") for the northernmost access point; thirty-eight feet eight inches (38'8") for the middle access point; and thirty-five feet (35') for the southernmost access point.

Variations from Zoning Ordinance

1. Sec. III.U.6.j states trash enclosures shall not be located in the front or corner side yards and shall be set behind the front building façade. Since the front building façade by definition faces White Eagle Drive, the petitioner is requesting a variance to permit a trash enclosure in front of the building façade.

Variations from Parking Requirements

1. The Petitioner is requesting a Variance from Sec. VIII.A.10. to reduce the number of required parking spaces to fiftyeight (58).

Variations from Signage Requirements

- 1. Sign A. The petitioner is requesting a variance to Sec. IX.F.2 to increase the maximum height of a freestanding sign from ten feet (10') to eleven feet two inches (11'2").
- 2. Sign K. The petitioner is requesting a variance to Sec.IX.F.1to increase the maximum area of a wall sign from fifteen thirty-two and four/fifths (32.8) square feet to forty-one (41) square feet.
- 3. Sign L. The petitioner is requesting a variance to Sec.IX.F.1 to increase the maximum area of a wall sign from onehundred twenty (120) square feet to one-hundred twenty-seven (127) square feet.
- 4. Sign M. The petitioner is requesting a variance to Sec.IX.F.1 to increase the maximum area of a wall sign from onehundred twenty (120) square feet to one-hundred twenty-seven (127) square feet.
- 5. Sign N. The petitioner is requesting a variance to Sec. IX.L.1.c to increase the maximum sign area on a gasoline canopy from nineteen and one/fifth (19.2) square feet to thirty-five and seven/tenths (35.7) square feet.
- 6. Sign Q. The petitioner is requesting a variance from Sec. IX.J.4 to increase the maximum allowable size for an electronic message sign from twenty percent (20%) to thirty-two percent (32%).
- 7. Directional Sign A, Sign B, and Sign D. The petitioner is requesting a variance from Sec. IX.L.2.d.i to increase the maximum height of a freestanding directional sign from four feet (4') to five feet (5').
- 8. Directional Sign C and Sign E. The petitioner is requesting a variance from Sec. IX.L.3.c to permit the use of business names on the sign accessory to a drive-thru.

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff has provided draft Findings in the Staff Report for the Public Hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;

The proposed Special Uses for an Automobile Service Station and an Automobile Carwash when attached to a Service Station will not be detrimental to the Village, its residents, and its visitors.

b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;

The proposed Special Uses as proposed will construct off-site modifications to local roadways to improve vehicle traffic flow for all developments in the vicinity. The proposed convenience store associated with the Automobile Service Station will provide a local option for nearby residents and visitors to walk to for snacks and other items.

c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;

The proposed Special Uses are consistent with the B-3 (General Business and Commercial) zoning district and the Comprehensive Plan 2000 Land Use Plan, which designates the area for commercial development. Properties in the area share similar and compatible zoning and future land use designations.

- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided; The proposed Special Uses will provide for all necessary utility, transportation, and drainage facilities.
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and

The proposed Special Uses will provide improvements to the pavement on White Eagle Drive and will modify the White Eagle Drive and 183rd Street intersection to ensure safe and orderly traffic control for vehicles and pedestrians/cyclists. Driveways into the site, though proposed to be wider and include wider turn radii, provide adequate ingress and egress.

f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.

The proposed Special Uses will conform to all Village Codes and Ordinances.

g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

The proposed Special Uses are anticipated to attract a significant customer base, being located at a major intersection in the Village and being proximate to the La Grange Road and Interstate 80 interchange, drawing local, regional, and interstate trips. The development's fueling components, carwash component, and convenience store component are anticipated to generate substantial sales tax revenue for the Village. The development's off-site traffic control modifications are anticipated to alleviate the vehicle congestion, freeing up time for motorists.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff draft Findings of Fact are provided below for the Commission's review and approval.

- a. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - Pertaining to urban design, the subject property the proposed development is situated in a location that is hostile to non-motorized travel. The roadways in the vicinity create a dangerous environment for pedestrians and cyclists and are lacking infrastructure for non-motorized travel. The nature of the use and the proposed site configuration are not compatible with the principles of urban design; however, the proposed site plan does attempt to provide a better pedestrian experience along White Eagle Drive, both to the site and within. The proposed use is appropriate at the location of the subject property.
 - Pertaining to parking, the proposed development includes an appropriate amount of parking, given the nature of the business and the configuration of the site. Additional vehicle storage spaces are provided with the fueling bays for both trucks and automobiles. These bays often act as additional parking spaces, as customers fuel their vehicles and visit the convenience store.
 - Pertaining to signage, the proposed development is situated in a location where visibility to pass-by traffic is a critical component of the proposed development business model. Larger signage is important to increasing visibility of the development. Additionally, without access from either La Grange Road or 183rd Street, larger signage is needed to make the development more conspicuous to potential customers. The directional signage in the proposed development is larger to help motorists navigate the complicated parking lot, drive-thrus, fueling areas, and driveways. Grade differences also limit visibility.
- b. The plight of the owner is due to unique circumstances.
 - Pertaining to urban design, the nature of the site is not compatible with the intent of the Urban Design Overlay District, but is situated in an appropriate location for the proposed use. The subject property is located in an area hostile to non-motorized travel.
 - Pertaining to parking, the nature of the proposed use requires additional space for vehicle circulation that limits the available areas for additional parking. Given the amount of pavement required for this vehicle circulation, a large stormwater pond occupies a significant portion of the site, further limiting the areas available to add parking spaces.
 - Pertaining to signage, the subject site is unique in that it has three frontages. State and County regulations restrict access from both La Grange Road and 183rd Street—the sole access is from White Eagle Drive. There are significant grade differences that limit visibility of the proposed business that further complicate the vehicle access issues
- c. The Variation, if granted, will not alter the essential character of the locality.
 - Pertaining to urban design, surrounding developments are in similar locations hostile to non-motorized travel. The surrounding development follows a suburban development pattern, and the proposed use is compatible with that pattern.
 - Pertaining to parking, surrounding developments have significant amounts of parking and the proposed development includes a similarly appropriate amount of parking.
 - Pertaining to signage, the proposed development includes signs appropriately scaled with the nature of the development and similar to signage in the immediate vicinity.
- d. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:

- a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
- b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
- c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
- d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architecture.

- a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.
- b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.
- h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

Site Design.

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

MOTIONS TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's requests, the appropriate wording of the motions is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan, it only moves the request to a vote. The conditions listed below are recommended by staff but can be added to, changed, or removed by the Commission based on their discussion of the approval of recommendation.

Motion 1 (Special Uses)

"...make a motion to recommend the Village Board grant Special Use Permits for an Automobile Service Station and an Automobile Carwash when Attached to a Service Station to the Petitioner, Leonard McErny of Gas N Wash, at 18301 LaGrange Road in the B-3 (General Business and Commercial) zoning district, in accordance with the plans submitted and adopt the Findings of Fact as proposed in the August 17, 2023 staff report, subject to the following condition:

- a) The Petitioner must rectify all traffic issues identified by Cook County Department of Transportation and Highways (CCDOTH) or Illinois Department of Transportation (IDOT), generated in whole or in part by the development of the subject property, with potential public and/or private modifications. Any such modification may need to be designed, engineered, and constructed by the Petitioner at the Petitioner's expense, unless otherwise agreed upon by the permitting agency. The Petitioner must complete any and all identified public or private traffic modification within five years of the full operation date of the Petitioner's operation, unless otherwise agreed upon by the permitting agency. Full operation, for the purposes of this motion, includes a non-temporary Certificate of Occupancy of the gas station, convenience store, and carwash. Approvals granted by the CCDOTH and IDOT supersede approvals granted by the Village for roadways owned and/or operated by those agencies.
- b) Approval is subject to final engineering reviews and approval.

Motion 2 (Variations)

"...make a motion to recommend the Village Board grant 14 Variations from the Zoning Ordinance as listed in the August 17, 2023, staff report pertaining to parking, signage, and urban design to the Petitioner, Leonard McErny of Gas N Wash, to permit the construction of an Automobile Service Station and Carwash at 18301 LaGrange Road in accordance with the plans submitted and adopt the Findings of Fact as proposed in staff report."

Motion 3 (Site Plan/Architectural Approval)

"...make a motion to grant Site Plan/Architectural Approval to the Petitioner, Leonard McErny of Gas N Wash, for the development of a gas station with a convenience store, two interior drive-thrus, a truck fueling area, and a car wash at 18301 LaGrange Road in accordance with the plans submitted and adopt the Findings of Fact as proposed in the August 17, 2023 staff report, subject to the following conditions:

- a) Approval is subject to final engineering reviews and approval, including revision to the 183rd Street sidewalk and applicable crosswalks, which must be located in the right-of-way or on the private lot in public access easements. Note: The requirement for sidewalks and crosswalks on LaGrange Road is waived.
- b) This approval is contingent upon Final Engineering review and approval.
- c) Site-work and grading permits require prior approval by MWRD, as well as submittal of the Final Plat with all applicable signatures for recording. Foundation-only permits are not permitted.
- d) The future developer of the lot to the south of the subject site must be permitted to construct a driveway and pedestrian walkway in the cross-access easement of the subject site. The owner agrees to assist in coordination of that future work on their site.
- e) Any retaining wall proposed by the Petitioner at the Final Engineering phase of the project must be constructed of materials substantially compatible to the buildings and fueling canopies.

Motion 4 (Plat of Subdivision)

"...make a motion to recommend approval of the final plat of subdivision to the Petitioner, Leonard McEnery of Gas N Wash, for the "White Eagle Drive Subdivision" in accordance with the final plat submitted and dated May 5, 2023, subject to the following condition that it is subject to final review and approval by the Village Engineer and Village Attorney.

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet	
1	Application (incl. addenda, narrative)	Petitioner	3/8/22	
2	Signed Plat: White Eagle Drive Subdivision	Webster, McGrath, Ahlberg, Ltd.	5/9/23	
3	Zoning Submission (Survey; Site Plan; Landscape Plan; Photometric Plan; Signage Plan; Interior Floorplans; Architectural Plans)	WT Group	7/13/23	
4	Preliminary Engineering (Geometric Plan; Development Plan; Grading Plan; Utility Plan; Project Specifications; Roadway Specifications; Pollution Prevention Plan; Circulation Plans; Drainage Plans.	WT Group	7/13/23	
5	Stormwater Management Report	WT Group	7/13/23	
6	Traffic Impact Study	KLOA	7/27/23	



VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

Ispecial lise for: GAS STATION, CAR WASH, DRIVE UP FOOD				
Planned Unit Development (PUD) Concept Preliminary Final Deviation				
Variation	Residential Commercial	for		
Annexation				
🔲 Rezoning (Me	ap Amendment) From	to		
Plat (Subdivis	ion, Consolidation, Public Easer	nent) Preliminary Final		
Site Plan				
Landscape C	Change Approval			
PROJECT & PRO	DPERTY INFORMATION			
Project Name:	LENNY'S GAS N WASH			
Project Description:	GAS STATION, CONVENIER	NCE STORE, CAR WASH		
Project Address:	SEC 183RD & LAGRANGE	Property Index No. (PIN): 27-33-401-013-0000		
Zoning District:	B-3	Lot Dimensions & Area: 6_3316		
Estimated Project Cos	st: \$			
OWNER OF REC				
Please supply prop	er documentation of ownership and/or o	lesignated representative for any corporation.		
Name of Owner: H	F PROPERTY HOLDINGS, INC	Company:		
Street Address:		City, State & Zip:		
E-Mail Address:		Phone Number:		
		-		
APPLICANT IN	ORMATION			
Same as Owner of	Record			
All correspondence	and invoices will be sent to the application	int. If applicant is different than owner, "Authorized		
Representative Cor		GAS N WASH		
Name of Applicant:		Company: OAO IN WACH		
Relation To Project:	DEVELOPER		-	
Street Address:		City, State & Zip:		
E-Mail Address:		Phone Number:		



modifying any project or request. I agree to

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize LEONARD MCENERY/ AND/OR AGENTS (print clearly) to act on my behalf and advise that they have full authority

to act as my/our representative in regard be bound by all terms and agreements m

Property Owner Signature:

Property Owner Name (Print):

HF PROPERTY HOLDINGS, INC

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections
 of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to
 inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days
 prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.

 The Owner and Application documentation is true a 	nt by signi: nd correct	nation and all supporting addendums and
Property Owner Signature:		
Property Owner Name (Print):	HF PROPERTY HOLDINGS, INC	
Applicant Signature: (If other than Owner)		
Applicant's Name (Print):	LEONARD MCENERY	
Date:	3/8/2022	

Updated 12/18/2018

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VILLAGE OF TINLEY PARK, ILLINOIS SPECIAL USE ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they may not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Special Use** permit from the terms of the Zoning Ordinance (Section 5-B). This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements, and receive some preliminary feedback on any concept plans prior to making a submittal.

General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

□Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

□A written project narrative detailing the general nature and specific aspects of the proposal being requested. Details on any employee numbers, parking requirements, property changes, existing uses/tenants, hours of operation or any other business operations should be indicated. Any additional requests such as Site Plan approval or a Variation should be indicated in the narrative as well.

 \Box A Plat of Survey of the property that is prepared by a register land surveyor and has all up-todate structures and property improvements indicated.

□Site Plan and/or Interior layout plans that indicate how the property and site will be utilized.

□Responses to all Standards for a Special Use on the following page (can be submitted separately along with the narrative, but all standards must be addressed).To be provided separately

□\$400 Special Use hearing fee.

STANDARDS AND CRITERIA FOR A SPECIAL USE

Section X.J. of the Village of Tinley Park Zoning Ordinance requires that no Special Use be recommended by the Plan Commission unless the Commission finds that all of the following statements, A-G listed below, are true and supported by facts. Petitioners must respond to and confirm each and every one of the following findings by providing the facts supporting such findings. The statements made on this sheet will be made part of the official public record, will be discussed in detail during the public meetings and will be provided to any interested party requesting a copy. Please provide factual evidence that the proposed Special Use meets the statements below. If additional space is required, you may provide the responses on a separate document or page.

- A. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.
- B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
- C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
- D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.
- E. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
- F. That the Special Use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.
- G. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.



VILLAGE OF TINLEY PARK, ILLINOIS SITE PLAN ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they may not be accepted and may delay the review or meeting dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting **Site Plan** approval. This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements, and receive some preliminary feedback.

General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied. All beneficiaries of a property must be disclosed.

□ A written project narrative detailing the general nature and specific aspects of the proposal being requested. Details on existing conditions, any parking requirements, property changes, landscaping, building design, proposed uses/tenants, public improvements or any other site design details should be described. Any additional requests such as a Special Use or Variation should be indicated in the narrative as well.

 \Box A Plat of Survey of the property that is prepared by a register land surveyor and has all up-todate structures and property improvements indicated.

□Plans and Surveys including all details listed on the Site Plan checklist (next page).

□ Submit all applications, plans and documents stated above electronically via email/USB drive/ShareFile upload to Community Development Staff (Note: Village email attachment size is limited to 10MB. Please utilize ShareFile if your submission exceeds 10MB). Staff may also request up to three (3) paper copy of full-size Arch D (24" x 36") plans.

□ Site Plan Fee: Site Plan Review (Non-Residential & Multi-Family) - \$500 New/First Approval, \$300 Amendment

□ Engineering Review Fees: Administrative Fee - \$250 (0-5 acres), \$50 (5.01-40 acres), \$2,000 + \$20/acre over 40 acres. (40.01+ acres) and Concept/Preliminary Review Fee - \$300 (0-2 acres), \$600 (2.01-4acres), \$900 (4.01-9acres), \$1,500(9.01acres+)

	Required Plan Submittal Items	Applicant Submitted	Village Received
1.	Site Plan Approval Application	X	
2.	Complete list and contact information for all project staff and design professionals	X	
	(Architect, Engineer, Landscape Architect, etc.)		
3.	Plat of Survey, including:	X	
	a. Existing conditions and dimensions;		
	b. Legal Description;		
	c. Surveyor information; and		
	d. Date of completion.		
1	Site Plan including	X	
	a Fully-dimensioned property boundaries:		
	b. All building elements and physical improvements:		
	c. Setbacks from all property lines;		
	d. Identification as to whether all elements are "Existing" or "Proposed";		
	e. Dimensioned parking spaces and drive aisles per Section VIII of the Zoning Ordinance;		
	f. Dimensioned sidewalks (within rights-of-way and interior to the site);		
	g. Trash enclosure location and screening/gate materials;		
	h. Loading spaces as required by Section VIII of the Zoning Ordinance;		
	 Fire hydrant locations as required by the village Fire Prevention Bureau; Lighting standard locations; and 		
	j. Lighting standard locations, and k. Ground signs with sethacks noted		
5.	Zoning Analysis Table	X	
	a. Showing existing, proposed, and required zoning conditions for all Lot and Bulk		
	Regulations of the Zoning Ordinance, including but not limited to:		
	i. Land area in acres and square feet (exclusive of rights-of-way);		
	ii. Building area in square feet (including a breakdown by use for parking calculation);		
	III. SelDacks; iv Eloor Area Patio (EAP):		
	v lot coverage:		
	vi. Height of all buildings and structures (see definition of height in Zoning		
	Ordinance);		
	vii. Percentage of greenspace; and		
	viii. Parking spaces (with calculations).		
_		- \	
6.	Langscape Plan, including:	LA I	
	a. Durier yarus (piease niciuue a table muicating required and proposed plant units); h — Parking lot landscane islands:		
	c. Screening/fencing locations:		
	d. Berms (if proposed);		
	e. Plant lists, including:		
	i. Latin and common names		
	ii. Number of each planting material to be provided		
	iii. Size at planting		
7	Photometric Plan including	 X	
/.	a. Location of light fixtures:		
	b. A cut sheet of light fixtures with indication of cut-offs or shielding; and		
	c. Indicating lighting levels in foot-candles at the following locations:		
	i. Interior of the subject property;		
	ii. At the property lines (contact staff about maximum light levels); and		
	iii. Ten (10) feet beyond the property lines.		

8.	Floor Plans, including:			
	a.	Preliminary floor plan layout of all buildings;		
	b.	Labels for the type of use of the area; and		
	с.	Labels for square footage of the area and types of uses.		
9.	Preliminary Engineering Plans, including but not limited to:			
	a.	Drainage and water flow patterns or routes;		
	b.	On-site detention;		
	с.	Existing and proposed roadway configurations (adjacent public streets and interior		
		roadways/driveways);		
	d.	Utility connections and locations;		
	e.	Future roadway or access connections (if necessary); and		
	f.	Cross access easement(s).		
10.	Signage I	Plans, including:		
	a.	Dimensioned color elevations of ground, wall and directional signage		
	b	A diagram showing the location of the proposed signage with setbacks from property		
		lines and internal drive aisles or parking lots; and		
	с.	Include description of sign materials and method of illumination.		
11.	Elevation	ns and Renderings	X ⊓	
	а.	Building elevations showing all four sides of all buildings.		
	•	i. Elevations should be fully-dimensioned including height, width, and depth of all		
		major building elements and components, and identify all building materials; and		
	b.	Color renderings or 3D model of site.		
	с.	Elevation of trash enclosure area with building materials identified (if applicable).		
	0.			
12.	Building	Material Samples (may be submitted after initial Staff Review, but prior to placement on		
	a Plan Co	ommission agenda)		
	a.	Samples of proposed materials including, but not limited to:		
		i. Wall materials such as bricks, stone, and siding;		
		ii. Roofing;		
		iii. Light fixtures; and		
		iv. Windows, moldings, shutters, and awnings.		
		b. Provide final information on all building materials with vendor, color, and sizes,		
		where relevant, in a table format.		
13.	Prelimina	ary Plat(s) (if applicable)	⊼	
]]

The above information is intended as an outline of the Submission Requirements for Site Plan Approval and is neither mutually exclusive nor inclusive. The Village's Zoning Ordinance, Landscape Ordinance, Building Codes, and Subdivision Regulations can be found online at the Village website at <u>http://www.tinleypark.org</u>. Questions about Site Plan Approval and other Planning processes may be directed to the Planning Department at:

> Village of Tinley Park Planning Department 16250 S. Oak Park Avenue Tinley Park, IL 60477 Phone: (708) 444-5100 Email: planning@tinleypark.org



VILLAGE OF TINLEY PARK, ILLINOIS VARIATION ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they will not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Variation** from the terms of the Zoning Ordinance. This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements and receive preliminary feedback on any concept ideas or plans prior to making a submittal.

 \Box General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

 \Box Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

□ A written project narrative detailing the specific variation(s) from code requirements that are being requested, the reasoning for requiring the variation, the general nature and specific aspects of the proposal being requested. Any additional requests such as a Special Use or Site Plan approval should be indicated in the narrative as well.

 \Box A Plat of Survey of the property that is prepared by a register land surveyor and has all up-todate structures and property improvements indicated. All proposed improvements shall be indicated on the survey and be appropriately scaled with all setbacks and dimensions clearly indicated.

 \Box Any applicable site plan, engineering/grading plans, exterior elevations or interior layout plans that indicate the full scope of the project and the Standards for a Variation.

 \Box Responses to all Standards for a Variation on the following page (can be submitted separately along with the narrative, but all standards must be covered). To be provided separately

Residential Variation Hearing Fee - \$250 + \$75 per additional Variation Commercial Variation Hearing Fee - \$500 + \$75 per additional Variation

STANDARDS AND CRITERIA FOR A VARIATION

Section X.G.1 of the Village of Tinley Park Zoning Ordinance requires that the Zoning Board of Appeals determine compliance with the following standards and criteria. In order for a variance to be approved, the Petitioner must respond to all the following statements and questions related to the Standards with factual evidence and information to support the requested Variation. If additional space is required, you may provide the responses on a separate document or page.

- A. Describe the difficulty that you have in conforming with the current regulations and restrictions relating to your property, and describe how this hardship is not caused by any persons presently having an interest in the property. (Please note that a mere inconvenience is insufficient to grant a Variation). For example, does the shape or size of the lot, slope, or the neighboring surroundings cause a severe problem in completing the project in conformance with the applicable Ordinance requirement?
- B. Describe any difficulties or hardships that current zoning regulations and restrictions would have in decreasing your property value compared to neighboring properties.
- C. Describe how the above difficulty or hardship was created.
- D. Describe the reasons this Variance request is unique to this property only and is not applicable, in general, to other properties within the same Zoning District.
- E. Explain how this Variance would not be regarded as an attempt at financial gain, but only because of personal necessity. For example, the intent of the Variance is to accommodate related living for an elderly relative as opposed to adding an additional income source.
- F. Describe how granting this Variance request will not be detrimental to the public welfare or injurious to other properties or improvements in the neighborhood in which the property is located.
- G. Explain how granting this Variance will not alter the essential charter of the neighborhood or locality.
- H. Describe how the requested Variance will not:
 - 1. Impair an adequate supply of light and air to adjacent properties.
 - 2. Substantially increase the congestion of the public streets.
 - 3. Increase the danger of fire.
 - 4. Impair natural drainage or create drainage problems on adjacent property.
 - 5. Endanger the public safety.
 - 6. Substantially diminish or impair property values within the neighborhood.

Development Narrative

183RD & Lagrange – Lenny's Gas N Wash

This narrative is in regards to the Gas N Wash proposed project at 183rd & LaGrange road Tinley Park, IL. This development is approximately 7.719 acres currently vacant land our proposed development will offer a 4,901 SF express, long-tunnel carwash. This type of express carwash, is high quality, low cost, efficient and convenient, which has led to a change in consumer preference, from competing full-service and self-service carwashes. In addition, the site will provide an 8,110 SF. convenience store and a potential for two quick serve restaurants.

We are requesting Site plan approval, Variance approval, and Special use permit as follows

Variances

- Freestanding sign Height variance for both carwash monument sign and c-store monument sign.
- Electronic Message Variance of carwash monument
- Wall Signs
 - \circ Square footage allowances for wall signage on north and south facing auto canopy signage
 - Square footage allowances for wall signage on North facing carwash building signage and carwash pay canopy signage
 - Square footage allowances for wall signage on west facing C-store Building signage
 - Square footage allowances for wall signage on west facing Carwash Vacuum Canopy signage

Special use approval for Automobile carwashes.

The current zoning is B-3 General Business and commercial use of restaurant including drive through facilities and retail stores are permitted uses. <u>We are not requesting any property changes or parking variation per our</u> <u>calculation we meet the requirements of the village for our use.</u>

The car wash will operate from 6:00 am to 10:00 pm and will have approximately 2-3 employees per shift. The convenience store will be open 24 hours, as well the gaming area. Liquor license would allow operation from 7am until 2 am.

There are three diesel fueling lanes on the property which are covered by a canopy. Truck parking is not available at this site.

The Gas N Wash family of stores currently includes (15) Gas N Wash locations and (3) Food N Fuel locations. The difference in these two entities, is that Food N Fuel locations are primarily truck stops, which do not provide the express, long-tunnel carwash. The Gas N Wash locations, however, do include this added feature. Lenny's Gas N Wash Tinley Park, LLC will include this feature and will be 100% run and managed by Leonard McEnery.

Development Narrative

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We are requesting site plan approval, Variance approval, and Special use permit as follows

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 - Square footage allowances for wall signage on north and south facing auto canopy signage
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Special use approval for Automobile carwashes.

The current zoning is B-3 General Business and commercial use of restaurant including drive through facilities and retail stores are permitted uses. <u>We are not requesting any property changes or parking variation per our</u> <u>calculation we meet the requirements of the village for our use.</u>

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SHEET 2 OF 3

RECORDER'S CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK) SS

I, THE UNDERSIGNED, AS THE RECORDER OF DEEDS FOR ______ COUNTY DO HEREBY CERTIFY THAT INSTRUMENT NUMBER ______ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF ______ COUNTY, ILLINOIS, ON THE _____ DAY OF _____, A.D., 20 ____ AT _____ O'CLOCK __.M.

RECORDER OF DEEDS

PLEASE TYPE/PRINT NAME

OWNER AND NOTARY CERTIFICATE - PARCEL 1

STATE OF ILLINOIS) COUNTY OF) SS

THIS IS TO CERTIFY THAT <u>TINIE</u> PARK LAGRANGE MAD <u>ILC</u> ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

PURSUANT TO SECTION 1.005 OF THE PLAT ACT, 765 ILCS 205, THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND BELIEVES SAID PROPERTY IS, TO THE BEST OF THEIR KNOWLEDGE, IN THE FOLLOWING SCHOOL DISTRICTS:

ELEMENTARY SCHOOL DISTRICT 140 CONSOLIDATED HIGH SCHOOL DISTRICT 230 MORAINE VALLEY COMMUNITY COLLEGE DISTRICT 524

DATED AT JOCCMAN ESTATES , ILLINOIS, THIS 215 DAY OF MARCU A.D. 2023 5277 JRILLIUM BLUD HOFFMINN ESTATES, 12 60192 h IN BY:Y 11 HUMMONICED SIGNATONY TITLE: ATTES TITLE: AUTACAIRO SIGNATOM

STATE OF ILLINOIS)

COUNTY OF CODE

MY COMMISSION EXPIRES

STATE OF ILLINOIS) COUNTY OF

TITLE THEREON INDICATED.

ELEMENTARY SCHOOL DISTRICT 140

DATED AT MAAerville

April

CONSOLIDATED HIGH SCHOOL DISTRICT 230

)SS

KNOWLEDGE, IN THE FOLLOWING SCHOOL DISTRICTS:

MORAINE VALLEY COMMUNITY COLLEGE DISTRICT 524

A.D., 20 2023

Luni Whben

ENGINEER'S SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) ss

THIS IS TO CERTIFY THAT I, A REGISTERED PROFESSIONAL ENGINEER, CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.



PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) SS

ATTEST:

SECRETARY

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

,20____

DATED AT_____, ILLINOIS, THIS ___ DAY OF _____

WHITE EAGLE DRIVE SUBDIVISION

BEING A SUBDIVISION IN THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK, COMMONWEALTH EDISON COMPANY, SBC TELEPHONE COMPANY, AUTHORIZED C.A.T.V. FRANCHISE, GRANTEES, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT". "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN. UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS"IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING"AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS"INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

MUNICIPAL UTILITY EASEMENTS

NON-EXCLUSIVE, PERPETUAL EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK. ILLINOIS, ITS SUCCESSORS AND ASSIGNS OVER ALL AREAS MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT" ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, INSTALL, REMOVE, REPAIR, INSPECT, MAINTAIN, AND OPERATE OVERLAND DRAINAGE SERVICES AND STORM WATER VOLUME CONTROL ROUTES, STORM AND/OR SANITARY SEWERS AND SERVICES, AND WATER MAINS AND SERVICES, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE IN, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH RIGHT OF ACCESS ACROSS AND UPON THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN AND TRIM OR REMOVE ANY FENCES, TEMPORARY STRUCTURES, TREES, SHRUBS, ROOTS OR OTHER PLANTS AND APPURTENANCES WITHOUT OBLIGATION TO RESTORE OR REPLACE AND WITHOUT NEED FOR PROVIDING COMPENSATION THEREFORE ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS, MAINS, AND SERVICES PROVIDED. NO PERMANENT BUILDINGS, STRUCTURES OR OTHER OBSTRUCTIONS SHALL BE PLACED ON SAID EASEMENTS WITHOUT THE PRIOR WRITTEN CONSENT OF THE VILLAGE, BUT SAME MAY BE USED AT THE RISK OF THE OWNER FOR GARDENS, SHRÜBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF TINLEY PARK AND TO VILLAGE APPROVAL AS TO DESIGN AND LOCATION. AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO

TAMES TO ARRIER ANOTARY PUBLIC IN AND FOR	
VAMES VI GARAGES , ANDIART FUBLIC MAND FOR	CHAIRMAN
AID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT RICK E. HEIDNER AND	

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT HOFFMAN ESTATES, ILLINOIS,

THIS 21 of DAY OF MARCH A.D., 20____

OWNER AND NOTARY CERTIFICATE - PARCEL 2

THIS IS TO CERTIFY THAT LEW IS VILL HATEL PATHIS, LLC ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET

FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND

PURSUANT TO SECTION 1.005 OF THE PLAT ACT, 765 ILCS 205, THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND BELIEVES SAID PROPERTY IS, TO THE BEST OF THEIR

3/16/2026

OFFICIAL SEAL JAMES J GARNER NOTARY PUBLIC, STATE OF ILLINOIS NY COMMISSION EXPIRES: 3/16/2026

BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK) SS

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

AT A MEETING HELD THIS _____DAY OF _____, 20___.

PRESIDENT

ATTEST:

VILLAGE CLERK

DIRECTOR OF TAX MAPPING

STATE OF ILLINOIS) COUNTY OF COOK) SS

I, ______, DIRECTOR OF THE TAX MAPPING AND PLATTING OFFICE DO HEREBY CERTIFY THAT I HAVE CHECKED THE PROPERTY DESCRIPTION ON THIS PLAT AGAINST AVAILABLE COUNTY RECORDS AND FIND SAID DESCRIPTION TO BE TRUE AND CORRECT. THE PROPERTY HEREIN

DESCRIBED IS LOCATED ON TAX MAP # _____ REAL ESTATE TAX INDEX NUMBER (PIN)

, A.D. 20

ATTEST: Crewle Ver accortan

TATE OF ILLINOIS)	
OUNTY OF) SS	
Charles & Bucke	, A NOTARY PUBLIC IN A

TARY PUBLIC IN AND FOR

SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT SAME LAKALAS AND OF SUPER HOST HOST HOSP THE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENTS

ILLINOIS, THIS // DAY OF

ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMEN AS SUCH _______AND _____AND ______APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AIND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH AND THE SECRETARY DID ALSO THEN AND THERE ACKNOWLEDGE THAT HE, AS CUSTODIAN OF THE CORPORATE SEAL OF SAID CORPORATION, DID AFFIX SAID CORPORATE SEAL TO SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, DIRECTOR

DATED THIS DAY OF

NI-COR GAS COMPANY

ITS RESPECTIVE SUCCESSORS AND ASSIGNS ("NI-COR") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT," "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS," TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER NI-COR FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NI-COR. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(E) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(E)) AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOR, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SUFFACED WITH INTERIOR DRIVEWAYS, AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THIS PLAT BY OTHER TERMS.

00	¥/@8	COUNTY CLERK CERTIFICATE
BY: Chal A Sur	CHARLES R BURKE Official Seal	STATE OF ILLINOIS) COUNTY OF COOK)SS
Mrd 2, 2025	Notary Public - State of Illinois My Commission Expires Mar 2, 2025	I, THE UNDERSIGNED, AS COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID OR FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND DEPICTED HEREON.
COMMISSION EXPIRES		I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT DEPICTED HEF
		GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT, ILLINOIS, THIS DAY
		OF, A.D., 20
VILLAGE ENGINEER		
STATE OF ILLINOIS) COUNTY OF COOK) SS		COUNTY CLERK
APPROVED BY THE VILLAGE ENGINEER FOR THE VILLAGE OF TIN	LEY PARK, COOK COUNTY, ILLINOIS.	PLEASE TYPE/PRINT NAME
DATED THIS DAY OF, 2023.		
VILLAGE ENGINEER		
		COOK COUNTY DEPARTMENT OF TRANSPORTATION
		AND HIGHWAYS CERTIFICATE
		STATE OF ILLINOIS)
ILLINOIS DEPARTMENT OF TRANSPORT	ATION CERTIFICATE	COUNTIES OF COOK)SS
THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT WITH RESPECT TO ROADWAY ACCESS PURSUANT OF §2 OF "AN IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS TH CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR A TO STATE HIGHWAYS" WILL, BE REQUIRED BY THE DEPARTMEN	OF TRANSPORTATION ACT TO REVISE THE LAW E REQUIREMENTS ACCESS DRIVEWAYS IT.	THIS PLAT HAS BEEN APPROVED BY THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS WITH RESPECT TO ROADWAY ACCESS PURSUANT TO 765 ILCS 205/2. HOWEVER, A HIGHWAY PERMIT, CONFORMING TO THE STANDARDS OF THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS IS REQUIRED BY THE OWNER OF THE PROPERTY FOR THIS ACCESS.
		DAY OF,
JOSE RIOS, P.E.		OUDEDINITENDENT OF TRANSPORTATION AND LUOUNAWO
REGION ONE ENGINE	ER.	COOK COUNTY, ILLINOIS
		a second and the second s

Rev	Date	Description	By	1						
1	5/17/22	ADDED CROSS ACCESS EASEMENT	BC	P	LAT	OF	SUBD	IVISI	ON	
2	9/16/22	ADDRESSED CITY COMMENTS 9-9-2022	BC							
3	2/13/23	REVISED CERTIFICATIONS	BC	LOCATIO	N:		ODANOEI	2040		
4	2/22/23	REVISED PER COMMENTS	BC		183	UT LA	GRANGE I	ROAD		
5	3/6/23	REVISED PER COMMENTS	BC			ALLI	MINN, IL U	0477		
v	VEBST	er. McGrath & Ahlberg Li	rD.	-		5277 TH HOFFN T: 248.4	RILLIUM BLVD. IAN ESTATES, 1 196.2323	L 60192		
		MMA		JOB #:	44578	DATE:	04-27-2022	SCALE:	1"=80	
LA	AND SURVEY	YING - CIVIL ENGINEERING - LANDSCAPE ARCHITECT	TURE	SURV:		DRAW	N:	DESIGN:		
	0	ver a Century of Service to our Clients		1	BC	1.1	BC			
	2100 Man	chester Road, Building A, Suite 203 Wheaton, Illinois 60187 ph: (630)668-7603 web: www.wmaltd.com Design Firm License No. 184-003101		FILE#:	COO	K CO. 33	-36-12	SHEET #:	2 of 3	

SHEET 3 OF 3

WHITE EAGLE DRIVE SUBDIVISION

BEING A SUBDIVISION IN THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SURVEYOR CERTIFICATE

STATE OF ILLINOIS) COUNTY OF DUPAGE) SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LEGAL DESCRIPTION:

PARCEL 1

THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST 1/4 THAT IS 253.81 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET: THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 546.21 FEET: THENCE SOUTH 02 DEGREES 56 MINUTES 03 SECONDS WEST, A DISTANCE OF 975.42 FEET MORE OR LESS, TO A POINT ON THE SOUTH LINE OF SAID SOUTHEAST 1/4; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM:

THAT PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST, ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST 33.87 FEET TO THE WEST LINE OF 96TH AVENUE PER DOCUMENT NUMBER 10157484, RECORDED SEPTEMBER 26, 1928, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST 15.12 FEET TO THE WESTERLY LINE OF THE DEED RECORDED AUGUST 23, 1993 AS DOCUMENT 93667499; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID DEED, THE FOLLOWING THREE COURSES; SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST 338.86 FEET; SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST 580.18 FEET; SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST 333.48 FEET TO SAID WEST LINE OF 96TH AVENUE; THENCE NORTH 01 DEGREES 18 MINUTES 00 SECONDS WEST, ALONG THE LAST DESCRIBED LINE 1328.76 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING THEREFROM THAT PART OF THE LAND BOUNDED AND DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE ON AN ASSUMED BEARING OF SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 253.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET TO THE WESTERLY LINE OF DEED RECORDED AUGUST 23, 1993 AS DOCUMENT NUMBER 93667499; THENCE CONTINUING ALONG SAID WESTERLY LINE, SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE, SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE, SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, DISTANCE OF 447.03 FEET TO THE POINT OF BEGINNING: THENCE CONTINUING ALONG SAID WESTERLY LINE, SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 99.18; THENCE CONTINUING ALONG SAID WESTERLY LINE, SOUTH 02 DEGREES 56 MINUTES 03 SECONDS WEST, A DISTANCE OF 975.42 FEET, MORE OR LESS, TO A POINT ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE EASTERLY ALONG SAID SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 4.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF STRIP MAP F.A.I. 80 99-5-1(AS MONUMENTED AND OCCUPIED) AND AS SHOWN ON PLAT OF HIGHWAYS JOB R90-004-07; THENCE CONTINUING ALONG SAID EAST LINE OF SAID STRIP MAP F.A.I. 80 99-5-1, NORTH 02 DEGREES 28 MINUTES 30 SECONDS EAST, A DISTANCE OF 973.16 FEET: THENCE CONTINUING ALONG SAID EAST LINE OF SAID STRIP MAP F.A.I. 80 99-5-1, NORTH 13 DEGREES 00 MINUTES 39 SECONDS EAST, A DISTANCE OF 96.53 FEET TO A POINT ON THE WESTERLY EXTENSION OF THE NORTH RIGHT OF WAY LINE OF 183RD STREET RECORDED AS DOCUMENTS 0831710040 AND 0831710038; THENCE SOUTH 88 DEGREES 48 MINUTES 56 SECONDS WEST, A DISTANCE OF 8.57 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

FURTHER EXCEPTING THEREFROM THAT PART OF THE LAND BOUNDED AND DESCRIBED AS FOLLOWS:

THAT PART OF EAST 1/2 OF SOUTHEAST 1/4 OF SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 COMMENCING AT NORTHEAST CORNER OF SAID EAST 1/2 OF SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREES 27' 19" EAST 77,206 METERS (253.30 FEET) ALONG EAST LINE OF SAID EAST 1/2 OF SOUTHEAST 1/4 TO POINT OF BEGINNING AND EASTERLY RIGHT OF WAY OF FAI-80 EXTENDED; THENCE NORTH 89 DEGREES 44 MINUTES 27 SECONDS WEST 10.391 METERS (34.09 FEET) ALONG SAID EASTERLY RIGHT OF WAY LINE OF FAI-80; THENCE SOUTH 15 DEGREES 11 MINUTES 32 SECONDS WEST 103.209 METERS (338.61 FEET) ALONG SAID EASTERLY RIGHT OF WAY OF FAI-80; THENCE SOUTH 11 DEGREES 45 MINUTES 18 SECONDS WEST 176.838 METERS (580.18 FEET) ALONG THE SAID EASTERLY RIGHT OF WAY LINE OF FAI-80; THENCE SOUTH 14 DEGREES 02 MINUTES 23 SECONDS WEST 166.486 METER (546.21 FEET) ALONG SAID EASTERLY LINE OF FAI-80; THENCE SOUTH 04 DEGREES 07 MINUTES 21 SECONDS WEST 37.813 METERS (124.06 FEET) ALONG SAID EASTERLY RIGHT OF WAY LINE OF FAI-80, TO A 5/8" REBAR WITH AN ALLIED CAP STAMPED, STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER IPLS 2017; THENCE NORTH 14 DEGREES 39 MINUTES 26 SECONDS EAST 197.066 METERS (646.54 FEET) TO A 5/8" REBAR WITH AN ALLIED CAP STAMPED STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER IPLS 2017; THENCE NORTH 22 DEGREES 07 MINUTES 52 SECONDS EAST 179.492 METERS (588.88 FEET) TO A POINT ON THE SAID EAST LINE OF EAST 1/2 OF SOUTHEAST 1/4; THENCE NORTH 00 DEGREES 27 MINUTES 19 SECONDS WEST 114.995 METERS (377.28 FEET) ALONG SAID EAST LINE OF EAST 1/2 OF SOUTHEAST 1/4 TO POINT OF BEGINNING.

AND FURTHER EXCEPTING THEREFROM ALL OF THE FOLLOWING: TRACT A:

THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET: THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 33.02 FEET TO THE EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED); THENCE CONTINUING NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 96TH AVENUE; THENCE SOUTH 01 DEGREE 18 MINUTES 00 SECONDS EAST ALONG SAID WEST LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 01 DEGREE 18 MINUTES 00 SECONDS EAST ALONG SAID WEST LINE, A DISTANCE OF 40.58 FEET; THENCE SOUTH 88 DEGREES 56 MINUTES 59 SECONDS WEST, A DISTANCE OF 90.00 FEET; THENCE SOUTH 85 DEGREES 02 MINUTES 58 SECONDS WEST, A DISTANCE OF 221.41 FEET; THENCE SOUTH 45 DEGREES 32 MINUTES 46 SECONDS WEST, A DISTANCE OF 31.44 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED); THENCE NORTHEASTERLY ALONG THE LAST DESCRIBED LINE A DISTANCE OF 79.14 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 313.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

TRACT B:

THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 33.02 FEET TO THE EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED) TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 96TH AVENUE; THENCE SOUTH 01 DEGREE 18 MINUTES 00 SECONDS EAST ALONG SAID WEST LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET; THENCE SOUTH 88 DEGREES 48 MINUTES 56 SECONDS WEST, A DISTANCE OF 313.36 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED); THENCE NORTHEASTERLY ALONG THE LAST DESCRIBED LINE A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

AND FURTHERING EXCEPTING THEREFROM:

THE SOUTH 237.11 FEET AS MEASURED PERPENDICULAR FROM THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 33, ALL IN COOK COUNTY, ILLINOIS

PARCEL 2:

THE SOUTH 237.11 FEET AS MEASURED PERPENDICULAR FROM THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN OF THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST 1/4 THAT IS 253.81 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 546.21 FEET; THENCE SOUTH 02 DEGREES 56 MINUTES 03 SECONDS WEST, A DISTANCE OF 975.42 FEET MORE OR LESS, TO A POINT ON THE SOUTH LINE OF SAID SOUTHEAST 1/4; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 TO THE SOUTH EAST CORNER THEREOF; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 TO THE POINT OF BEGINNING.

EXCEPT THAT PART LYING WESTERLY OF THE EASTERLY RIGHT OF WAY LINE OF STRIP MAP F.A.I. 80 99-5-1(AS MONUMENTED AND OCCUPIED) AND AS SHOWN ON PLAT OF HIGHWAYS JOB R90-004-07.

AS SHOWN BY THE ANNEXED PLAT, ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

WE FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF TINLEY PARK, WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

WE FURTHER CERTIFY THAT BY SCALE MEASUREMENT ONLY, BASED UPON THE FLOOD INSURANCE RATE MAP FOR WILL COUNTY, ILLINOIS, AND INCORPORATED AREAS, MAP NUMBER 17031C0711J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008. THE SURVEYED PROPERTY LIES WITHIN NO SPECIAL FLOOD HAZARD AREA, PANEL NOT PRINTED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



WEBSTER, McGRATH AND AHLBERG, LTD.

ND SURVEYOR NO. 3561 EXPIRATION DATE: NOVEMBER 30, 2024 MANCHESTER ROAD, SUITE 203, WHEATON, ILLINOIS 60187 PHONE: (630) 668-7603



Rev	Date	Description	ву				The second						
1	5/17/22	ADDED CROSS ACCESS EASEMENT	BC	PI	_AT	OF SUBD	DIVISION						
2	9/16/22	ADDRESSED CITY COMMENTS 9-9-2022	BC										
3	2/13/23	REVISED CERTIFICATIONS	BC	LOCATIO	100								
4	2/22/23	REVISED PER COMMENTS	BC		103	I FY PARK II 6	0477						
5	3/6/23	REVISED PER COMMENTS	BC		- TH	VEET PARK, IE O	0477						
v	VEBST	ER. MCGRATH & AHLBERG L	ďD.		D FOR	HEIDNER PROPERTIE 5277 TRILLIUM BLVD. HOFFMAN ESTATES, I T: 248.496.2323	ES, INC.						
		AMW		JOB #:	44578	DATE: 04-27-2022	SCALE:	1"=80'					
LA	ND SURVEY	VING - CIVIL ENGINEERING - LANDSCAPE ARCHITECT Ver a Century of Service to our Clients	URE	SURV:	BC	DRAWN: BC	DESIGN:						
	2100 Man	chester Road, Building A, Suite 203 Wheaton, Illinois 60187 ph: (630)668-7603 web: www.wmaltd.com Design Firm License No. 184-003101		FILE #:	COO	(CO. 33-36-12	SHEET #:	3 of 3					





D	RAWING INDEX
G001 SUR-1 SUR-2 SUR-3 SUR-4 A001 L002 LS-1 LS-2 LS-3 LS-4 LO-156421 22-145.1C 22-145.1C 22-145.2C 22-145.3C 22-145.3C 22-145.3C 22-145.3C 22-145.4C 22-145.7C 22-145.7C 22-145.8C 22-145.11C 22-145.2CS 22-145.10CS 22-145.10CS 22-145.5C 23-022.1C SI001 A101 A101 A102 A201C A201 A202C A202 * CIVIL ENGINEERING	COVER SHEET SURVEY SURVEY SURVEY SURVEY SITE PLAN LANDSCAPE PLAN LANDSCAPE PLAN LANDSCAPE SPECIFICATIONS LANDSCAPE SPECIFICATIONS LANDSCAPE SPECIFICATIONS LANDSCAPE SPECIFICATIONS LANDSCAPE SPECIFICATIONS LANDSCAPE SPECIFICATIONS PHOTOMETRIC PLAN SIGN LOCATION PLAT MONUMENT SIGN CARWASH MONUMENT SIGN CARWASH MONUMENT SIGN CARWASH MONUMENT SIGN CARWASH MONUMENT SIGN CARWASH BUILDING SIGNAGE PAY CANOPY VACUUM CANOPY WONUMENT SIGN STRUCTURE CARWASH MONUMENT FOUNDATION FASTENING SCHEMATIC TO MASON FASTENING SCHEMATIC ALUM CAN DRIVE THRU DIRECTIONAL SITE SIGNAGE PLAN C-STORE FLOOR PLAN CAR WASH FLOOR PLAN C-STORE COLORED ELEVATIONS CAR WASH FLOOR PLAN C-STORE ELEVATIONS CAR WASH ELEVATIONS CAR WASH ELEVATIONS

RETAIL PETROLEUM FACILITY 18301 LaGRANGE RD. TINLEY PARK, IL 60487

07/13/2023 ZONING SUBMISSION



SCOPE OF WORK

THIS IS A 8,110 SQUARE FOOT GAS AND WASH CONVENIENCE STORE WITH TWO DRIVE THRU WINDOWS, SEVEN-LINE AUTO CANOPY, THREE-BAY TRUCK CANOPY AND SINGLE 4,900 SQUARE FOOT TUNNEL CAR WASH.



COMM Ш Ö



MH NORTHEASTERLY ALONG THE LAST DESCRIBED LINE A DISTANCE OF 79.14 FEET; THENCE NORTH DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 313.36 FEET TO THE POINT OF BEGINNIN	TRACT B: TRACT B: THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NOR- RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOV COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUM	BEARING OF SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF S/ SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECON WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTAN OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTAN	FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 33.02 FEET THE EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED) TO THE POINT BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE 300.32 FEET TO THE WEST LINE OF 96TH AVENUE; THENCE SOUTH 01 DEGREE 18 MINUTES SECONDS EAST ALONG SAID WEST LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET; THEN SOUTH 88 DEGREES 48 MINUTES 56 SECONDS WEST, A DISTANCE OF 48.54 FEET; THEN CUTILITY POLE (UP) SOUTH 88 DEGREES 48 MINUTES 56 SECONDS WEST, A DISTANCE OF 48.54 FEET; THEN EASTED Y PICHT OF WAY LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET; THEN CONTRACT OF WAY LINE OF 651L AVENUE, A DISTANCE OF 48.54 FEET; THEN EASTED Y PICHT OF WAY LINE OF 651L AVENUE, A DISTANCE OF 48.54 FEET; THEN FASTED Y PICHT OF WAY LINE OF 651L AVENUE, A DISTANCE OF 48.54 FEET; THEN	H CALLENT RIGHT OF WAY LINE OF FAI-BU (AS MONUMENTED AND OCCUPIED); THEN OF A CALLENT OF A DISTANCE OF 50.23 FEET TO THE POINT BEGINNING, IN COOK COUNTY, ILLINOIS. AND FURTHER	EXCEPTING THEREFROM: THE SOUTH 237.11 FEET AS MEASURED PERPENDICULAR FROM THE SOUTH LINE OF THE SOUTHEA 1/4 OF SAID SECTION 33, ALL IN COOK COUNTY, ILLINOIS.		SURVEY NOTES:	1. SITE BENCHMARK #1 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 122' WEST OF WHITE EAGLE DRIVE AS SHOWN. ELEVATION=730.60' (NAVD88)	SITE BENCHMARK #2 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183	SITE BENCHMARK #3 – SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE WEST SIDE OF WHITE EACLE DRIVE, 505' SOUTH OF 183RD STREET AS SHOWN. ELEVATION=744.53' (NAVD88)	Image: Comparison of the set of the se	王 6 9 9	ALT MH	MH 5. FIELD WORK COMPLETED ON 4/12/2022.	6. SURVEY WAS PREPARED WITH THE AID OF A TITLE COMMITMENT PREPARED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER 21023698WF, HAVING AN EFFECTIVE DATE OF SEPTEM 22, 2021.	7. SURVEY PREPARED FOR: GAS N WASH	8. BUILDING TIES & DIMENSIONS SHOWN ARE MEASURED FROM THE OUTSIDE FACE OF THE BUILDIN	9. BASIS OF BEARINGS IS TRUE NORTH BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST 1201 ZONE.	SOON AS POSSIBLE.	\$ 000.		STATE OF ILLINOIS) SS
		21–35–45	st fine of sec.	SEM	e e	ЗΛ	18	D	<u>-</u> 2 - 23-39	VENNE 7 5 01 2EC:	тр 9 ———————————————————————————————————	1289 * *	ASPHALT	HW HW	1 1	/ I /		M				²
N 84 13 54 E FOUND IRON PIPE 90.00	N 45°20'02" E 31.05' (S 45'32'46" W) FOUND IRON PIPE	N 13°00'34" E 95.57'	FOUND IRON PIPE	UIGHT POLE (L				LINEWORK SCALED)	рноге					VACANT LAND	NO IMPROVEMENTS	OR GRASS		ООО S∀ ЭМ № (5)	, 5661 , 5 1991 1992	D Z ISUDI	CORDED AU	OF DEED RE LINE C
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PHIC SURVEY	THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST 1/4 THAT IS 253.81 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 35 MINUTES 12 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 00 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 00 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 00 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 00 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 00 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 574.2 FEET MORE OF 580.18 FEET; SOUTH 02 DEGREES 56 MINUTES 03 SECONDS WEST, A DISTANCE OF 975.42 FEET MORE OF LESS, TO A POINT ON THE SOUTH LINE OF SAID SOUTHEAST 1/4; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 TO THE POINT OF BEGINNIG.	EXCEPTING THEREFROM: THAT PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE THAT PART OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4, THENCE SOUTH OI DEGREE 19 MINUTES 04 SECONDS EAST, ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST 33.87 FEET TO THE WEST LINE OF 96TH AVENUE PER DOCUMENT NUMBER 10157484, RECORDED SEPTEMBER 26, 1928, FOR THE POINT OF BEGINNING: THENCE CONTINUNG SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST 15.12 FEET TO THE WESTERLY LINE OF THE DEED RECORDED AUGUST 23, 1993 AS DOCUMENT 93667499; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID DEED, THE FOLLOWING THREE COUNSES; SOUTH 14 DEGREES OD MINUTES 12 SECONDS WEST 33.48 FEET; SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST 580.18 FEET; SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST 447.03 FEET; THENCE NORTH BB DEGREES 48 MINUTES 56 SECONDS EAST 333.48 FEET TO SAID WEST 447.03 FEET; THENCE NORTH BB DEGREES 48 MINUTES 56 SECONDS EAST 333.48 FEET TO SAID WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE; THENCE NORTH OT DEGREES 18 MINUTES 00 SECONDS WEST LINE OF 96TH AVENUE;	FURTHER EXCEPTING THEREFROM THAT PART OF THE LAND BOUNDED AND DESCRIBED AS FOLLOWS: THAT PART OF EAST 1/2 OF SOUTHEAST 1/4 OF SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH RANGE 12 COMMENCING AT NORTHEAST CORNER OF SAID EAST 1/2 OF SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREES 27 MINUTES 19 SECONDS EAST 77.206 METERS (253.30 FEET) ALONG EAST LINE OF SAID EAST 1/2 OF SOUTHEAST 1/4 TO POINT OF BEGINNING AND EASTERLY RIGHT OF WAY OF FAI-B0 EXTENDED; THENCE NORTH 89 DEGREES 44 MINUTES 27 SECONDS WEST 10.391 METERS (34.09 FT) ALONG SAID EASTERLY RIGHT OF WAY LINE FAI-B0; THENCE SOUTH 15 DEGREES 11 MINUTES 32 SECONDS WEST 103.209 METERS (338.61 FT) ALONG SAID FASTERLY PICHT OF WAY OF FAL-B0. THENCF SOUTH 11 D'GREFS 45 MINUTES 18	EVALUATION NUMBERS AND	AND FURTHER EXCEPTING THEREFROM ALL OF THE FOLLOWING: TRACT A: THAT PART OF THE EAST HALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH 01 DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF 253.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 15 SECONDS WEST, A DISTANCE OF 48.99 FEET; THENCE SOUTH 14 DEGREES 00 MINUTES 12 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.86 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.80 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.80 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.80 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 338.80 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 58 SECONDS WEST, A DISTANCE OF 330.18 FEET; THENCE SOUTH 10 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 51 MINUTES 03 SECONDS WEST, A DISTANCE OF 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 447.03 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 33.02 FEET TO THE EASTERLY RIGHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED); THENCE	CONTINUING NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 300.32 FEET 10 THE WEST LINE OF 96TH AVENUE; THENCE SOUTH 01 DEGREE 18 MINUTES 00 SECONDS EAST ALONG SAID WEST LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 01 DEGREE 18 MINUTES 00 SECONDS EAST ALONG SAID WEST LINE, A DISTANCE OF 40.58 FEET; THENCE SOUTH 88 DEGREES 56 MINUTES 59 SECONDS WEST, A DISTANCE OF 90.00 FEET- THENCE SOUTH R5, DFGREES 07 MINITES 64 SECONDS WEST, A DISTANCE OF 90.00
DARY & TOPOGRAP	NE CORNER OF THE SE. 1/4 OF SEC. 33–36–12 PER MONUMENT RECORD 1126218006 DATED 9/16/2011 DF COMMENCEMENT FOR EXCEPTIONS AND TRACTS A & B COMMENCEMENT FOR EXCEPTIONS AND TRACTS A & B DF SEC. 33–36–12	(2553.30')	(S 88:27'15" W) (N 89'44'27" W) FONT OF BEGINNING FOR EXCEPTIONS (33.87') (15.12') (15.12') (34.09') POINT OF BEGINNING	664299E6# JWI7 4 7412	D B I I I Z C C C C C C C C C C C C C C C C	AENNE) ΑΕΝΝΕ) ΑΕΝΝΕ) ΑΕΝΝΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕΟΔΕΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ ΑΕ Α
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FEET: THENCE SOUTH 85 DEGREES 02 MINUTES 58 SECONDS WEST, A DISTANCE OF 221.41 FEET: THENCE SOUTH 45 DEGREES 32 MINUTES 46 SECONDS WEST, A DISTANCE OF 31.44 FEET TO THE AFORE SAID EASTERLY RICHT OF WAY LINE OF FAI-80 (AS MONUMENTED AND OCCUPIED); THENCE NORTHEASTERLY ALONG THE LAST DESCRIBED LINE A DISTANCE OF 31.44 FEET; THENCE NORTH 88 DEGREES 48 MINUTES 56 SECONDS EAST, A DISTANCE OF 31.3.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS. TRACT B: THAT PART OF THE EAST THALF OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED BEARING OF SOUTH OI DEGREE 19 MINUTES 04 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, A DISTANCE OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED SOUTHEAST 1/4, A DISTANCE OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED SOUTHEAST 1/4, A DISTANCE OF SAID SOUTHEAST 1/4; THENCE ON AN ASSUMED SOUTHEAST 1/4, A DISTANCE OF 23.81 FEET; THENCE SOUTH 88 DEGREES 27 MINUTES 12 SECONDS WEST, A DISTANCE OF 23.83 IFET; THENCE SOUTH 14 DEGREES 35 MINUTES 36 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 36 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 36 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 10 DEGREES 35 MINUTES 56 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE SOUTH 12 DEGREES 36 MINUTES 56 SECONDS WEST, A DISTANCE OF 580.18 FEET; THENCE CONTH 88 DEGREES 36 MINUTES 56 SECONDS SEST, A DISTANCE OF 580.18 FEET; THENCE CONTH 12 DEGREES 36 MINUTES 56 SECONDS SEST, A DISTANCE OF 580.18 FEET; THENCE CONTH 18 DEGREES 36 MINUTES 56 SECONDS SEST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 90.41 AND 155 S6 SECONDS EAST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 90.41 AND 155 S6 SECONDS EAST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 90.41 AND 155 S6 SECONDS EAST, A DISTANCE OF 300.32 FEET TO THE WEST LINE OF 90.41 AND 155 S0UTH 30 DISTANCE SOUTH 30 DIST	SECONDS EAST ALONG SAID WEST LINE OF 96TH AVENUE, A DISTANCE OF 48.54 FEET; THENCE SOUTH 88 DEGREES 48 MINUTES 56 SECONDS WEST, A DISTANCE OF 313.36 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF FAI–80 (AS MONUMENTED AND OCCUPIED); THENCE NORTHEASTERLY ALONG THE LAST DESCRIBED LINE A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS. AND FURTHER EXCEPTING THEREFROM: THE SOUTH 237.11 FEET AS MEASURED PERPENDICULAR FROM THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 33, ALL IN COOK COUNTY, ILLINOIS.			SURVEY NOTES:	 SITE BENCHMARK #1 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 122' WEST OF WHITE EAGLE DRIVE AS SHOWN. ELEVATION=730.60' (NAVD88) SITE BENCHMARK #2 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 43' EAST OF LA GRANGE DRIVE AS SHOWN. ELEVATION=732.06' (NAVD88) 	SITE BENCHMARK #3 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE WEST SIDE OF WHITE EAGLE DRIVE, 505' SOUTH OF 183RD STREET AS SHOWN. ELEVATION=744.53' (NAVD88)	 PERMANENT INDEX NUMBER (P.I.N. #): 27–33–401–013 THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE 	MARKINGS ONLY. 4. PROPERTY AREA: 336,246.84 SQUARE FEET (7.719 ACRES)	5. FIELD WORK COMPLETED ON 11/03/2022.
Э А Э ЭТІН W (А НТӘЕ)	-N 20°30'18" E 88.67'	MEST LINE OF SEC. 34-36-12							
NOC: # 1012148 DOC: # 1012148 MEZL FINE OF 9 NEST LINE OF 0 N	EXCEPTION	- EAST LINE OF SEC. 33-36-12	(.88'885 (.88'885	56 43 43 44 44	-900-164 1 MM TO 3MIT 1 KIN				
С -0 IS ЭМ С -0	X VARIES) X VARIES) 1-2-90 5 C R O C R C R O C R C R	A G F A V G (US POUTE 45 (RICHT-OF-WA) ANGE ROAD PER STRIP MAP F.A.I. 80	(2 11.42.18" W 280.18) (2 10.32.28" W 280.18) EAST LINE OF LA GR	* ^C S, <u>C</u> Q, <u>C</u> Z, <u>N</u>)					



- ∧ RIM=742.12' (STORM) $\frac{1}{24}$ 24" CONCRETE STRUCTURE INV=738.40' (12" RCP E)
- ∧ RIM=742.02' (STORM) $\frac{2}{2}$ 48" CONCRETE STRUCTURE INV=737.27' (12" RCP E/W)
- ∧ RIM=742.53' (STORM) 48" CONCRETE STRUCTURE INV=737.16' (15" RCP N) INV=736.98' (12" RCP W)
- ∧ RIM=735.29' (STORM) 48" CONCRETE STRUCTURE INV=730.07' (15" RCP N) INV=731.10' (15" RCP S) INV=730.22' (12" RCP W)
- ∧ RIM=734.77' (STORM) 48" CONCRETE STRUCTURE INV=730.27' (12" RCP E/W)
- ∧ RIM=734.91' (STORM) $\frac{\sqrt{6}}{24}$ 24" CONCRETE STRUCTURE INV=731.05' (12" RCP E)
- ∧ RIM=730.02' (STORM) 24" CONCRETE STRUCTURE INV=727.13' (12" RCP N)
- ∧ RIM=730.00' (STORM) 48" CONCRETE STRUCTURE 727.26' AT WATER LEVEL
- ∧ RIM=730.53' (STORM) 48" CONCRETE STRUCTURE INV=72712' (18" RCP F) INV=727.12' (15" RCP S INV=727.12' (12" RCP W)
- ∧ RIM=731.20' (STORM) 48" CONCRETE STRUCTURE INV=727.80' (18" RCP N/W) INV=726.99' (18" RCP S)
- ∧ RIM=731.12' (STORM) 72" CONCRETE STRUCTURE INV=726.64' (30" RCP N/E/W) INV=727.01' (18" RCP S)
- RIM=729.82' (STORM) 48" CONCRETE STRUCTURE INV=727.57' (12" RCP E/S) 727.66' AT WATER LEVEL
- RIM=729.83' (STORM) 24" CONCRETE STRUCTURE INV=727.63' (12" RCP N)
- RIM=731.58' (STORM) 72" CONCRETE STRUCTURE INV=727.14' (30" RCP N) INV=726.98' (12" RCP SE) INV=727.02' (30" RCP S)
- ∧ RIM=729.76' (STORM) 48" CONCRETE STRUCTURE INV=726.98' (12" RCP S) 727.18' AT WATER LEVEL
- ∧ RIM=728.96' (STORM) ¹⁶ 24" CONCRETÈ STRUCTURE
- INV=726.34' (12" RCP SW) ∧ RIM=731.28' (STORM) 48" CONCRETE STRUCTURE
- INV=726.18' (12" RCP NE/S) ∧ RIM=731.10' (STORM) 48" CONCRETE STRUCTURE INV=725.50' (12" RCP N) INV=725.58' (30" RCP SE)
- 725.70' AT WATER LEVEL ∧ RIM=731.42' (STORM) 72" CONCRETE STRUCTURE INV=725.28' (36" RCP E/S)
- INV=725.28' (30" RCP NW) ∧ RIM=729.89' (STORM) 48" CONCRETE STRUCTURE
- INV=726.87' (12" RCP N/S) ∧ RIM=730.59' (STORM)
- $\frac{21}{72}$ 72" CONCRETE STRUCTURE INV=726.17' (12" RCP N) INV=725.92' (30" RCP E) INV=725.92' (36" RCP W)
- RIM=731.73' (STORM) 48" CONCRETE STRUCTURE INV=722.00' (12" RCP SE) INV=720.45' (12" RCP NW) 720.45' AT WATER LEVEL

- RIM=731.70' (STORM) 48" CONCRETE STRUCTURE INV=727.54' (12" RCP SE) INV=722.20' (12" RCP S) INV=721.88' (12" RCP NW) 722.16' AT WATER LEVEL
- 24" CONCRETE STRUCTURE INV=727.63' (12" RCP NW) RIM=732.91' (STORM) 25 24" CONCRETE STRUCTURE INV=729.31' (12" RCP SE)

RIM=731.52' (STORM)

- ∧ RIM=733.07' (STORM) 48" CONCRETE STRUCTURE INV=724.09' (12" RCP N)
- INV=727.52' (12" RCP E/W) INV=724.57' (12" RCP S) RIM=732.89' (STORM) 24" CONCRETE STRUCTURE
- INV=728.52' (12" RCP W) RIM=733.99' (STORM) 48" CONCRETE STRUCTURE INV=725.65' (12" RCP N) INV=729.46' (12" RCP E/W) INV=727.27' (12" RCP S)
- RIM=729.35' (STORM) ²⁹24" CONCRETÈ STRUCTURE INV=727.20' (12" RCP E/S/W) INV=725.41' (12" RCP W)
 - RIM=730.83' (STORM) 48" CONCRETE STRUCTURE INV=726.73' (12" RCP W) 727.84' AT WATER LEVEL LINE TO EAST SIZE & MATERIAL UNKNOWN
 - \ RIM=731.08' (STORM) 48" CONCRETE STRUCTURE INV=726.86' (12" RCP E) 727.90' AT WATER LEVEL
 - RIM=729.92' (STORM) 48" CONCRETE STRUCTURE INV=725.27' (12" RCP E) INV=723.86' (12" RCP W)
 - RIM=729.56' (STORM) 48" CONCRETE STRUCTURE INV=722.46' (12" RCP E) INV=720.36' (12" RCP W) 721.53' AT WATER LEVEL
 - RIM=741.71' (WATER) ^{/34} 60" CONCRETE STRUCTURE 736.02' AT TOP OF 12" DIP N/S
 - RIM=741.97' (WATER) $\frac{\sqrt{35}}{60^{\circ}}$ 60" CONCRETE STRUCTURE 736.18' AT TOP OF 12" DIP N/S
 - RIM=742.32' (WATER) <u>³⁶</u> 60" CONCRETÈ STRUCTURE 734.62' AT TOP OF 12" DIP E/W
 - ∧ RIM=730.81' (UNKNOWN) UNABLE TO OPEN \triangle RIM=741.08' (STORM)
 - 24" CONCRETE STRUCTURE INV=737.80' (12" RCP E)
 - RIM=741.24' (STORM) 36" CONCRETE STRUCTURE INV=737.27' (12" RCP E) INV=736.97' (12" RCP W) 737.22' AT WATER LEVEL ▲ RIM=741.80' (STORM)
 - 40 48" CONCRETE STRUCTURE INV=737.10' (12" CPP E CAPPED INV=736.20' (15" RCP S) INV=741.80' (12" RCP W)
 - ∧ RIM=738.57' (STORM) 48" CONCRETE STRUCTURE INV=735.17' (15" RCP N) INV=734.43' (18" RCP S) INV=735.17' (10" PVC WNW)
 - ∧ RIM=741.56' (WATER) 60" CONCRETE STRUCTURE 735.56' AT TOP OF 6" DIP N/S

SURVEY NOTES:

1. SITE BENCHMARK #1 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 122' WEST OF WHITE EAGLE DRIVE AS SHOWN. ELEVATION=730.60' (NAVD88)

SITE BENCHMARK #2 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 43' EAST OF LA GRANGE DRIVE AS SHOWN. ELEVATION=732.06' (NAVD88)

SITE BENCHMARK #3 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE WEST SIDE OF WHITE EAGLE DRIVE, 505' SOUTH OF 183RD STREET AS SHOWN. ELEVATION=744.53' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON 11/3/2022.

4. SURVEY PREPARED FOR: GAS N WASH

5. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.

	PROPERTY LINE	T/F T/T	TOP FOUNDATION/THRESHOLD) Φ_{SB}	SOIL BORING										
	CENTER LINE	ے	TYPICAL SIGN	TE	TEL/ELEC MANHOLE										
	EASEMENT LINE	>	FLARED END SECTION	-0-	UTILITY POLE										
·	BUILDING SETBACK	0	CLOSED MANHOLE		GUARDRAIL										
(XXX')	RECORD DATA	\ominus	OPEN GRATE MANHOLE		GUY WIRE ANCHOR										
XXX.XX	-TOP OF (CURB, WALL, ETC.)	\otimes	BEEHIVE GRATE MANHOLE	——773———	CONTOUR LINE										
⁺ XXX.XX	BOTTOM OF (GROUND, GUTTER,ETC.)		GUTTER FRAME MANHOLE	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	TREE LINE / HEDGE LINE										
	CONCRETE	(ම)	VALVE VAULT		EDGE GRAVEL/STONE										
		ā,	FIRE HYDRANT	_xx	FENCE LINE										
Me Cir	EVERGREEN/DECIDUOUS	8	B-BOX / SERVICE VALVE)	STORM SEWER										
The state of the s	WITH SIZE IN INCHES		POST LIGHT\GROUND LIGHT	\longrightarrow	SANITARY SEWER										
12" 12		${}$	AREA LIGHT\LIGHT POLE)>	COMBO SEWER										
*	SHRUB/SHRUB LINE	• <u> </u>	STREET LIGHT	ws	WATER SERVICE LINE										
€¶,	MONITOR WELL	정정	TRAFFIC SIGNAL	—— WM ——	WATER MAIN										
©	GAS VALVE	▼	MAST ARM SIGNAL	OHL	OVERHEAD LINE										
* * *	UTILITY MARKINGS	\boxtimes	HANDHOLE (electric\traffic)	—— F0 ——	FIBER OPTIC LINE										
	(cable,elec,fiber)	⊶GM ⊸	GAS METER	G	GAS LINE										
ŸŢŸ₩ŸĠ	(tel,water,gas)	EM.	ELECTRIC METER		U.G. TELCO LINE										
	MAILBOX	TEC	PEDESTAL(telco,elec,cable)		U.G. ELECTRIC LINE										





∧ RIM=742.12' (STORM) ¹24" CONCRETE STRUCTURE INV=738.40' (12" RCP E)

RIM=731.70' (STORM)

48" CONCRETE STRUCTURE

RIM=731.52' (STORM)

24 24" CONCRETE STRUCTURE

RIM=732.91' (STORM) 24" CONCRETE STRUCTURE

RIM=733.07' (STORM)

27 RIM=/32.09 (STOLMAR) RIM=732.89' (STORM)

RIM=733.99' (STORM)

48" CONCRETE STRUCTURE

RIM=729.35' (STORM)

29 24" CONCRETE STRUCTURE

RIM=730.83' (STORM)

48" CONCRETE STRUCTURE

LINE TO EAST SIZE &

MATERIAL UNKNOWN

RIM=731.08' (STORM)

48" CONCRETE STRUCTURE

RIM=729.92' (STORM)

48" CONCRETE STRUCTURE

RIM=729.56' (STORM)

48" CONCRETE STRUCTURE

INV=722.46' (12" RCP E)

INV=720.36' (12" RCP W)

721.53' AT WATER LEVEL

RIM=741.71' (WATER)

 $\frac{\sqrt{34}}{60}$ 60" CONCRETE STRUCTURE

RIM=741.97' (WATER)

RIM=742.32' (WATER)

60" CONCRETE STRUCTURE

RIM=730.81' (UNKNOWN)

RIM=741.08' (STORM) 24" CONCRETE STRUCTURE

RIM=741.24' (STORM)

 \triangle RIM=741.80' (STORM)

∧ RIM=738.57' (STORM)

▲ RIM=741.56' (WATER)

60" CONCRETE STRUCTURE

INV=737.80' (12" RCP E)

INV=737.27' (12" RCP E)

INV=736.97' (12" RCP W)

737.22' AT WATER LEVEL

48" CONCRETE STRUCTURE

INV=736.20' (15" RCP S)

INV=741.80' (12" RCP W)

⁴8" CONCRETÈ STRUCTURE

INV=735.17' (15" RCP N)

INV=734.43' (18" RCP S)

INV=735.17' (10" PVC WNW)

735.56' AT TOP OF 6" DIP N/S

INV=737.10' (12" CPP E CAPPED

UNABLE TO OPEN

 $\frac{\sqrt{35}}{60"}$ 60" CONCRETE STRUCTURE

736.02' AT TOP OF 12" DIP N/S

736.18' AT TOP OF 12" DIP N/S

734.62' AT TOP OF 12" DIP E/W

INV=725.27' (12" RCP E)

INV=723.86' (12" RCP W)

INV=726.86' (12" RCP E)

727.90' AT WATER LEVEL

INV=726.73' (12" RCP W)

727.84' AT WATER LEVEL

INV=725.41' (12" RCP W)

48" CONCRETE STRUCTURE

INV=724.09' (12" RCP N)

INV=724.57' (12" RCP S)

INV=728.52' (12" RCP W)

INV=725.65' (12" RCP N)

INV=727.27' (12" RCP S)

INV=729.46' (12" RCP E/W)

INV=727.52' (12" RCP E/W)

INV=727.63' (12" RCP NW)

INV=729.31' (12" RCP SE)

INV=727.54' (12" RCP SE)

INV=722.20' (12" RCP S)

INV=721.88' (12" RCP NW) 722.16' AT WATER LEVEL

RIM=742.02' (STORM) 48" CONCRETE STRUCTURE INV=737.27' (12" RCP E/W)

八 RIM=742.53' (STORM) $\frac{\sqrt{3}}{48}$ CONCRETE STRUCTURE INV=737.16' (15" RCP N)

INV=736.98' (12" RCP W) ∧ RIM=735.29' (STORM) ✓⁴ 48" CONCRETÈ STRUCTURE INV=730.07' (15" RCP N) INV=731.10' (15" RCP S)

INV=730.22' (12" RCP W) ∧ RIM=734.77' (STORM) 48" CONCRETE STRUCTURE INV=730.27' (12" RCP E/W)

∧ RIM=734.91' (STORM) ∠° 24" CONCRETE STRUCTURE INV=731.05' (12" RCP E)

へ RIM=730.02'(STORM) 24" CONCRETE STRUCTURE INV=727.13' (12" RCP N)

∧ RIM=730.00' (STORM) 48" CONCRETE STRUCTURE INV=727.20' (12" RCP E/S/W) 727.26' AT WATER LEVEL

∧ RIM=730.53' (STORM) 48" CONCRETÈ STRUCTURE INV=727.12' (18" RCP E) INV=727.12' (15" RCP S INV=727.12' (12" RCP W)

∧ RIM=731.20' (STORM) 48" CONCRETE STRUCTURE INV=727.80' (18" RCP N/W) INV=726.99' (18" RCP S)

∧ RIM=731.12' (STORM) 72" CONCRETE STRUCTURE INV=726.64' (30" RCP N/E/W) INV=727.01' (18" RCP S)

∧ RIM=729.82' (STORM) 48" CONCRETE STRUCTURE INV=727.57' (12" RCP E/S) 727.66' AT WATER LEVEL

∑ RIM=729.83' (STORM) 24" CONCRETE STRUCTURE INV=727.63' (12" RCP N)

∧ RIM=731.58' (STORM) $\frac{14}{14}$ 72" CONCRETE STRUCTURE INV=727.14' (30" RCP N) INV=726.98' (12" RCP SE) INV=727.02' (30" RCP S)

∧ RIM=729.76' (STORM) 48" CONCRETE STRUCTURE INV=726.98' (12" RCP S) 727.18' AT WATER LEVEL

∧ RIM=728.96' (STORM) $\frac{16}{24}$ 24" CONCRETE STRUCTURE INV=726.34' (12" RCP SW)

\ RIM=731.28' (STORM) $\frac{1}{1}$ 48" CONCRETE STRUCTURE INV=726.18' (12" RCP NE/S)

∧ RIM=731.10' (STORM) 48" CONCRETE STRUCTURE INV=725.50' (12" RCP N) INV=725.58' (30" RCP SE) 725.70' AT WATER LEVEL

∧ RIM=731.42' (STORM) 72" CONCRETE STRUCTURE INV=725.28' (36" RCP E/S) INV=725.28' (30" RCP NW)

∧ RIM=729.89' (STORM) 48" CONCRETE STRUCTURE INV=726.87' (12" RCP N/S)

∧ RIM=730.59' (STORM) 72" CONCRETE STRUCTURE INV=726.17' (12" RCP N) INV=725.92' (30" RCP E) INV=725.92' (36" RCP W)

∧ RIM=731.73' (STORM) 48" CONCRETE STRUCTURE INV=722.00' (12" RCP SE) INV=720.45' (12" RCP NW) 720.45' AT WATER LEVEL

SURVEY NOTES:

1. SITE BENCHMARK #1 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 122' WEST OF WHITE EAGLE DRIVE AS SHOWN. ELEVATION=730.60' (NAVD88)

SITE BENCHMARK #2 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE SOUTH SIDE OF 183RD STREET, 43' EAST OF LA GRANGE DRIVE AS SHOWN. ELEVATION=732.06' (NAVD88)

SITE BENCHMARK #3 - SQUARE CUT IN CONCRETE LIGHT POLE BASE ON THE WEST SIDE OF WHITE EAGLE DRIVE, 505' SOUTH OF 183RD STREET AS SHOWN. ELEVATION=744.53' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON 11/3/2022.

4. SURVEY PREPARED FOR: GAS N WASH

5. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.













LANDSCAPE SPECIFICATIONS

SECTION 0001 LANDSCAPE WORK

PART I GENERAL

1.01 DESCRIPTION THESE GENERAL REQUIREMENTS APPLY TO ALL LANDSCAPE OPERATIONS. REFER TO SPECIFICATION SECTIONS FOR SPECIFIC GENERAL, PRODUCT, AND EXECUTION REQUIREMENTS.

1.02 QUALITY ASSURANCE

- A. COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REQUIREMENTS REGARDING MATERIALS, METHODS OF WORK, AND DISPOSAL OF EXCESS AND WASTE MATERIALS.
- B. OBTAIN AND PAY FOR ALL REQUIRED INSPECTIONS, PERMITS, AND FEES. PROVIDE NOTICES REQUIRED BY GOVERNMENTAL AUTHORITIES.
- S. OWNER SHALL APPOINT A QUALIFIED REPRESENTATIVE TO OVERSEE THE WORK AND ASSURE ITS ADHERENCE TO THE PLANS AND THESE SPECIFICATIONS. HENCEFORTH, THIS PERSON SHALL BE DESIGNATED AS OWNERS REPRESENTATIVE. D. CONTRACTOR TO HAVE AN EXPERIENCED ENGLISH SPEAKING SUPERVISOR / FOREMAN ONSITE AT ALL TIMES THAT CAN ADEQUATELY COMMUNICATE
- WITH OWNERS REPRESENTATIVE WHEN NECESSARY, AND HAVE EXPERIENCED INSTALLERS WHO HAVE COMPLETED LANDSCAPING WORK SIMILAR IN MATERIAL, DESIGN, AND EXTENT AS TO THAT INDICATED FOR THIS PROJECT WITH A RECORD OF SUCCESSFUL LANDSCAPE ESTABLISHMENT. E. CONTRACTORS WORKFORCE SHALL BE KNOWLEDGEABLE AND OR MAKE THEMSELVES KNOWLEDGEABLE OF ALL SAFETY REGULATIONS AND
- REQUIREMENTS PERTAINING TO THIS PROJECT INCLUDING WEARING ALL PROTECTIVE GEAR NEEDED TO COMPLY WITH THESE REQUIREMENTS WORKMAN NOT IN COMPLIANCE CAN AND WILL BE DENIED ACCESS TO THE JOBSITE BY THE GENERAL CONTRACTOR . A SAFETY CLASS FOR WORKERS MAY BE REQUIRED BY THE GENERAL CONTRACTOR.

1.03 PROJECT CONDITIONS

- A. LOCATE AND IDENTIFY EXISTING UNDERGROUND AND OVERHEAD SERVICES AND UTILITIES WITHIN CONTRACT LIMIT WORK AREAS. CONTACT UTILITY LOCATE AT 811. PROVIDE ADEQUATE MEANS OF PROTECTION OF UTILITIES AND SERVICES DESIGNATED TO REMAIN. REPAIR
- UTILITIES DAMAGED DURING SITE WORK OPERATIONS AT CONTRACTORS EXPENSE. B. WHEN UNCHARTED OR INCORRECTLY CHARTED UNDERGROUND PIPING OR OTHER UTILITIES AND SERVICES ARE ENCOUNTERED DURING SITE WORK OPERATIONS, NOTIFY THE APPLICABLE UTILITY COMPANY IMMEDIATELY TO OBTAIN PROCEDURE DIRECTIONS. COOPERATE WITH THE APPLICABLE
- UTILITY COMPANY IN MAINTAINING ACTIVE SERVICES IN OPERATION. C. LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS. RE-ESTABLISH
- DISTURBED OR DESTROYED ITEMS AT CONTRACTORS EXPENSE. D. OBTAIN GOVERNING AUTHORITIES WRITTEN PERMISSION WHEN REQUIRED TO CLOSE OR OBSTRUCT STREET, WALKS AND ADJACENT FACILITIES.
- PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS WHEN REQUIRED BY GOVERNING AUTHORITIES. E. CONTROL DUST CAUSED BY THE WORK. DAMPEN SURFACES AS REQUIRED. COMPLY WITH POLLUTION CONTROL REGULATIONS OF GOVERNING
- AUTHOR ITLES.
- F. PROTECT EXISTING BUILDINGS, PAVING, AND OTHER SERVICES OR FACILITIES ON SITE AND ADJACENT TO THE SITE FROM DAMAGE CAUSED BY WORK OPERATIONS. COST OF REPAIR AND RESTORATION OF DAMAGED ITEMS AT CONTRACTORS EXPENSE.
- G. PROTECT AND MAINTAIN STREETLIGHTS, UTILITY POLES AND SERVICES, TRAFFIC SIGNAL CONTROL BOXES, CURB BOXES, VALVES AND OTHER SERVICES, EXCEPT ITEMS DESIGNATED FOR REMOVAL. REMOVE OR COORDINATE THE REMOVAL OF TRAFFIC SIGNS, PARKING METERS AND POSTAL
- MAILBOXES WITH THE APPLICABLE GOVERNMENTAL AGENCY. H. AT THE CONCLUSION OF EACH WORK DAY, THE CONTRACTOR IS RESPONSIBLE FOR LEAVING THE SITE IN A CLEAN AND SAFE CONDITION.

PART 2 PRODUCTS

2.01 MATERIALS AND EQUIPMENT

- A. MATERIALS AND EQUIPMENT: AS SELECTED BY CONTRACTOR, EXCEPT AS INDICATED. B. EQUIPMENT: IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
- C. MATERIALS: IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

PART 3 EXECUTION

3.01 PREPARATION

- A. EXAMINE THE AREAS AND CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED. DO NOT PROCEED WITH THE WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED. B. CONSULT THE AVAILABLE RECORDS AND DRAWINGS OF ADJACENT WORK AND OF EXISTING SERVICES AND UTILITIES WHICH MAY AFFECT WORK
- OPERATIONS, AS PROVIDED BY OWNER.

END OF SECTION 0001

SECTION 0002



PART I GENERAL

- 1.01 DESCRIPTION A. PROVIDE TREES AND SHRUBS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
- SOIL PREPARATION.
- TREES, SHRUBS. PLANTING MIXES.
- MULCH AND PLANTING ACCESSORIES.
- 5. EXISTING PLANT RELOCATION.
- RELATED WORK: SECTION 00000: EARTHWORK.
- SECTION 00004: SEEDING.
- SECTION 00005: SODDING. 4. SECTION 00003: PERENNIAL, ORNAMENTAL GRASS, GROUNDCOVER PLANTING.

1.02 QUALITY ASSURANCE

- A. COMPLY WITH SECTION ODOOI REQUIREMENTS.
- B. COMPLY WITH SECTION 00003 REQUIREMENTS WHEN APPLICABLE.
- C. PROVIDE STOCK TRUE TO BOTANICAL NAME. DO NOT SUBSTITUTE WITHOUT PERMISSION OF OWNER OR OWNERS REPRESENTATIVE. NONCONFORMING PLANTS WILL BE REJECTED AT CONTRACTORS EXPENSE. D. COMPLY WITH SIZING AND GRADING STANDARDS OF THE LATEST EDITION OF 'AMERICAN STANDARD FOR NURSERY STOCK'. A PLANT SHALL BE
- DIMENSIONED AS IT STANDS IN ITS NATURAL POSITION. NONCONFORMING PLANTS WILL BE REJECTED AT CONTRACTORS EXPENSE. E. ALL PLANTS SHALL BE LOCALLY GROWN UNDER CLIMATIC AND SOIL CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
- F. STOCK FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE INDICATED. LARGER STOCK IS ACCEPTABLE WITHIN REASON, AT NO ADDITIONAL COST TO OWNER. ROOT SYSTEMS MUST MEET ANLA STANDARDS AS SPECIFIED. PLANTS SHOULD NOT BE ALTERED BY PRUNING OR OTHER MEANS TO MEET SPECIFICATIONS.
- G. PROVIDE 'SPECIMEN' PLANTS WITH A SPECIAL HEIGHT, SHAPE OR CHARACTER OF GROWTH. SPECIMEN TREES OR SHRUBS MAY BE TAGGED AT THE SOURCE OF SUPPLY. THE OWNER'S REPRESENTATIVE MAY CHOOSE TO INSPECT SPECIMEN SELECTIONS AT THE SOURCE OF SUPPLY FOR SUITABILITY AND ADAPTABILITY TO SELECTED LOCATION. WHEN SPECIMEN PLANTS CANNOT BE PURCHASED LOCALLY, PROVIDE SUFFICIENT PHOTOGRAPHS OF THE PROPOSED SPECIMEN PLANTS FOR APPROVAL IF SO REQUESTED. NO 'PARK GRADE' MATERIAL WILL BE ACCEPTED.
- H. PLANTS MAY BE INSPECTED AND APPROVED AT THE PLACE OF GROWTH, FOR COMPLIANCE WITH SPECIFICATION REQUIREMENTS FOR QUALITY, SIZE AND VARIETY.

CONTINUE SECTION 0002 TREE AND SHRUB PLANTING

1.03 SUBMITTALS

- A. SUBMIT THE FOLLOWING MATERIAL SAMPLES, IF REQUESTED: . MULCH -BULK OR BAGGED.
- . DECORATIVE STONE OR GRAVEL -BAG OR BULK
- B. SUBMIT THE FOLLOWING MATERIALS CERTIFICATION, IF REQUESTED: I. TOPSOIL SOURCE AND PH VALUE.
- . PEAT MOSS, COMPOST, OR OTHER ORGANIC SOIL AMENDMENTS
- 3. PLANT FERTILIZER.

1.04 DELIVERY, STORAGE, AND HANDLING

- A. DELIVER FERTILIZER MATERIALS IN ORIGINAL, UNOPENED AND UNDAMAGED CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. STORE IN MANNER TO PREVENT WETTING AND DETERIORATION.
- B. TAKE ALL PRECAUTIONS CUSTOMARY IN GOOD NURSERY PRACTICE TO PREPARE PLANTS FOR TRANSPORT. WORKMANSHIP, WHICH FAILS TO MEET THE HIGHEST STANDARDS, WILL BE REJECTED. SPRAY DECIDUOUS PLANTS IN FOLIAGE WITH AN APPROVED ANTI- DESICCANT IMMEDIATELY BEFORE DIGGING TO PREVENT DEHYDRATION WHEN IN LEAF. DIG, PACK, TRANSPORT, AND HANDLE PLANTS WITH CARE TO ENSURE PROTECTION AGAINST
- INJURY.
- C. COVER PLANTS TRANSPORTED ON OPEN VEHICLES WITH A PROTECTIVE COVERING TO PREVENT WINDBURN. D. MOISTEN ALL BURLAP ROOT BALL BEFORE TRANSPORTING. PREVENT SURFACE FROM DRYING DURING TRANSPORTING

1.05 PROJECT CONDITIONS

- A. WORK NOTIFICATION: NOTIFY OWNERS REPRESENTATIVE AT LEAST TWO (2) WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIAL B. PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY LANDSCAPING OPERATIONS. CALL BIT TO MARK
- UNDERGROUND UTILITIES A MINIMUM OF 48 HOURS BEFORE DIGGING. C. A COMPLETE LIST OF PLANTS, INCLUDING A SCHEDULE OF SIZES, QUANTITIES, AND OTHER REQUIREMENTS IS SHOWN ON THE DRAWINGS. IN THE EVENT THAT QUANTITY DISCREPANCIES OR MATERIAL OMISSIONS OCCUR IN THE PLANT MATERIALS LIST, THE PLANTING PLANS SHALL GOVERN. PAYMENT SHALL BE BASED ON ACTUAL INSTALLED PLANT COUNT.

1.06 WARRANTY

- A. WARRANT PLANT MATERIAL TO REMAIN ALIVE AND BE IN A HEALTHY, VIGOROUS CONDITION FOR A PERIOD OF ONE (I) YEAR AFTER ACCEPTANCE, PROVIDED PLANTS ARE GIVEN PROPER CARE BY OWNER DURING THIS PERIOD. . CONTRACTOR TO CALL FOR FINAL INSPECTION OF PLANTS.
- 2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSPECT THE WATERING, CULTIVATION AND OTHER MAINTENANCE OPERATIONS PERFORMED BY THE OWNER DURING THE WARRANTY PERIOD. 3. ANY METHODS OR PRACTICES, WHICH THE CONTRACTOR CONSIDERS UNGATISFACTORY AND NOT IN ACCORD WITH STANDARD HORTICULTURAL
- PRACTICES SHALL BE REPORTED TO THE OWNER IN WRITING. B. REMOVE AND IMMEDIATELY REPLACE ALL PLANTS, AS DETERMINED BY THE OWNERS REPRESENTATIVE, TO BE UNSATISFACTORY DURING THE
- INITIAL PLANTING INSTALLATION. . REPLACE ONCE, IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS, ALL PLANTS THAT ARE DEAD OR, AS DETERMINED BY OWNER'S REPRESENTATIVE, ARE IN A SEVERELY UNHEALTHY CONDITION WITHIN WARRANTY PERIOD. REPLACEMENTS TO BE INSTALLED AT NEXT BEST PLANTING SEASON.
- D. WARRANTY SHALL NOT INCLUDE DAMAGE OR LOSS OF TREES, PLANTS, OR GROUND COVERS CAUSED BY FIRES, FLOODS, DROUGHT, FREEZING RAINS, LIGHTNING STORMS, OR WINDS OVER 75 MILES PER HOUR, WINTER KILL CAUSED BY EXTREME COLD AND SEVERE WINTER CONDITIONS NOT TYPICAL OF PLANTING AREAS; ACTS OF VANDALISM, ANIMAL DESTRUCTION OR NEGLIGENCE ON THE PART OF THE OWNER. ANY REPLACEMENT ATTRIBUTED TO THESE CAUSES MUST BE IN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

2.01 MATERIALS

- A. PLANTG: PROVIDE PLANTS TYPICAL OF THEIR SPECIES OR VARIETY; WITH NORMALLY DEVELOPED BRANCHES AND VIGOROUS ROOT SYSTEMS. PROVIDE ONLY SOUND, HEALTHY, VIGOROUS PLANTS FREE FROM DEFÉCTS, DISFIGURING KNOTS, SUNSCALD INJURIES, FROST CRACKS, ABRASIONS OF THE BARK, PLANT DISEASES, INSECT EGGS, BORERS, AND ALL FORMS OF INFESTATION. I. DIG BALLED AND BURLAPPED PLANTS WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH AS NECESSARY FOR FULL
- RECOVERY OF THE PLANT. PROVIDE BALL SIZES COMPLYING WITH THE LATEST EDITION OF THE 'AMERICAN STANDARD FOR NURSERY STOCK'. CRACKED OR MUSHROOMED BALLS ARE NOT ACCEPTABLE. 2. CONTAINER-GROWN STOCK SHALL HAVE GROWN IN A CONTAINER FOR SUFFICIENT LENGTH OF TIME FOR THE ROOT SYSTEM TO HAVE DEVELOPED TO HOLD ITS SOIL TOGETHER, FIRM AND WHOLE.
- A. NO PLANTS SHALL BE LOOSE IN THE CONTAINER.
- . CONTAINER STOCK SHALL NOT BE POT BOUND. . IF THE USE OF LARGER THAN SPECIFIED PLANTS IS ACCEPTABLE, INCREASE THE SPREAD OF ROOTS OR ROOT BALL IN PROPORTION TO THE SIZE OF THE PLANT. 4. THE HEIGHT OF THE TREES, MEASURED FROM THE CROWN OF THE ROOTS TO THE TOP OF THE TOP BRANCH, SHALL NOT LESS THAN THE MINIMUM SIZE AND VARIETY DESIGNATED IN THE PLANT LIST AND ACCORDING TO THE ANLA STANDARDS FOR NURSERY STOCK. 5. SHRUBS AND SMALL PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST AND BE IN ACCORDANCE. WITH ANLA STANDARDS.

2.02 ACCESSORIES

- A. TOPSOIL FOR PLANTING BEDS: FERTILE, FRIABLE, NATURAL TOPSOIL WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, OBTAINED FROM A WELL-DRAINED ARABLE SITE, REASONABLY FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS, WITH ACIDITY RANGE OF BETWEEN PH 5.5 TO 6.0 AND BE TYPICAL OF THE AREA. I. IDENTIFY SOURCE LOCATION OF TOPSOIL PROPOSED FOR USE ON THE PROJECT.
- PROVIDE TOPSOIL FREE OF SUBSTANCES HARMFUL TO THE PLANTS WHICH WILL BE GROWN IN THE SOIL. B. PEAT MOGS: BROWN TO BLACK IN COLOR, WEED AND SEED FREE GRANULATED RAW PEAT OR BALED PEAT, CONTAINING NOT MORE THAN 9% MINERAL ON A DRY BASIS. C. ORGANIC MATTER - ORGANIC MATTER CAN BE FROM PEAT MOSS, COMPOST, OR LOCALLY AVAILABLE ORGANIC WASTE. ORGANIC MATTER SHOULD BE WELL COMPOSTED, FREE FROM DEBRIS, WEED SEEDS, AND INSECTS OR DISEASES WHICH MAY BE HARMFUL TO THE INTENDED PLANTING.
- D. MULCH: DARK PREMIUM GRADE, DOUBLE PROCESSED SHREDDED HARDWOOD UNLESS OTHERWISE APPROVED BY OWNERS REPRESENTATIVE. E. FERTILIZER: 1. PLANT FERTILIZER: COMMERCIAL TYPE APPROVED BY THE OWNERS REPRESENTATIVE, CONTAINING 10% NITROGEN, 10% PHOSPHORIC ACID AND 10%
- POTAGH BY WEIGHT OR EQUIVALENT IN A SLOW RELEASED GRANULAR FORM. F. PRE EMERGENT HERBICIDE: TREFLAN, RONSTAR-G OR APPROVED EQUIVALENT APPLIED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS TO ALL PLANT BED AREAS UNLESS OTHERWISE INDICATED. G. ANTI-DESICCANT: PROTECTIVE FILM EMULSION PROVIDING A PROTECTIVE FILM OVER PLANT SURFACES; PERMEABLE TO PERMIT TRANSPIRATION.
- MIXED AND APPLIED IN ACCORDANCE WITH MANUFACTURER*S INSTRUCTIONS. H. WATER: HOSES OR OTHER METHODS OF TRANSPORTATION TO BE FURNISHED BY CONTRACTOR. WATER TO BE PROVIDED BY THE OWNER AT THE SITE. I. STAKES FOR STAKING: HAROWOOD, 2" X 2" 6-8'LONG 2X4 PINE IS PERMISSIBLE. . STAKES FOR GUYING: HAROWOOD, 2" X 2" X 24" LONG OR 'DUCKBILL' OR 'SPEED STAKE'EARTH ANCHORS.
- K. GUYING/STAKING WIRE: 12– OR 14–GAUGE GALVANIZED WIRE. , TURNBUCKLES: GALVANIZED STEEL OF SIZE AND GAUGE REQUIRED TO PROVIDE TENSILE STRENGTH EQUAL TO THAT OF THE WIRE. TURNBUCKLE OPENINGS SHALL BE AT LEAST 3 . STAKING AND GUYING HOSE: TWO-PLY, REINFORCED GARDEN HOSE NOT LESS THAN 1/2" INSIDE DIAMETER. SHALL BE UNIFORM IN COLOR.
- M. PLASTIC GUY MATERIAL NO LEGS THAN 1/4". SHALL BE UNIFORM IN COLOR AND LEVEL AS APPLIED. N. TWINE: TWO-PLY JUTE MATERIAL.
- O. WEED CONTROL BARRIER: 'IF INDICATED' ROT RESISTANT POLYPROPYLENE FABRIC OR EQUIVALENT, WATER AND AIR PERMEABLE.

PART 3 EXECUTION

3.01 INSPECTION

3.02 PREPARATION

- BEGINNING IN THE SPRING.
- OWNER'S APPROVAL
- QUALIFIED SUPERVISOR.

3.03 INSTALLATION

- FOLLAGE
- WRAPPING SHOULD BE DONE ONLY ON AN AS NEED BASIS.
- SEE STAKING DETAILS ON THE DRAWINGS
- G. PRUNING:

3.04 MAINTENANCE

3.05 ACCEPTANCE

3.06 CLEANING

END OF SECTION 0002

- UNIFORM FINISHED SURFACE.
- MULCH PERENNIAL BEDS 2- 3" DEEP
- . STAKING/GUYING (IF NEEDED)

- H. EXISTING PLANT RELOCATION:

- 4. WATER ALL PLANT MATERIAL AS NECESSARY .

- AND INSTALLATION REQUIREMENTS
- HEALTHY, VIGOROUS CONDITION.

A. EXAMINE PROPOSED PLANTING AREAS AND CONDITIONS BEFORE INSTALLATION. DO NOT START PLANTING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

A. COORDINATION AND SCHEDULING - TIME OF PLANTING COORDINATE INSTALLATION OF PLANTING MATERIALS DURING NORMAL PLANTING SEASONS FOR EACH TYPE OF PLANT MATERIAL REDUIRED. NORMAL SEASONS FOR THE INSTALLATION OF PLANT MATERIAL SHALL BE AS FOLLOWS: I. SPRING PLANTING: PERFORM FROM TIME SOIL BECOMES WORKABLE TO JUNE 15. INSTALL EVERGREEN TREES PRIOR TO NEW GROWTH FALL PLANTING: PERFORM FROM SEPTEMBER I TO NOVEMBER IS. PERENNIALS AND GROUND COVERS SHALL BE COMPLETED BY OCTOBER IS. 3. SUMMER PLANTING: PLANTING PERFORMED BETWEEN JUNE 15 AND AUGUST 31, SHALL BE CONSIDERED UNSEASONABLE AND WILL REQUIRE

B. PLANTING SHALL BE PERFORMED ONLY BY EXPERIENCED WORKMEN FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A

C. LOCATE PLANTS AS INDICATED ON DRAWINGS. IF OBSTRUCTIONS ARE ENCOUNTERED THAT ARE NOT SHOWN ON THE DRAWINGS, DO NOT PROCEED WITH PLANTING OPERATIONS UNTIL OWNER'S REPRESENTATIVE HAS SELECTED ALTERNATE PLANT LOCATIONS.

D. EXCAVATE CIRCULAR PLANT PITS WITH VERTICAL SIDES, EXCEPT FOR PLANTS SPECIFICALLY INDICATED TO BE PLANTED IN BEDS. PROVIDE SHRUB PITS AT LEAST TWICE AS WIDE AS THE ROOT SYSTEM AND 24" GREATER FOR TREES. DEPTH OF PIT SHALL BE NO GREATER THAN THE ROOT BALL DEPTH. SCARIFY BOTTOM OF THE PIT. REMOVE EXCESS EXCAVATED MATERIALS FROM THE SITE.

E. PLANTING MIXTURE FOR USE AROUND THE BALLS AND ROOTS OF TREES AND SHRUBS SHALL CONSIST OF FIVE (5) PARTS EXISTING SOIL TO ONE (I) PART PEAT MOSS AND LO. PLANT FERTILIZER FOR EACH CUBIC YARD OF MIXTURE OR EQUIVALENT. BAGGED BARK PROFESSIONAL MIXES ARE AN EQUIVALENT SUBSTITUTE FOR PEAT MOSS.

A. SET PLANT MATERIAL IN THE PLANTING PIT TO PROPER GRADE AND ALIGNMENT. SET PLANTS UPRIGHT, PLUM AND FACED TO GIVE THE BEST APPEARANCE OR RELATIONSHIP TO EACH OTHER OR ADJACENT STRUCTURE. SET PLANT MATERIAL NO LOWER THAN THE FINISH GRADE OR 2"-3" ABOVE FINISHED GRADE. NO FILLING WILL BE PERMITTED AROUND TRUNKS OR STEMS. BACK FILL THE PIT WITH EXISTING SOIL OR APPROVED TOP SOIL OR MIX. FORM A RING OF SOIL AROUND THE EDGE OF EACH PLANTING PIT TO RETAIN WATER.

B. AFTER PLANTS ARE SET, MUDDLE PLANTING SOIL MIXTURE AROUND BASES OF BALLS AND FILL ALL VOIDS. I. REMOVE ALL SYNTHETIC BURLAP AND ROPES, AND WIRES FROM THE COLLAR OF BALLS.

C. SPACE PLANIS IN ACCORDANCE WITH SCALED DRAWINGS.

D. WATERING: WATER PLANTING THOROUGHLY TO PULL SOILS AGAINST ROOT BALL AND SETTLE AIR POCKETS. ADDITIONAL SOIL MAY BE NEEDED, WATER AGAIN TO ENSURE COMPLETE COMPACTION.

E. MULCHING: TREES AND SHRUBS SHALL HAVE MULCH APPLIED IMMEDIATELY AFTER PLANTING. AFTER WATERING, RAKE MULCH TO PROVIDE A I. MULCH TREES AND SHRUBS WITH REQUIRED MULCHING MATERIAL 3-4"

3. MULCH GROUND COVER BEDS TO A DEPTH OF 1-2" (NO MORE THAN 2") BEFORE INSTALLING GROUNDCOVER PLANTS. BRUSH MULCH OFF OF F. WRAPPING, GUYING, STAKING: IT IS THE CONTRACTORS TO OPTION TO STAKE TREES, BUT HIS RESPONSIBILITY TO ASSURE PLANTS REMAIN PLUMB UNTIL END OF THE GUARANTEE PERIOD.

A. STAKE/GUY SHOULD ONLY BE USED WHEN TREES ARE LOOSE OR WEAK STEMMED.

I. REMOVE OR CUT BACK BROKEN, DAMAGED AND ASYMMETRICAL GROWTH OF NEW WOOD. 2. UNLESS OTHERWISE DIRECTED, PRUNE EVERGREENS ONLY TO REMOVE BROKEN OR DAMAGED BRANCHES.

I. TRANSPLANT TREES AND SHRUBS DESIGNATED FOR RELOCATION TO LOCATIONS SHOWN ON THE DRAWINGS. PRUNE, DIG, BALL AND BURLAP, MOVE AND PLANT IN ACCORDANCE WITH SPECIFIED TREE PLANTING REDUIREMENTS. 2. PRUNE, DIG, BALL AND BURLAP, AND MOVE DESIGNATED TREES FOR RELOCATION TO THE DESIGNATED PLANT STORAGE AREA FOR HEELING-IN OF MATERIALS UNTIL FINAL PLANTING AREAS ARE PREPARED, IF REQUIRED. A. MAINTAIN PLANTS IN STORAGE AREAS BY BRACING PLANTS IN VERTICAL POSITION AND SETTING BALLS IN AN ENCLOSED BERM OF TOPSOIL OR BARK. WATER AS REQUIRED TO MAINTAIN ADEQUATE ROOT MOISTURE.

B. RE-BURLAP PLANT BALLS IF REQUIRED BEFORE FINAL TRANSPLANTING OPERATIONS. . MOVE TO FINAL LOCATIONS SHOWN ON THE DRAWINGS AND PLANT IN ACCORDANCE WITH SPECIFIED TREE PLANTING REQUIREMENTS. 3. TRANSPLANTS ARE NOT UNDER WARRANTY UNLESS INDICATED.

A. MAINTENANCE OF INSTALLED AND ACCEPTED PLANTINGS WILL BE PERFORMED BY THE OWNER. B. CONTRACTOR'S MAINTENANCE SHALL INCLUDE PRUNING, CULTIVATING, WEEDING, WATERING, AND APPLICATION OF APPROPRIATE INSECTICIDES AND FUNGICIDES NECESSARY TO MAINTAIN PLANTS FREE OF INSECTS AND DISEASE UNTIL ACCEPTANCE. I. RE-SET SETTLED PLANTS TO PROPER GRADE AND POSITION. RESTORE PLANTING SAUCER AND ADJACENT MATERIAL AND REMOVE DEAD MATERIAL. TIGHTEN AND REPAIR GUY WIRES AND STAKES AS REQUIRED, ONLY IF ORIGINALLY NEEDED. CORRECT DEFECTIVE WORK AS SOON AS POSSIBLE AFTER DEFICIENCIES BECOME APPARENT AND WEATHER AND SEASON PERMIT.

A. PLANTED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS B. INSPECTION UPON CONTRACTORS REQUEST TO DETERMINE ACCEPTANCE OF PLANTED AREAS WILL BE MADE BY THE OWNER'S REPRESENTATIVE. I. PLANTED AREAS WILL BE ACCEPTED PROVIDED ALL REQUIREMENTS HAVE BEEN COMPLIED WITH AND PLANT MATERIALS ARE ALIVE AND IN A C. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER'S REPRESENTATIVE AND THE CONTRACTOR. D. UPON ACCEPTANCE, THE OWNER WILL ASSUME PLANT MAINTENANCE.

A. PERFORM CLEANING DURING INSTALLATION AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, SOIL, DEBRIS, AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM PLANTING OPERATIONS.

Landscape Plans Prepared By:

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REGISTERED STATE OF ILLINOIS PROFESSIONAL ANDISCAPE ARCHITECT 2024
RETAIL PETROLEUM FACILITY SEC LaGRANGE RD & 183rd STREET TINLEY PARK, ILLINOIS 60487 GAS N WASH
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LANDSCAPE SPECIFICATIONS

SECTION 0003 PERENNIALS - ORNAMENTAL GRASSES - GROUNDCOVER PLANTING

PART I GENERAL 1.01 DESCRIPTION

A. PROVIDE PERENNIALS, ORNAMENTAL GRASSES AND GROUND COVERS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:

- SOIL PREPARATION. PERENNIAL, ORNAMENTAL GRASSES AND GROUNDCOVERS.
- PLANTING MIXES. MULCH AND PLANTING ACCESSORIES.
- B. RELATED WORK:
- . SECTION 00000: EARTHWORK. SECTION 00004: SEEDING.
- 3. SECTION 00005: SODDING. 4. SECTION 00002: TREE AND SHRUB PLANTING.

1.02 QUALITY ASSURANCE

- A. COMPLY WITH SECTION COOOL REQUIREMENTS. COMPLY WITH SECTION 00002 WHEN APPLICABLE.
- B. LANDSCAPE CONTRACTORS SHALL PROVIDE STOCK TRUE TO BOTANICAL NAME AND LEGIBLY TAGGED. DO NOT SUBSTITUTE WITHOUT
- PERMISSION OF LANDSCAPE ARCHITECT. C. COMPLY WITH SIZING AND GRADING STANDARDS OF THE LATEST EDITION OF 'AMERICAN STANDARD FOR NURSERY STOCK'. A PLANT SHALL
- BE DIMENSIONED AS IT STANDS IN ITS NATURAL POSITION. I. SPECIFIED POT SIZES AND PLANT GRADES SHOULD COMPLY WITH THE STANDARDS ACCEPTED BY THE ANLA. THESE
- STANDARDS LIST MINIMUM DIMENSIONS FOR CONTAINERS IN VARIOUS CLASSES AND DEFINE MINIMUM STANDARDS FOR BARE ROOT LINERS, DIVISIONS, AND FIELD CLUMPS.
- D. ALL PLANTS SHALL BE LOCALLY GROWN UNDER CLIMATIC AND SOIL CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
- E. STOCK FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE INDICATED. LARGER STOCK IS ACCEPTABLE WITHIN REASON, AT NO ADDITIONAL COST TO OWNER. ROOT SYSTEMS MUST MEET ANLA STANDARDS AS SPECIFIED. PLANTS SHOULD NOT BE ALTERED BY PRUNING OR OTHER
- MEANS TO MEET SPECIFICATIONS F. PLANTS MAY BE INSPECTED AND APPROVED AT THE PLACE OF GROWTH, FOR COMPLIANCE WITH SPECIFICATION REQUIREMENTS FOR QUALITY, SIZE AND VARIETY.

1.03 SUBMITTALS

- A. AFTER PREPARATION, A SAMPLE OF THE PLANTING SOIL SHALL BE SUBMITTED TO THE LANDSCAPE IF REQUESTED, PRIOR TO INSTALLATION OF THE PLANTS. ADDITIONAL ORGANIC MATTER AND PREPARATION MAY BE REQUIRED BASED ON THE PHYSICAL PROPERTIES OF THE SAMPLE SUBMITTED A SEPARATE SAMPLE FROM EACH PLANTING BED SHALL BE SUBMITTED IF REQUESTED.
- B. A SAMPLE OF THE ORGANIC MATTER SPECIFIED SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO USE. A LABORATORY ANALYSIS MAY BE REQUESTED IF DEEMED NECESSARY.
- C. PRIOR TO USE, LABELS OF ALL SOIL AMENDMENTS SHALL BE INSPECTED BY THE LANDSCAPE ARCHITECT TO VERIFY COMPLIANCE WITH THE DESIGN SPECIFICATIONS. SAMPLES MAY BE REQUESTED FOR LABORATORY ANALYSIS. D. EACH SEPARATELY CONTAINERIZED PLANT BROUGHT TO THE SITE SHALL BE LABELED WITHIN REASON. FLATS OF THE SAME PLANTS MAY HAVE ONE LABEL PER FLAT. EACH BUNDLE OF BARE ROOT PLANTS SHALL BE LABELED. THESE LABELS MUST SHOW THE BOTANICAL NAME OF THE
- PLANT. THE LANDSCAPE ARCHITECT SHALL INSPECT THE LABELS, CONTAINER SIZES, AND DIVISION SIZES OF BARE ROOT PLANTS FOR COMPLIANCE TO THE DESIGN SPECIFICATIONS PRIOR TO PLANTING. THE LANDSCAPE ARCHITECT SHALL ALSO VERIFY THAT THE PLANTS DELIVERED TO THE SITE ARE LABELED TRUE TO NAME. UPON ACCEPTANCE OF THE PLANTS BY THE OWNER, THE LANDSCAPE CONTRACTOR SHALL PROVIDE WRITTEN MAINTENANGE PROGEDURES FOR MAINTENANGE OF THE PLANTS.
- E. FOLLOWING THE INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE LANDSCAPE ARCHITECT WITH A COPY OF THE ORIGINAL PLAN NOTING ANY SITE ADJUSTMENTS TO THAT ORIGINAL PLAN

PART 2 PRODUCTS

2.01 MATERIALS

- A. PLANTS: PROVIDE PLANTS TYPICAL OF THEIR SPECIES OR VARIETY; WITH NORMALLY DEVELOPED HABIT AND VIGOROUS ROOT SYSTEMS. PROVIDE ONLY SOUND, HEALTHY, VIGOROUS PLANTS FREE FROM DEFECTS, SUNSCALD INJURIES, PLANT DISEASES, INSECT EGGS, AND ALL
- FORMS OF INFESTATION. I. CONTAINER-GROWN STOCK SHALL HAVE GROWN IN A CONTAINER FOR SUFFICIENT LENGTH OF TIME FOR THE ROOT SYSTEM TO HAVE DEVELOPED TO HOLD ITS SOIL TOGETHER, FIRM AND WHOLE.
- A. NO PLANTS SHALL BE LOOSE IN THE CONTAINER B. CONTAINER STOCK SHALL NOT BE POT BOUND.
- 2. IF THE USE OF LARGER THAN SPECIFIED PLANTS IS ACCEPTABLE, INCREASE THE SPREAD OF ROOTS OR CONTAINER SIZE IN PROPORTION TO
- THE SIZE OF THE PLANT. 3. PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST AND BE IN ACCORDANCE WITH ANLA STANDARDS.

2.02 PLANT SPECIFICATIONS

- A. PERENNIAL AND GROUNDCOVER PLANTS ARE SPECIFIED FOR DESIGN BY THE CONTAINER CLASS AND SIZE (I.E. 2" SQUARE CONTAINER OR I QUART CONTAINER, ETC.) OR, IF BARE ROOT, BY GRADE AS ACCEPTED BY ANLA STANDARDS FOR NURSERY STOCK AND THE PRODUCTION TRADE (I.E. I-EYE DIVISION, 2-3 EYE DIVISION, FIELD CLUMP, ETC.).
- B. PERENNIÀLS ARE SPECIFIED BY TYPE: . CONTAINER-GROWN - GROWN TO A SPECIFIED SIZE IN A CONTAINER.
- BARE ROOT PURCHASED FREE OF ANY GROWING MEDIUM REGARDLESS OF GROWING METHOD. 3. FIELD-POTTED - FIELD-GROWN PLANTS WHICH ARE POTTED FOR DELIVERY AS THEY ARE DUG FROM THE FIELD.

2.03 SOIL REQUIREMENTS

DEPENDING ON EXISTING CONDITIONS OF TOPSOIL ONSITE, REQUIRED SOIL MIX MAY BE PREPARED ONSITE THROUGH MANUAL AND MECHANICAL MEANS, OR IN THE EVENT EXISTING SOIL IS IN UNACCEPTABLE CONDITION AND MAKEUP, NEW TOPSOIL OR A COMPLETE MIX TO BE INSTALLED AFTER EXISTING SOIL IS EXCAVATED TO PROPER DEPTH AND REMOVED / DISPOSED OFFSITE. FINAL SOIL COMPOSITION IN PERENNIAL, ORNAMENTAL GRASS AND GROUNDCOVER BEDS TO BE

- 40% TOPSOIL, 30% ORGANIC MATTER, 30% COARGE SAND, PLUS I LO. FERTILIZER PER CUBIC YARD OF SOIL MIX
- A. SOIL FOR PERENNIAL BEDS SHOULD BE ROTOTILLED & INCHES DEEP MINIMUM. GROUNDCOVER BEDS AT 6" MINIMUM UNLESS OTHERWISE NOTED. TOP SOIL SHOULD BE DRY, LOOSE, AND FREE OF DEBRIS. WHERE HARDPAN EXISTS BENEATH THE PREPARED BED, DEEPER PREPARATION MAY BE SPECIFIED. ADDITIONALLY, THE LANDSCAPE CONTRACTOR SHOULD IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT IF ANY BEDS DO NOT DRAIN PROPERLY. BAGGED BARK PROFESSIONAL MIXES ARE AN EQUIVALENT SUBSTITUTE FOR PEAT MOSS.

2.04 AMENDMENTS

- A. TOPSOIL: TOPSOIL FOR PLANTING BEDS: FERTILE, FRIABLE, NATURAL TOPSOIL WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, OBTAINED FROM A WELL-DRAINED ARABLE SITE, REASONABLY FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS, WITH ACIDITY RANGE OF BETWEEN PH 5.5 TO 6.0 AND BE TYPICAL OF THE AREA. I.IDENTIFY SOURCE LOCATION OF TOPSOIL PROPOSED FOR USE ON THE PROJECT.
- 2. PROVIDE TOPSOIL FREE OF SUBSTANCES HARMFUL TO THE PLANTS WHICH WILL BE GROWN IN THE SOIL.
- B. ORGANIC MATTER ORGANIC MATTER CAN BE FROM PEAT MOSS, COMPOST, OR LOCALLY AVAILABLE ORGANIC WASTE. ORGANIC MATTER SHOULD BE WELL COMPOSTED, FREE FROM DEBRIS, WEED SEEDS, AND INSECTS OR DISEASES WHICH MAY BE HARMFUL TO THE INTENDED PLANTING
- C. FERTILIZERS: TO BE DELIVERED TO THE JOB SITE IN THEIR ORIGINAL PACKAGING WITH LEGIBLE, INTACT LABELS INDICATING NUTRIENT CONTENT AND SOURCE. LABELS SHOULD BE CHECKED PRIOR TO USE AND A SAMPLE MAY BE REQUESTED FOR LABORATORY ANALYSIS. I. COMMERCIAL TYPE APPROVED BY THE OWNER'S REPRESENTATIVE, CONTAINING IO% NITROGEN, IO% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT OR EQUIVALENT IN A SLOW RELEASED GRANULAR FORM.
- D. COARSE SAND: GRADATION FA-2

PART 3 EXECUTION

3.01 PRE-PLANTING AND POST-PLANTING INSTRUCTIONS

- A. PRE-PLANTING. I. PLANTS SHALL BE BROUGHT TO THE SITE THE DAY THEY ARE TO BE INSTALLED, IF POSSIBLE. IF SITUATIONS ARISE WHERE EARLIER DELIVERY CANNOT BE AVDIDED OF IF PLANTING IS DELAYED AFTER THE PLANTS HAVE BEEN DELIVERED, THEY SHALL BE STORED WHERE THEY CAN BE PROPERLY WATERED, SHELTERED FROM DIRECT SUNLIGHT, AND PROTECTED FROM MECHANICAL DAMAGE BY CONSTRUCTION EQUIPMENT, ANIMALS, ETC. IF STORAGE NEEDS TO BE MORE THAN TWO DAYS, THE PLANTS SHALL BE SEPARATED FAR ENOUGH FROM EACH OTHER TO PROVIDE GOOD AIR CIRCULATION TO THEIR TOPS, REDUCING THE RISK OF FUNGUS. BARE ROOT PLANTS WHICH MUST BE HELD
- SHALL BE HEALED-IN WHERE THEY CAN BE WATERED AS NEEDED. ALL PLANTS SHALL BE WATERED THOROUGHLY AND ALLOWED TO DRAIN PRIOR TO PLANTING. . WHILE PLANTING, BARE ROOT PLANTS MUST BE PROTECTED FROM HOT SUN AND DRYING WIND BY SHADING THEM WITH BURLAP, LANDSCAPE
- FABRIC, STRAW OR OTHER BREATHABLE MATERIAL. PLASTIC IS UNACCEPTABLE. CONTAINERIZED PLANTS MUST BE LEFT IN THEIR CONTAINERS UNTIL EACH IS PLANTED. THEY SHALL NOT BE REMOVED FROM THE CONTAINERS TO BE LAID OUT ON THE BED WHERE SUN AND WIND WILL DAMAGE THE ROOTS PRIOR TO PLANTING. 4. ANY DEAD OR DAMAGED PLANT PARTS SHALL BE REMOVED FROM THE PLANTS UPON PLANTING.
- 5. SPACING: SPACE GROUNDCOVERS AND PERENNIALS IN ACCORDANCE WITH DESIGNATED AREAS ON DRAWINGS. IN CASE OF AREA SIZE DISCREPANCIES, A TIGHTER SPACING IS PREFERRED. B. POST-PLANTING
- MULCH: WHERE MULCHING IS SPECIFIED, THE MULCH MUST BE PULLED AWAY FROM THE STEMS AND CROWNS OF PERENNIALS AND GROUNDCOVERS TO REDUCE THE OCCURRENCE OF ROT OR RODENT DAMAGE. MULCH THICKNESS IN BED AREAS SHOULD BE 2-3" FOR PERENNIALS AND 1-2" FOR GROUNDCOVERS. 2. PERENNIAL AND GROUNDCOVER BED AREAS TO BE THOROUGHLY WATERED IMMEDIATELY AFTER INSTALLATION AND CLEANUP.

3.02 MAINTENANCE

- A. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF THE PERENNIALS FROM THE TIME THEY ARE BROUGHT ONTO THE JOB SITE UNTIL THEY ARE PLANTED AND ACCEPTED BY THE LANDSCAPE ARCHITECT 1. PLANTS SHALL BE WATERED OFTEN ENOUGH TO PREVENT WILTING PRIOR TO PLANTING. AFTER PLANTING, THEY SHALL BE WATERED INITIALLY TO SETTLE THE SOIL, THEN TO PREVENT WILTING AND TO ALLOW THEM TO BECOME ESTABLISHED ON THE SITE.
- 2. THE BEDS SHALL BE FREE OF WEEDS AT PLANTING TIME AND SHALL BE MAINTAINED WEED FREE BY THE CONTRACTOR UNTIL THE PLANTING IS ACCEPTED BY THE CLIENT. 3. SHOULD INSECTS OR DISEASES ATTACK THE PLANTS AFTER INSTALLATION AND PRIOR TO ACCEPTANCE OF THE PLANTING, APPROPRIATE
- PESTICIDES SHALL BE PROPERLY APPLIED TO CORRECT THE SITUATION. 4. THE BEDS SHOULD BE CHECKED REGULARLY FOR SOIL SETTLING WHICH MAY EXPOSE THE ROOT BALLS OR OTHERWISE ENDANGER THE HEALTH
- OF THE PLANTING. SHOULD THIS OCCUR, THE CONTRACTOR SHALL CORRECT THE SETTLING PROBLEMS. 5. NEWLY PLANTED PERENNIALS AND GROUNDCOVERS MAY BE HEAVED OUT OF THE GROUND BY ALTERNATE FREEZES AND THAWS. SHOULD THIS OCCUR PRIOR TO ACCEPTANCE OF THE PLANTING, THE CONTRACTOR SHALL RE-SET THOSE AFFECTED PLANTS
- 6. ANY NOTED DEFECTS, SUCH AS REVERSIONS, ERRANT GROWTH OR COLOR NOT TYPICAL FOR THE SPECIES OR CULTIVAR, SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE RECOMMENDATIONS OF THE LANDSCAPE ARCHITECT SHALL BE FOLLOWED TO CORRECT THE SITUATION. RECOMMENDATIONS MAY INCLUDE REMOVAL OF THE ENTIRE PLANT.
- B. THE CLIENT OR THE CLIENT'S ASSIGNED AGENT BECOMES RESPONSIBLE FOR THE MAINTENANCE OF THE PLANTS AFTER THE PLANTING HAS BEEN ACCEPTED BY THE LANDSCAPE ARCHITECT. FAILURE TO PROPERLY MAINTAIN THE PLANTING SHALL VOID ANY WARRANTY. I. THE CLIENT SHALL WATER THE PLANTS TO PREVENT WILTING. THE SCHEDULE WILL VARY WITH THE GROWTH OF THE PLANTS AND PREVAILING. CLIMATE. GENERALLY, NEW PLANTINGS WILL NEED TO RECEIVE I INCH OF WATER PER WEEK. A RAIN GAUGE SHOULD BE PLACED IN THE PLANTING TO CATCH BOTH KAINFALL AND IKKIGATION WATEK TO VEKIFY THE AMOUNT OF APPLICATION.
- 2. THE CLIENT SHALL PROPERLY PINCH, PRUNE, AND DEADHEAD THE HERBACEOUS PERENNIALS AS NEEDED AND AS REQUIRED TO MEET THE AESTHETIC GOAL OF THE PLANTING. 3. THE CLIENT SHALL MAINTAIN THE PLANTING FREE FROM COMPETING WEEDS.
- 4. THE CLIENT SHALL REGULARLY INSPECT THE PLANTING FOR INSECTS AND DISEASES, NOTIFYING THE LANDSCAPE ARCHITECT OF ANY NOTED OCCURRENCES. IF PESTICIDES ARE DEEMED NECESSARY, THEY SHALL BE APPLIED ACCORDING TO THE MANUFACTURER*S RECOMMENDATIONS. 5. AFTER THE ACCEPTANCE OF THE PLANTING, THE CLIENT IS RESPONSIBLE FOR CORRECTING ANY SETTLING OF THE PLANTING BEDS.
- 6. AFTER ACCEPTANCE, THE CLIENT IS RESPONSIBLE FOR SETTING ANY PLANTS WHICH ARE HEAVED OUT OF THE GROUND IN WHOLE OR IN PART BY CLIMATE CHANGES. 7. UNSATISFACTORY PERFORMANCE OF THE PERENNIALS AND GROUNDGOVERS NOTED BY THE CLIENT AFTER ACCEPTANCE OF THE PLANTING SHOULD IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.

3.03 WARRANTY

ALL PLANTS WILL BE GUARANTEED TO BE TRUE TO NAME AS LABELED AND FREE FROM INSECTS, DISEASES, AND MECHANICAL DAMAGES WHEN DELIVERED TO THE SITE. ALL PLANTS WILL BE GUARANTEED TO RESUME ACTIVE GROWTH IN THE APPROPRIATE SEASON AND TO SURVIVE FOR A MINIMUM OF ONE YEAR AFTER ACCEPTANCE BY THE CLIENT, PROVIDED THE RECOMMENDED MAINTENANCE PROCEDURES ARE FOLLOWED BY THE CLIENT. MAINTENANCE INCLUDES, BUT IS NOT LIMITED TO WATERING, FERTILIZING, MULCHING, PRUNING, PROTECTING FROM UNSEASONABLE WEATHER AND ALL OTHER NORMAL GULTURAL PRACTICES.

END OF SECTION 0003







FINISHED GRADE-





LANDSCAPE SPECIFICATIONS

SECTION 00004

SEED

PART I GENERAL

1.01 DESCRIPTION

- A. PROVIDE SEEDED LAWNS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
- I. SOIL PREPARATION. . SEEDING LAWNS, AND OTHER INDICATED AREAS.
- . MULCHING. 4. RECONDITIONING EXISTING LAWNS.
- B. RELATED WORK:
- I. SECTION 00000: EARTHWORK. SECTION 00004: SODDING.
- SECTION 00002: TREES AND SHRUB PLANTING, 4. SECTION 00003: PERENNIAL, ORNAMENTAL GRASS, GROUNDCOVER PLANTING

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION ODOOI REQUIREMENTS. B. COMPLY WITH ALL ILLINOIS STATE CERTIFICATION SEED STANDARDS.

1.03 DELIVERY, STORAGE, AND HANDLING

A. DELIVER SEED AND FERTILIZER MATERIALS IN ORIGINAL UNOPENED CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. STORE IN SUCH A MANNER TO PREVENT WETTING AND DETERIORATION.

1.04 PROJECT CONDITIONS

- A. WORK NOTIFICATION: NOTIFY OWNER'S REPRESENTATIVE AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF SEEDING OPERATIONS.
- PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SEEDING OPERATIONS. PERFORM SEEDING WORK ONLY AFTER PLANTING AND OTHER WORK AFFECTING GROUND SURFACE HAS BEEN COMPLETED.
- THE OWNER IS RESPONSIBLE FOR RESTRICTING TRAFFIC FROM LAWN AREAS UPON NOTIFICATION OF COMPLETION OF WORK. E. PROVIDE HOSE AND LAWN WATERING EQUIPMENT AS REQUIRED. OWNER TO PROVIDE WATER ON SITE.

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A. THE CONTRACTOR WARRANTIES ALL SEEDED AREAS TO BE INSTALLED ACCORDING TO SPECIFICATIONS, UNTIL ACCEPTED BY OWNER'S REPRESENTATIVE

B. DISCLAIMER - ACTS OF GOD AND OTHER CONDITIONS BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL SUCH AS VANDALISM SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ANY OVER-SEEDING OR RE-GRADING CONTRIBUTED TO THIS MUST BE IN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

MATERIALS

A. LAWN SEED: RECOMMENDATION OF SEED MIX FROM LOCAL EXTENSION SERVICE FOR THAT AREA. FRESH, CLEAN, AND NEW CROP SEED MIXTURE.

- B. SEED TYPE: AS SPECIFIED ON DRAWINGS OR RECOMMENDED FROM LOCAL EXTENSION SERVICE.
- C. FERTILIZER:
- GRANULAR, NON-BURNING PRODUCT COMPOSED OF NOT LESS THAN 50% ORGANIC, SLOW ACTING, GUARANTEED ANALYSIS PROFESSIONAL FERTILIZER. STARTER FERTILIZER CONTAINING 5% NITROGEN, 20% PHOSPHORIC ACID, AND 20% POTAGH BY WEIGHT, OR SIMILAR APPROVED COMPOSITION. D. MULCH: TYPE / METHOD SPECIFIED ON DRAWING
- I. STRAW: CLEAN OAT OR WHEAT STRAW, WELL SEASONED BEFORE BALING, FREE FROM MATURE SEED-BEARING STALKS OR ROOTS OF PROHIBITED OR NOXIOUS WEEDS. SHOULD BE FREE OF ROT AND MILDEW. HYDRO-SEED :CELLION FIBER MULCH OR EQUAL.
- EROSION BLANKET: NORTH AMERICAN GREEN SCI50, CURLEX, OR APPROVED EQUAL. IYPICAL ROLL &'X90')72050' E. WATER: FREE OF SUBSTANCE HARMFUL TO SEED GROWTH. HOSES OR OTHER METHODS OF TRANSPORTATION FURNISHED BY CONTRACTOR. WATER PROVIDED BY OWNER ON SITE.

PART 3 EXECUTION

3.01 INSPECTION

A. EXAMINE FINISH SURFACES, GRADES, TOPSOIL QUALITY, AND DEPTH. DO NOT START SEEDING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED. 1.04 DELIVERY, STORAGE, AND HANDLING

3.02 PREPARATION

- A. LIMIT PREPARATION TO AREAS WHICH WILL BE IMMEDIATELY SEEDED.
- B. LOOSEN TOPSOIL OF LAWN AREAS TO MINIMUM DEPTH OF 3", IF COMPACTED. REMOVE STONES OVER I" IN ANY DIMENSION, STICKS, ROOTS, RUBBISH, AND EXTRANEOUS MATTER.
- C. APPLY FERTILIZER TO INDICATED TURF AREAS AT A RATE EQUAL TO I.O LO. OF ACTUAL NITROGEN PER 1,000 SO. FT. (220 LOS./ACRE)
- D. GRADE LAWN AREAS TO A SMOOTH, FREE-DRAINING, EVEN SURFACE WITH A LOOSE, MODERATELY COARSE TEXTURE.
- E. RESTORE PREPARED AREAS TO SPECIFIED CONDITION IF ERODED, SETTLED, OR OTHERWISE DISTURBED AFTER FINE GRADING AND PRIOR TO SEEDING.

3.03 INSTALLATION

- A. SEEDING: I. SEED IMMEDIATELY AFTER PREPARATION OF BED. SPRING SEEDING BETWEEN APRIL I AND JUNE 15 AND FALL SEEDING BETWEEN AUGUST 15 AND OCTOBER 15, OR AT SUCH OTHER TIMES ACCEPTABLE TO THE OWNER*S REPRESENTATIVE.
- 2. SEED INDICATED AREAS WITHIN CONTRACT LIMITS. AREAS OUTSIDE CONTRACT LIMITS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS
- WILL BE CHARGED ACCORDING TO AREA AND IN ADDITION TO CONTRACT. 3. APPLY SEED WITH A ROTARY OR DROP TYPE DISTRIBUTOR. INSTALL SEED EVENLY BY SOWING EQUAL QUANTITIES IN TWO(2) DIRECTIONS, AT
- RIGHT ANGLES TO EACH OTHER. 4. SOW GRASS SEED AT A RATE RECOMMENDED BY TYPE OF SEED USED. TYPICAL BLUEGRASS BLEND -5 LB. PER 1000 GO'
- INCORPORATE SEED INTO TOP 1/8" OF SOIL AND ROLL.
- B. MULCHING: I. PLACE STRAW, FIBER MULCH, OR EROSION BLANKET ON SEEDED AREAS WITHIN 24 HOURS AFTER SEEDING. 2. (A). PLACE STRAW MULCH UNIFORMLY IN CONTINUOUS BLANKET AT THE RATE OF 2.5 TONS PER ACRES OR 2 BALES PER 1,000 SO. FT. OF AREA. A MECHANICAL BLOWER MAY BE USED FOR STRAW MULCH APPLICATION WHEN ACCEPTABLE TO THE OWNER'S REPRESENTATIVE.
- (B) A CELLULOSE FIBER OR APPROVED EQUAL MAY BE USED IN AQUEOUS MIXTURE AT THE RATE OF 1500 LBS./ACRE.
- 3. SECURE STRAW TO SOIL BY APPROVED METHODS. 4. SECURE EROSION BLANKET TO SOIL AS PER MANUFACTURERS SPECIFICATION.

CONTINUE SECTION 00004 - SEEDING

3.04 RECONDITIONING EXISTING LAWNS

- A. ANALYZE THE CONDITION OF EXISTING TURF AREAS TO REMAIN, AND DETERMINE THE EXTENT OF NECESSARY RECONDITIONING. PROVIDE UNIT COST AND ESTIMATE OF WORK. OBTAIN OWNER*S APPROVAL PRIOR TO COMMENCEMENT OF WORK. B. RECONDITION EXISTING LAWN AREAS DAMAGED BY CONTRACTOR*S OPERATIONS, INCLUDING STORAGE OF MATERIALS OR EQUIPMENT AND MOVEMENT
- OF CONSTRUCTION VEHICLES, AND EXISTING LAWN AREAS AS INDICATED. C. PROVIDE FERTILIZER, SEED AND SOIL AMENDMENTS AS SPECIFIED FOR NEW LAWNS AND AS REQUIRED TO PROVIDE A SATISFACTORILY
- RECONDITIONED LAWN. PROVIDE TOPSOIL AS REQUIRED TO FILL LOW AREAS AND MEET NEW FINISHED GRADES. D. CULTIVATE BARE AND COMPACTED AREAS THOROUGHLY.
- E. REMOVE DISEASED OR UNSATISFACTORY LAWN AREAS. DO NOT BURY INTO SOIL. REMOVE TOPSOIL CONTAINING FOREIGN MATERIALS RESULTING FROM CONTRACTOR*S OPERATIONS, INCLUDING OIL ORIPPINGS, STONE, GRAVEL, AND OTHER CONSTRUCTION MATERIALS.
- F. WHERE SUBSTANTIAL BUT THIN LAWN REMAINS, RAKE, AERATE IF COMPACTED, OR CULTIVATE SOIL; FERTILIZE AND SEED.

3.05 MAINTENANCE

A. MAINTENANCE OF INSTALLED AND ACCEPTED SEEDED LAWNS WILL BE PERFORMED BY THE OWNER.

3.06 ACCEPTANCE

A. SEEDED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS AND INSTALLATION REQUIREMENTS.

B. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER'S REPRESENTATIVE AND THE CONTRACTOR. . UPON ACCEPTANCE, THE OWNER WILL ASSUME LAWN MAINTENANCE.

3.07 CLEANING

A. PERFORM CLEANING DURING INSTALLATION OF THE WORK AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, DEORIS, AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM SEEDING OPERATIONS. END OF SECTION 00004

SECTION 00005

PART I GENERAL

1.01 DESCRIPTION

- A. PROVIDE SODDED LAWNS AS SHOWN AND SPECIFIED. THE WORK INCLUDES: I. SOIL PREPARATION.
- SODDING LAWNS. B. RELATED WORK:
- I. SECTION 02200: EARTHWORK.
- SECTION 00004: SEEDING. 3. SECTION 00002: TREES AND SHRUB PLANTING,
- 4. SECTION 00003: PERENNIAL, ORNAMENTAL GRASS, GROUNDCOVER PLANTING

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION ODOOI REQUIREMENTS. B. SOD: COMPLY WITH AMERICAN SOD PRODUCERS ASSOCIATION (ASPA) CLASSES OF SOD MATERIALS.

1.03 SUBMITTALS

A. SUBMIT SOD GROWER'S CERTIFICATION OF GRASS SPECIES. IDENTIFY SOURCE LOCATION.

A. CUT, DELIVER AND INSTALL SOD WITHIN A 24-HOUR PERIOD. DO NOT HARVEST OR TRANSPORT SOD WHEN MOISTURE CONTENT MAY ADVERSELY AFFECT SOD SURVIVAL. 2. PROTECT SOD FROM DEHYDRATION PRIOR TO INSTALLATION.

1.05 PROJECT CONDITIONS

A. WORK NOTIFICATION: NOTIFY OWNER'S REPRESENTATIVE AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF SODDING OPERATIONS. B. PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SODDING OPERATIONS. C. PROVIDE HOSE AND LAWN WATERING EQUÍPMENT AS REQUIRED. OWNER TO PROVIDE WATER ON SITE.

1.06 WARRANTY

A. DISCLAIMER - ACTS OF GOD AND OTHER CONDITIONS BEYOND THE LANDSCAPE CONTRACTOR*S CONTROL SUCH AS VANDALISM SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ANY RE-SODDING OR RE-GRADING CONTRIBUTED TO THIS MUST BE AN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

2.01 MATERIALS

A. SOD: TO BE HARVESTED FROM LOCAL SOD NURSERY AND UNLESS OTHERWISE INDICATED TO BE A(5) FIVE WAY MINIMUM BLUEGRASS BLEND.

(FIVE VARIETIES OF BLUEGRASS) B. PROVIDE WELL-RODIED, HEALTHY SOD. PROVIDE SOD UNIFORM IN COLOR, LEAF TEXTURE, DENSITY AND DEVELOPMENT WHEN PLANTED.

- I. FURNISH SOD UNIFORMLY MACHINE-STRIPPED FROM 3/4" I I/2" THICK WITH CLEAN CUT EDGES. C. FERTILIZER:
- I. GRANULAR, NON-BURNING PRODUCT COMPOSED OF NOT LEGS THAN 50% ORGANIC SLOW ACTING, GUARANTEED ANALYSIS PROFESSIONAL FERTILIZER.
- 2. STARTER FERTILIZER CONTAINING 5% NITROGEN, 10% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT, OR ACCORDING TO SPECIAL PROVISIONS.
- D. WATER: FREE OF SUBSTANCE HARMFUL TO SOD GROWTH. HOSES OR OTHER METHODS OF TRANSPORTATION FURNISHED BY CONTRACTOR. WATER WILL BE PROVIDED BY THE OWNER ON SITE.

PART 3 EXECUTION

3.01 INSPECTION

CORRECTED.

3.02 PREPARATION

- SODDING.

3.03 INSTALLATION

I. JUNE I6TH TO AUGUST I4TH

- B. SODDING:

- H. WATER SOD THOROUGHLY IMMEDIATELY AFTER LAYING.
- . STAKE SOD ON SLOPES OVER 2:1 TO ANCHOR.
- TO BE CHARGED ACCORDING TO SIZE OF AREA.

3.04 MAINTENANCE

3.05 ACCEPTANCE

- INSTALLATION REQUIREMENTS
- LAWN IS PROVIDED.

3.06 CLEANING

END OF SECTION 00005

END

CONTINUE SECTION 00005 - SODDING

A. EXAMINE FINISH SURFACES, GRADES, TOPSOIL QUALITY, AND DEPTH. DO NOT START SODDING WORK UNTIL UNSATISFACTORY CONDITIONS ARE

A. LIMIT PREPARATION TO AREAS WHICH WILL BE IMMEDIATELY SODDED. B. ROTOTILL TOPSOIL OF LAWN AREAS TO MINIMUM DEPTH OF 3", IF COMPACTED. REMOVE STONES OVER I" IN ANY DIMENSION, STICKS, ROOTS, RUBBISH, AND EXTRANEOUS MATTER D. APPLY FERTILIZER AT THE RATE EQUAL TO I.O LB. OF ACTUAL NITROGEN PER 1,000 50. FT. (220 LBS./ACRE). APPLY FERTILIZER BY MECHANICAL ROTARY OR DROP TYPE DISTRIBUTOR: THOROUGHLY AND EVENLY INCORPORATE IT INTO THE SOIL TO A DEPTH OF 3" BY DISKING OR OTHER APPROVED METHODS. FERTILIZE AREAS INACCESSIBLE TO POWER EQUIPMENT WITH HAND TOOLS AND INCORPORATE IT INTO SOIL. E. GRADE LAWN AREAS TO SMOOTH, FREE-DRAINING AND EVEN SURFACE WITH A LOOSE, UNIFORMLY FINE TEXTURE. F. RESTORE PREPARED AREAS TO SPECIFIED CONDITION IF ERODED, SETTLED, OR OTHER WISE DISTURBED AFTER FINE GRADING AND PRIOR TO

A. TIME OF INSTALLATION: THE ACCEPTABLE TIME TO INSTALL SOD AND BE CONSIDERED 'IN SEASON' ARE AS FOLLOWS. I. SPRING - FROM THE TIME THE SOIL IS WORKABLE AND SOD IS BEING HARVESTED, UNTIL JUNE ISTH. 2. FALL - FROM AUGUST 15TH TO NOVEMBER 1ST.

ALL OTHER TIMES ARE CONSIDERED 'OUT OF SEASON' AND ARE NOT ACCEPTABLE TO INSTALL SOD AT THIS TIME WITHOUT APPROVAL OF LANDSCAPE ARCHITECT (LA) AND WITH THE ADDITIONAL CONDITIONS AS FOLLOWS:

A. SOD TO BE IRRIGATED BY AUTOMATIC SPRINKLER SYSTEM OR B. SOD TO BE IRRIGATED BY MANUAL MEANS WITH SUFFICIENT QUANTITIES OF HOSE AND SPRINKLER HEADS SO AS TO KEEP SOD LUGH AND HEALTHY UNTIL TIME OF KNITTING AND MOWING MAINTENANCE HAS BEGUN. WATERING TO BE MONITORED DAILEY.

2. AFTER NOVEMBER IST. SOD MAY ONLY BE INSTALLED WITH (LA) APPROVAL AND MILD TEMPERATURES / CONDITIONS EXIST. SOD MAY NOT BE INSTALLED ON FROZEN GROUND AND UNTIL FINAL (FINE) GRADING AND GROUND PREPARATION HAS BEEN APPROVED FOR SOD INSTALLATION BY LANDSCAPE ARCHITECT.

I. LAY SOD TO FORM A SOLID MASS WITH TIGHTLY-FITTED JOINTS. BUTT ENDS AND SIDES OF SOD STRIPS. DO NOT OVERLAY EDGES. STAGGER STRIPS TO OFFSET JOINTS IN APJACENT COURSES. REMOVE EXCESS SOD TO AVOID SMOTHERING OF ADJACENT GRASS. PROVIDE SOD PAD TOP FLUSH WITH ADJACENT CUROS, SIDEWALKS, DRAINS, AND SEEDED AREAS. 2. INSTALL INITIAL ROW OF SOD IN A STRAIGHT LINE, BEGINNING AT BOTTOM OF SLOPES, PERPENDICULAR TO DIRECTION OF THE SLOPED AREA. PLACE SUBSEQUENT ROWS PARALLEL TO AND LIGHTLY AGAINST PREVIOUSLY INSTALLED ROW. . TAMP OR ROLL WITH ROLLER TO ENSURE CONTACT WITH SUB- GRADE SOIL.

SOD INDICATED AREAS WITHIN CONTRACT LIMITS. AREAS OUTSIDE CONTRACT LIMITS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS ARE

A. MAINTENANCE OF INSTALLED AND ACCEPTED SODDED LAWNS WILL BE PERFORMED BY THE OWNER.

A. SODDED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS AND B. INSPECTION TO DETERMINE ACCEPTANCE OF SODDED LAWNS WILL BE MADE BY THE OWNER'S REPRESENTATIVE, UPON CONTRACTOR'S REQUEST. I. SODDED AREAS WILL BE ACCEPTABLE PROVIDED ALL REQUIREMENTS HAVE BEEN COMPLIED WITH, AND A HEALTHY, EVEN-COLORED VIABLE J. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER∗S REPRESENTATIVE AND THE CONTRACTOR. D. UPON ACCEPTANCE, THE OWNER WILL ASSUME LAWN MAINTENANCE.

A. PERFORM CLEANING DURING INSTALLATION OF THE WORK AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, DEBRIS, AND EQUIPMENT. REPAIR DAMAGE REGULTING FROM SODDING OPERATIONS.

Ω 0 Ľ Ū ******* *157-000326 REGISTERED STATE OF ILLINOIS ROLEUM FACILITY GE RD & 183rd STREE K, ILLINOIS 60487 NG NG NG , TGR/ ZGR/ **(**) **GA** INLEY **GA** ()'nшш́⊢ R s \geq ISSUE DATE ZONING 08/9/22 01/6/23 VILLAGE VILLAGE 02/27/23 SITE PLAN 07/13/23 CHECK: CK DRAWN: PAC JOB:D220035

Landscape Plans Prepared By:

LS-3 LANDSCAPE SPECIFICATIONS

SPECIFICATIONS / MAINTENANCE

SPECIAL PROVISIONS

ALL APPLICABLE PROVISIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2002, HEREIN REFERRED TO AS THE STANDARD SPECIFICATIONS, SHALL GOVERN THE WORK EXCEPT AS AMENDED BY THESE SPECIAL PROVISIONS. IF A CONFLICT EXISTS BETWEEN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS, THEN THESE SPECIAL PROVISIONS SHALL GOVERN. THE WORDS 'WETLAND CONSULTANT' SHALL REFER TO THE OWNER OR HIS DESIGNATED REPRESENTATIVE.

EXISTING UTILITIES

EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES AND SURVEYS. HAMILTON PARTNERS AND THEIR CONSULTANTS DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH THE EXISTENCE AND VERIFY THE LOCATION OF ALL UTILITIES. UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO THE COUNTY'S SATISFACTION AT NO ADDITIONAL COST TO THE CONTRACT. NOTIFY JULIE 48 HOURS PRIOR TO COMMENCING THE WORK.

TOPSOIL / SPREADING

TOPSOIL TO BE LOCAL VIRGIN TOPSOIL *BLACK* APPROVED BY WETLAND CONSULTANT.

THE WORK SHALL CONFORM TO SECTION 211 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE MINIMUM LIFT FOR PLACEMENT SHALL BE 12" FOR TOPSOIL SPREADING. TOPSOIL SHALL BE PLACED WHERE REQUIRED IN AREAS OF EXCAVATION. EXCAVATED AREAS SHALL BE EXCAVATED TO 12" BELOW GRADE PRIOR TO TOPSOIL PLACEMENT. TOPSOIL PLACEMENT SHALL CONFORM TO FINAL GRADE AS INDICATED ON THE PLANG. TOPSOIL SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 8" UPON COMPLETION OF THE WORK. THE MATERIAL SHALL THEN BE "GIL"-RAKED AND ALL STONES SHALL BE REMOVED FROM THE SITE.

TOPSOIL SHALL MEET THE REQUIREMENTS OF SECTION 1081.05 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR MAY OBTAIN TOPSOIL FROM THE AREA OF DISTURBANCE AND FROM OTHER STOCKPILES SUBJECT TO COORDINATION WITH THE WETLAND CONSULTANT.

TOPSOIL PLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 211.03, 211.04, 211.05 AND 211.06 OF THE STANDARD SPECIFICATIONS AS MODIFIED HEREIN. THE CONTRACTOR SHALL PLACE THE TOPSOIL IN SUCH A MANNER AS TO MINIMIZE COMPACTION OF TOPSOIL. TOPSOIL SHALL BE PLACED A MINIMUM OF 12" THICK. ONCE THE TOPSOIL HAS BEEN PLACED, NO VEHICLES, EXCEPT A SCARIFIER AND SEED INSTALLATION EQUIPMENT, WILL BE PERMITTED ON THE TOPSOIL. ALL TOPSOIL SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 8" UPON COMPLETION OF THE WORK. UPON COMPLETION OF THE SCARIFICATION, A 150 TO 200 POUND PERSON SHOULD SINK I" TO 2" IN THE MATERIAL WHEN WALKING ACROSS THE TOP. TOPSOIL SPREADING MAY DEVIATE FROM THE LINES AND GRADES SHOWN ON THE PLANS BY +0.25 10 -0.20 FEET.

SEED BED PREPARATION

PRIOR TO SEEDING OPERATIONS IN AREAS WHERE TOPSOIL HAS NOT BEEN PLACED, THE CONTRACTOR WILL BE REQUIRED TO DISC OR TILL WHERE THE SURFACE HAS BECOME HARDENED OR CAKED AND TO TILL UNDER ANY EXISTING TEMPORARY SEEDING. IN ADDITION, THE CONTRACTOR WILL BE REQUIRED TO REPAIR ANY AREAS OF ERODED SOILS BY RAKING AND REWORKING THE SLOPE, SALVAGING EXISTING TOPSOIL FROM THE BOTTOM OF THE SLOPE WHERE NECESSARY.

THE BUFFER SEED BED SHALL BE SCARIFIED TO A DEPTH OF 6 INCHES. THE SURFACE OF THE SEED BED SHOULD BE PREPARED SO THAT NO CLODS OVER 1.5 INCHES IN DIAMETER, WEEDS, STICKS, CRUSTING OR GULLYING IS PRESENT. UPON COMPLETION OF THE SEED BED SCARIFICATION, A NORMAL WEIGHT *150-200 LO. * PERSON SHOULD SINK 1 TO 2 INCHES IN TO THE SEED BED.

<u>SEEDING</u>

THE WORK SHALL CONSIST OF PREPARING THE SEED BED AND PLACING THE SEED AND OTHER MATERIALS IN THE SEED BED.

THE AREA TO BE SEEDED MAY NEED PRESCRIBED BURNING PRIOR TO PLANTING.

THE AREA TO BE SEEDED SHALL BE WORKED TO A MINIMUM DEPTH OF 3 INCHES WITH A DISK TILLER OR OTHER EQUIPMENT APPROVED BY THE WETLAND CONSULTANT, REDUCING ALL SOIL PARTICLES TO A SIZE NOT LARGER THAN 1.5 INCHES IN THE LARGEST DIMENSION. THE PREPARED SURFACE SHALL BE RELATIVELY FREE FROM WEEDS, CLODS, STONES, RIVULETS, GULLIES, CRUSTING AND CAKING.

NO SEED SHALL BE SOWN DURING HIGH WINDS OR WHEN THE GROUND IS NOT IN PROPER CONDITION FOR SEEDING, NOR SHALL ANY SEED BE SOWN UNTIL THE PURITY TESTING HAS BEEN COMPLETE FOR THE SEEDS TO BE USED, AND SHOWS THE SEED MEETS THE NOXIOUS WEEK REQUIREMENTS.

SEEDING SHALL OCCUR PRIOR TO ANY PLANTING. SEEDING SHALL BE ACCOMPLISHED BY UTILIZING A "NO TILL" ATTACHMENT MEETING THE SPECIFICATIONS OF THE WETLAND CONSULTANT OR A RANGELAND TYPE GRASS DRILL MEETING THE SPECIFICATIONS OF THE STANDARD SPECIFICATION 1101.08*6*. GRASSES AND FORB MIXTURES WILL BE SEEDED SEPARATELY. THE MACHINE USED TO SEED SHOULD BE RESET TO DRILL THE FORBS AT A DEPTH RECOMMENDED BY THE SEED SUPPLIER OR WETLAND CONSULTANT. GRASS AND FORD MIXTURES SHALL BE AS NOTED ON THE PLANS.

HYDRAULIC SEEDING OR HAND BROADCAST SEEDING WILL BE ALLOWED AS APPROVED BY THE WETLAND CONSULTANT AND ONLY FOR INACCESSIBLE AREAS WHERE THE USE OF THE EQUIPMENT SPECIFIED IS PHYSICALLY IMPOSSIBLE.

THE SEEDING SHALL BE COMPLETED BEFORE JUNE 15 OR AFTER NOVEMBER 1. PRIOR TO STARTING WORK SEEDERS SHALL BE CALIBRATED AND ADJUSTED TO SOW SEEDS AT THE REQUIRED SEEDING RATE AND TO THE PROPER DEPTH. EQUIPMENT SHALL BE OPERATED IN A MANNER TO ENSURE COMPLETE COVERAGE OF THE ENTIRE AREA TO BE SEEDED. THE WETLAND CONSULTANT SHALL BE NOTIFIED 48 HOURS PRIOR TO BEGINNING THE SEEDING OPERATION SO THAT THE WETLAND SPECIALIST MAY DETERMINE BY TRIAL RUNS THAT THE SEEDER WILL PROVIDE UNIFORM DISTRIBUTION.

SPECIFICATIONS DETENTION AREA - NATIVE ECOSYSTEM

<u>SEEDING - CONTINUED</u>

THE CLASSES OF SEED MIXTURES AND COMBINATIONS OF MIXTURES ARE DESIGNATED ON THE PLANG. SEED MIXTURES SPECIFIED TO BE INSTALLED IN THE SAME SEASON SHALL BE SEEDED WITHIN 3 DAYS OF EACH OTHER. VARIATIONS IN SEED MIXTURE MUST BE APPROVED IN WRITING BY THE WETLAND CONSULTANT

SEED QUALITY MUST MEET THE APPLICABLE STANDARDS SET FORTH IN STANDARD SPECIFICATION 1081.04.

PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT SHALL BE 90 DAYS FOLLOWING SEEDING. NINETY PERCENT AERIAL COVER SHALL BE EVIDENT AT THE END OF THE 90 DAY PERIOD OF ESTABLISHMENT. THE WETLAND CONSULTANT SHALL MAKE THE COVER DETERMINATION.

THE OWNER MAY RETAIN 10% OF THE TOTAL INVOICE TO BE RELEASED UPON FULFILLMENT OF THE PERIOD OF ESTABLISHMENT.

PLANTING

NURGERY STOCK. THE CONTRACTOR SHALL FURNISH A SHIPPING TICKET OR LABEL DOCUMENTING PROVENENCE OF PLANT MATERIALS TO WETLAND SPECIALIST PRIOR TO INSTALLATION.

REPAIRS

CONTRACTOR SHALL BEAR ALL COSTS FOR REPAIRING ANY DAMAGES TO THE SITE SUCH AS EXISTING TURF AREAS, BRIDGES, TRAILS AND/OR ANY OTHER EXISTING SITE FEATURES.

MAINTENANCE

THE WORK MAY CONSISTS OF HAND WEEDING, HERBICIDING, CUTTING OR MOWING, PRUNING AND WATERING THE PLANTED AND AREAS. THE CONTRACTOR IS TO CONTINUOUSLY MAINTAIN THE LANDSCAPE AND EROSION CONTROL FEATURES AFTER INSTALLATION, DURING THE PROGRESS OF THE WORK, AND FOR A PERIOD OF I YEAR FROM INSTALLATION COMPLETION UNTIL FINAL ACCEPTANCE

SUPPLEMENTAL WATERING. SUPPLEMENTAL WATERING SHALL BE CARRIED OUT IF RAINFALL IS

WEED MANAGEMENT. WEED MANAGEMENT IS THE CONTROL OF PLANTS DEEMED TO BE UNDEGIRABLE BY THE ENGINEER. SPOT TREATMENT WITH HERBICIDES WILL BE REQUIRED, PARTICULARLY FOR PURPLE LOOSESTRIFE, CATTAILS AND REED CANARY GRASS.

MOWING. MOWING OF ALL NATIVE UPLAND AREAS SHALL BE COMPLETED THREE TIMES DURING THE FIRST GROWING SEASON. MOWING SHALL BE DONE AT A HEIGHT BETWEEN 5 AND 8-INCHES.

PREDATOR GUARDS. ALL GOOSE GUARDS INSTALLED SHALL BE CONSCIENTIOUSLY MAINTAINED UNTIL THE PERFORMANCE CRITERIA ARE MET AT THE FINAL ACCEPTANCE. SHOULD THE CONTRACTOR FAIL TO MONITOR AND MAINTAIN THE GOOSE GUARD, THE OWNER SHALL HAVE THE RIGHT TO PERFORM THE WORK AND RECOVER ALL COSTS.

WETLAND MAINTENANCE SHALL BE PONE IN ACCORDANCE OF SECTION 253.15 EXCEPT THAT THE PERIOD OF ESTABLISHMENT SHALL BE 90 DAYS.

EROSION BLANKET TYPE II

THIS WORK SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, TOOLS AND EQUIPMENT NECESSARY TO PLACE EROSION BLANKET IN ALL AREAS ABOVE NORMAL WATER TO TOP OF BERM IN DETENTION AREA, AND DRAINAGE SWALE PLANTED AND SEEDED AREAS OR AS DIRECTED BY THE ENGINEER.

EROGION BLANKET TYPE II *SPECIAL* SHALL BE NAG 5750N BLANKET ON UP-SLOPE NATIVE SEEDED AREAS INDICATED ON PLAN. MANUFACTURED BY NORTH AMERICAN GREEN OR AN APPROVED EQUAL. INDICATED ON PLAN. MANUFACTURED BY NORTH AMERICAN GREEN OR AN APPROVED EQUAL.

EROSION BLANKET TYPE II *SPECIAL* SHALL CONTAIN 100% STRAW AT 0.5 LBS./SQ.YD. OVERLAIN ON ONE SIDE BY A 100% BIODEGRADABLE MESH, AND SEWN WITH A BIODEGRADABLE THREAD.

THE BLANKET SHALL BE PROVIDED IN ROLLS 6.67 FT. WIDE BY 108 FT. LONG. THE WEIGHT SHALL BE .58 LBS PER SQUARE YARD.

THE BLANKET SHALL BE PLACED WITHIN 24 HOURS AFTER SEEDING OPERATIONS HAVE BEEN COMPLETED ON THE AREAS SPECIFIED. PRIOR TO PLACING THE BLANKET, THE AREAS TO BE COVERED SHALL BE RELATIVELY FREE OF ALL ROCKS OR CLODS OVER 40 MM 1.5 INCH IN DIAMETER, AND ALL STICKS OR OTHER FOREIGN MATERIAL WHICH WILL PREVENT THE CLOSE CONTACT OF THE BLANKET WITH THE SEED BED. IF, AS A RESULT OF RAIN, THE PREPARED SEED BED BECOMES CRUSTED OR ERODED, OR IF ERODED PLACES, RUTS OR DEPRESSIONS EXIST FOR ANY REASON, THE CONTRACTOR WILL BE REQUIRED TO REWORK THE SOIL UNTIL IT IS SMOOTH AND TO RESEED SUCH AREAS WHICH ARE REWORKED. AFTER THE AREA HAS BEEN PROPERLY SHAPED AND SEEDED, THE BLANKET SHALL BE LAID OUT FLAT, EVENLY AND SMOOTHLY, WITHOUT STRETCHING THE MATERIAL. THE BLANKET SHALL BE PLACED HORIZONTAL TO THE SLOPE WITH THE NETTING ON TOP AND THE FIBERS IN CONTACT WITH THE SOIL OVER THE ENTIRE AREA. BUTT ENDS AND SIDES AND THEN STAPLE.

STAPLES SHALL BE PLACED AT A RATE OF 3.5 STAPLES PER SQUARE YARD. THE BLANKET SHALL OVERLAP BETWEEN 3" AND 4" WITH ADJACENT BLANKET.



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ō.0	t.o t	o ō.o	Ō.0	[†] 0.0	ō.o b .o).1 [†] 0.4	1.3	[‡] 2.9 [‡] 4	.s t.3	5.8	3.5 1.				Ned 15 19	Vs 154 (D1 4)	0 0 0	0 0		[‡] 4.1 <u></u> 6.	9 <u>7</u> .2	4.8	2.6	1.4 1.5	3.1	±.₅ ⊅	.2 ^خ .1	11.4 500 11.4 500	2.26 6.05		ō.o	[†] 0.0	ō.o ō.o	o ō.o	Ō.0	Ō.0	ō.o ō	0 [†] 0.0	ō.o	ō.o ō	o.o €.o	0 .0	ō.o
ō.o	ō.o t	o ō.o	Ō.0	Ō.0	ō.o ō.o	to.du to	0.1 [†] 0.3		‡.\$ \$ A	.3	6.8 6.8		3 1.1 ,f,	1.2	3.4	15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5	200 <u>200</u> 200	5.0	1.9	2.2	3.7 8.	2 9	^{4.3}	↓↓↓↓ ↓ ^{2.1}	1.1 1.3	[*] 2.4	5.4 5 .4	,4 C ^{5,4}	10.7 52.4 50.7	564 564		^{5.0}	ō.o	ō.o ō.c	o ō.o	ō.o	ō.o	ō.o ō	o ō.o	Ō.0	ō.o ō	o .o	φo	ō.o
ō.o	t.o t	o [†] o.o	ō.o	Ō.0	ō.o ō.ơ	5.0 E	0.1 Ō.3	1.0	4 2.4 5	.4	7.1	<u>, 3.6</u>	4	‡2.2	5,6	+ 4.3 ves ves	5 500 365 574	5 .8	[‡] 2.8	†3.0 U	[‡] 4.5	8.8	4.7	±2.3	1.2 1.3	[‡] .7	5.6 [†] 8	.8 7.4	11.0 50.4 50.4	205 363 204 9765 203 362		ō.o	ō.o	ð.o ð.o	o ō.o	ō.o	т .о	ō.o ō	o ō.o	ō.o	ō.o ō	o ō.o	ō.o	ō.o
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ō.o	ō.o t	o to.o	ō.o	ō.o	ნ.ი ნ.ი	b.1 t	b.1 b.2	b.5	1.3 t	.5 1.8	<u>1</u> .9	ž.0 1.	7 1.4	1.4	бк ^р ру 10к 1.3	ев <u>5</u> 6к DS 1.3 1.	st) (@ .2 1.0	20К RUL	<u> </u>	1.0	<u>1.1</u> 1.2	2 1.5	÷2,4	5.1 D	4.4 1.8	1.0	t.7 t.	0 <u>1</u> .9	+4.7 D4	.8 [‡] 2,0	<u>†.0</u>	[†] .4 [†] .1	ō.o	ð.o ð.o	o to.o	ō.o	ō.o	t.o t	o ō.o	ō.o	t.o.t	.o to.o	ō.o	ō.o
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ħο	ħ. 7	o to	<u></u> ზი	<u></u>	ხი ხი ხი	to t			(N 14°3	9′26″ 19′26″	E) the	te t	 	 ħ2	т		2 ħ2	 	 ħ2	 ħ2	t. t.	 2 ħ 2	ħ.7	1	10 b5	, N		<u>28′11</u>		611,	35′	51 50	 ზი			<u></u>	<u></u> ზი	<u></u> ხი ხ	0 ħ0	<u></u>				ħ.
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Ō.0	ō.o č	o ō.o	Ō.0	Ō.0	ნ.0 ნ.0	້ດ.0 ີ້ດ	0.0 Ō.O	Ō.0	Ъ.1 Ъ.	.1 Ō.1	Ō.1	ō.1 ō.	ı D.1	Ō.1	Ō.1	ō.1 ō.	.1 Ō.1	Ō.1	Ō.1	Ō.1	D.1 D.:	1 D.1	Ō.1	Ō.1	D.1 D.1	Ō.1	D.1 D.	.1 D.1	Ъ.1 Ъ	.1 D.1	Ō.1	δ.ο δ.ο	Ō.0	ō.o ō.c	ე ნ.ი	Ō.0	ັ້0.0	δ.ο δ	0 Ō.O	Ō.0	ō.o ō.) Ō.O	Ō.0	້ ບໍ່.0
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PHOTOMETRIC EVALUATION NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

ALL CALC POINTS DIESEL CANOPY

Calculation Summary

GAS CANDPY PAY CANDPY

VACUUM CANOPY INSIDE CURB

Label

INSIDE CURB TRUCK AREA

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF			
\$	38	A	SINGLE	CRUS-SC-HD-50	15' GAS, 18' DIESEL	1.000	1.000			
	17	В	SINGLE	CRUS-SC-LW-50	10'	1.000	1.000			
* *	7	С	D180°	SLM-LED-18L-SIL-FT-50-70CRI-D180	20'PDLE+2'BASE	1.000	1.000			
	10	D	SINGLE	SLM-LED-18L-SIL-FT-50-70CRI-SINGLE	20'PDLE+2'BASE	1.000	1.000			

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	CalcType	Units	Avg	Ma×	Min	Avg/Min	Max/Min
	Illuminance	Fc	1.62	38.5	0.0	N.A.	N.A.
	Illuminance	Fc	37.33	44.6	11.6	3.22	3.84
	Illuminance	Fc	47,47	76.8	10.8	4,40	7.11
	Illuminance	Fc	33,48	51.0	15.1	2,22	3.38
	Illuminance	Fc	45.96	60.5	17.3	2,66	3.50
	Illuminance	Fc	5.02	38.5	1.1	4,56	35.00
	Illuminance	Fc	4.68	22.6	0.3	15.60	75.33

Arr. Lum. Lumens	Arr. Watts
19071	125
11148	73
37808	270
18904	135

Total Project Watts Total Watts = 9231



SLM

CRUS

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LIGHTING PROPOSAL GAS N WASH WHITE EAGLE DRI∨E TINLEY PARK,IL BY:MWE DATE:08-11-22 REV:06-30-23 SCALE: 1"=40'

LD-156421-4













GAS N WASH - TINLEY 183 WHITE EAGLE								
CAR WASH MONUMENT SIGN 7' EMC								
By	ED					Drawing No.	22 145 100	
	5-12-23						22-140.100	
								۳,





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SOUTH ELEVATION 7'6" SCALE



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Approved	Scale	NOTED	Title GAS N WASH - TINLEY 183 WHITE EA						TE EAGLE	
	Date	8-15-22	Description			C-E	TOR	E SIC	GNAGE	
Date	Drawn	^{By} ED	Revisions By	ED	ED	ED	D.S.	ED	Drawing No.	22 145 40
			Date	1-23-23	2-:4-23	2-27-25	5-3-23	7-12-23		22-140.40





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Date

1-18-23





GAS N WASH - TINLEY 183 WHITE EAGLE						
VACUUM CANOPY						
Ву					Drawing No.	22-145.11C
	<u>.</u>	<u> </u>				

NON - ILLUMIINATED HP DIE CUT VINYL GRAPHICS

TOTAL 28.2 SQ FT







GAS N WASH - TINLEY 183 WHITE EAGLE								
FASTENING SCHEMATIC TO MASONRY								
Ву						Drawing No.	22-145.6C	



GAS N WASH - TINLEY 183 WHITE EAGLE						
FASTENING SCHEMATIC ALUM CANOPY						
By Drawing I	^{No.} 22-145.5C					

TYPICAL CHANNEL LETTER FASTENING TO CANOPY





IGNAGE FACING SOUTH:	ALLOWED	PROPOSED
- C-STORE: - AUTO CANOPY: - DIESEL CANOPY: - CAR WASH: - CARWASH PAY CANC - CARWASH VAC CANC	NONE 16 SF MAX 31.3 SF MAX NONE PY: NONE PY: NONE	N/A 28 SF 23.5 SF N/A N/A N/A
OTAL:	47.3 SF	51.5 SF
IGNAGE FACING WEST: - C-STORE - AUTO CANOPY: - DIESEL CANOPY: - CAR WASH: - CARWASH PAY CANC - CARWASH VAC CANC	124 SF MAX 93.2 SF MAX 12 SF MAX 32.6 SF MAX OPY: NONE OPY: NONE	46 SF 80.5 SF N/A 41 SF 35.7 SF N/A
OTAL:	261.8 SF	203.2 SF
VERALL TOTAL:	709.6 SF	464.9 SF



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"GAS N WASH" GROUND SIGN: INTERNALLY ILLUMINATED SIGN WITH ELECTRONIC MESSAGE, MASONRY BASE, 53.5 SF SIGN AND 53.5 SF ELECTRONIC PRICER (107 SF TOTAL SIGNAGE), SEE VAN BRUGGEN SIGN DRAWING 22-145.2C

"GAS N WASH" CANOPY DECAL: CANOPY DECAL, 28 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.3C

"TENANT" CANOPY DECAL: TENANT DECAL, 23 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.3C

"GAS N WASH" CANOPY DECAL: CANOPY DECAL, 57.5 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.3C

"GAS N WASH" CANOPY DECAL: CANOPY DECAL, 28 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.3C

"TENANT DRIVE THRU" WALL SIGN: TENANT WALL SIGN, 58.5 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.4C

"TENANT' " WALL SIGN: TENANT WALL SIGN, 31 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.4C

NOT USED

NOT USED

NOT USED

"CAR WASH" WALL SIGN: ILLUMINATED CHANNEL LETTERS, 41 SF, SEE VAN **BRUGGEN SIGN DRAWING 22-145.7C**

"CAR WASH" WALL SIGN: ILLUMINATED CHANNEL LETTERS, 68 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.7C

"CAR WASH" WALL SIGN: ILLUMINATED CHANNEL LETTERS, 68 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.7C

"CAR WASH ENTRANCE" CANOPY SIGN: ILLUMINATED CANOPY SIGN, 35.7 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.8C

"TRUCKS" CANOPY SIGN: CHANNEL LETTERS, 23.5 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.9C

"TRUCKS" CANOPY SIGN: CHANNEL LETTERS, 23.5 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.9C

"CARWASH" GROUND SIGN: INTERNALLY ILLUMINATED SIGN WITH ELECTRONIC MESSAGE, MASONRY BASE, 46 SF SIGN AND 21 SF ELECTRONIC MESSAGE BOARD (67 SF TOTAL SIGNAGE), SEE VAN BRUGGEN SIGN DRAWING 22-145.10C

"FREE VACUUMS" CANOPY DECAL CANOPY DECAL, 9.4 SF, 3 TOTAL (28.2 SF TOTAL) SEE VAN BRUGGEN SIGN DRAWING 22-145.11C

"FUTURE TENANT" WALL SIGN: TENANT WALL SIGN, 15 SF, SEE VAN BRUGGEN SIGN DRAWING 22-145.4C



SITE SIGNAGE PLAN




CHECK:CP DRAWN:KM

DATE

3

4

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(1) WEST ELEVATION 3/16" = 1'-0"





4 EAST ELEVATION 3/16" = 1'-0"

- NUMERALS FOR ADDRESS ON THE STREET SIDE IN ARABIC NUMERALS NO LESS THAN 5" IN HEIGHT AND SHALL BE OF A CONTRASTING COLOR TO THE BACKGROUND.



 $\textcircled{5} \frac{\text{BRICK SAMPLE}}{\text{N.T.S.}}$



6 STONE SAMPLE N.T.S.



7 AWNINGS/GLAZING/RED METAL N.T.S.











Traffic Impact Study 183rd Street Fuel Center

Tinley Park, Illinois



Prepared For:





1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed fuel center to be located in Tinley Park, Illinois. The site is located in the southeast quadrant of the intersection of LaGrange Road (US 45) with Orland Parkway/183rd Street. As proposed, the fuel center is to contain the following uses:

- Fourteen passenger vehicle fueling positions
- Three commercial fuel lanes (CFLs)
- A tunnel car wash
- An approximate 8,000 square-foot convenience store containing an approximate 1,000 square-foot coffee/donut store with drive-through facility and an approximate 900 square-foot quick service restaurant with drive-through facility

Access to the fuel center will be provided via a full-movement access drive, an inbound only access drive, and an outbound only access drive on White Eagle Drive. In addition, Gas N Wash will also be requesting a right-in/right-out access drive on 183rd Street from the Cook County Department of Transportation and Highways (CCDOTH). However, to provide a worst-case analysis, the right-in/right-out access drive was not assumed as part of this traffic study.

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

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

The sections of this report present the following:

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

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

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.



- 2. Year 2028 No-Build Conditions Analyzes the capacity of the existing roadway system using peak hour traffic volumes adjusted to represent the background growth of the area and including any traffic estimated to be generated by any area developments.
- 3. Year 2028 Total Projected Conditions Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, additional area developments, and the traffic estimated to be generated by the full buildout of the proposed fuel center.









Aerial View of Site

Figure 2





2. Existing Conditions

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

Site Location

The site, which is currently vacant, is located in the southeast quadrant of the intersection of LaGrange Road with Orland Parkway/183rd Street. Land uses in the immediate vicinity of the site are generally vacant with two hotels and two restaurants located to the south of the site. A development that is to contain two hotels has been approved immediately east of the site on the east side of White Eagle Drive. LaGrange Road has an interchange with Interstate 80 approximately one-half mile south of 183rd Street.

Existing Roadway System Characteristics

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

LaGrange Road (*US 45*) is a north-south, other principal arterial that provides three through lanes in each direction in the vicinity of the site. At its signalized intersection with Orland Parkway/183rd Street, LaGrange Road provides dual left-turn lanes, three through lanes, and a right-turn lane on the northbound approach and a left-turn lane, three through lanes, and a right-turn lane on the southbound approach. LaGrange Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 43,100 vehicles (IDOT 2021), and has a posted speed limit of 45 miles per hour.

White Eagle Drive is a north-south, local roadway that extends from 183rd Street to the hotel/restaurant development located in the northwest quadrant of the I-80/LaGrange Road interchange. The road provides one lane in each direction. At its unsignalized T-intersection with 183rd Street, White Eagle Drive provides a combined left-turn/right-turn lane on the northbound approach that is stop sign-controlled. White Eagle Drive is under the jurisdiction of the Village of Tinley Park and has a posted speed limit of 35 miles per hour.

94th Avenue is a north-south, local roadway that provides one lane in each direction. At its all-way stop sign-controlled T-intersection with 183rd Street, 94th Avenue provides a combined left-turn/right-turn lane on the southbound approach. 94th Avenue carries an AADT volume of 7,000 vehicles (IDOT 2018) and is under the jurisdiction of the Village of Tinley Park.





Orland Parkway/*183rd Street* is an east-west roadway that generally provides two lanes in each direction divided by a striped median. West of LaGrange Road, the roadway is designated as Orland Parkway and east of LaGrange Road it is designated as 183rd Street. Orland Parkway is classified as a local roadway and 183rd Street is classified as a major collector roadway. At its signalized intersection with LaGrange Road, Orland Parkway (eastbound approach) provides a left-turn lane, a through lane, and a right-turn lane and 183rd Street (westbound approach) provides a left-turn lane, a through lane, and a combined through/right-turn lane. At its unsignalized T-intersection with White Eagle Drive, 183rd Street provides a through lane and a combined through/right-turn lane and two through lanes on the eastbound approach. At its all-way stop sign-controlled T-intersection with 94th Avenue, 183rd Street provides a left-turn lane and two through lanes on the eastbound approach and a through lane and a through lane and a combined through/right-turn lane and two through lanes on the eastbound approach. At its all-way stop sign-controlled T-intersection with 94th Avenue, 183rd Street provides a left-turn lane and two through lanes on the eastbound approach and a through lane and a combined through/right-turn lane on the westbound approach and a through lane and a combined through/right-turn lane on the westbound approach. 183rd Street carries an AADT volume of 8,750 vehicles (IDOT 2018), is under the jurisdiction of CCDOTH, and has a posted speed limit of 35 miles per hour.

Existing Traffic Volumes

To determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, April 12, 2022 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- LaGrange Road (US 45) with Orland Parkway/183rd Street
- 183rd Street with 94th Avenue
- 183rd Street with White Eagle Drive

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurs from 4:00 P.M. to 5:00 P.M.

To ensure that the collected traffic volumes reflect normal traffic conditions, the volumes conducted in 2022 were compared with volumes available on the IDOT Traffic Count Database System (TCDS). The comparison showed that the 2022 traffic volumes were consistent with the IDOT traffic volumes and no traffic adjustments were required.

Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.





Crash Data Summary

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2017 to 2021) for the intersections of 183rd Street with LaGrange Road, 94th Avenue, and White Eagle Drive. A review of the crash data indicated that no fatalities were reported at any of the intersections¹. **Tables 1** through **3** summarize the crash data.

Table	1				
183 RD	STREET WI	TH LAGRANGE	ROAD – CRA	ASH SUMMA	RY

Veen	Type of Crash Frequency										
1 cai	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total			
2017	2	0	1	8	0	1	0	12			
2018	1	0	0	7	1	0	0	9			
2019	0	0	1	16	1	7	0	25			
2020	0	0	0	6	0	1	0	7			
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>2</u>	1	<u>0</u>	<u>8</u>			
Total	4	0	2	41	4	10	0	61			
Average	<1.0	0.0	<1.0	8.2	<1.0	2.0	0.0	12.2			

Table 2			
183 RD STREET WITH	94 TH AVENUE -	- CRASH SI	IMMARY

Voor			Т	'ype of C <mark>ras</mark> l	h Frequency			
Angle		Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	1	0	1	0	0	0	2
2018	0	0	1	0	0	0	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	1	0	0	1	0	2
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	1	2	1	0	1	0	5
Average	0.0	<1.0	<1.0	<1.0	0.0	<1.0	0.0	1.0

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



Table 3 183RD STREET WITH WHITE EAGLE DRIVE – CRASH SUMMARY

Veen	Type of Crash Frequency										
rear	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total			
2017	0	0	0	0	0	0	0	0			
2018	1	0	0	0	0	0	0	1			
2019	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0			
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>			
Total	1	0	0	0	0	0	0	1			
Average	<1.0	0.0	0.0	0.0	0.0	0.0	0.0	<1.0			

183rd Street Fuel Center Tinley Park, Illinois



3. Traffic Characteristics of the Proposed Fuel Center

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

Proposed Site and Development Plan

As proposed, the plans call for developing the site with the following:

- A fuel center with 14 fueling positions for passenger vehicles and three CFLs
- An approximate 8,000 square-foot convenience store containing an approximate 1,000 square-foot coffee/donut store with drive-through and a 900 square-foot quick service restaurant with drive-through facility
- A tunnel car wash

Access to the development will be provided via a full-movement access drive, an inbound only access drive on White Eagle Drive as summarized below:

- The White Eagle Drive south access drive will be located approximately 775 feet south of 183rd Street and will provide outbound access from the commercial fueling positions. The access drive will provide one wide outbound lane with larger radii in order to accommodate the outbound truck traffic. The outbound lane will be under stop sign control.
- The White Eagle Drive middle access drive will be located approximately 500 feet south of 183rd Street and will provide inbound only access to the commercial fueling positions. The access drive will provide one wide inbound lane with larger radii in order to accommodate the inbound truck traffic.
- The White Eagle Drive north access drive will be located approximately 420 feet south of 183rd Street and will provide inbound and outbound access to the entire fuel center except for the commercial fueling positions. The access drive will provide one inbound lane and two outbound lanes striped for a separate left-turn lane and a separate right-turn lane. The outbound lanes should under stop sign control.

A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

In addition, Gas N Wash will be requesting a right-in/right-out access drive on 183rd Street from CCDOTH. The access drive is proposed to be located approximately 240 feet east of LaGrange Road and will serve the entire fuel center except for the commercial fueling positions. As proposed, the access drive will provide one inbound lane and one outbound lane channelized, signed, and striped to prohibit left-turn movements. However, to provide a worst-case analysis, the right-in/right-out access drive was not assumed as part of the traffic study.



183rd Street and White Eagle Drive Intersection Improvements

As part of the development, the following improvements are proposed at the intersection of 183rd Street with White Eagle Drive:

- The White Eagle Drive approach will be restriped to provide one southbound lane and two northbound lanes striped for a separate left-turn lane and a separate right-turn lane. The left-turn lane will provide approximately 230 feet of storage and a 50-foot taper. In addition, a two-way left-turn lane will be striped from south of the left-turn lane to the south access drive.
- The radius on the southeast corner of the intersection will be enlarged in order to accommodate turning truck traffic.

Directional Distribution

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

Peak Hour Traffic Volumes

The number of passenger vehicle peak hour trips estimated to be generated by the proposed fuel center was based on the rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). Given the limited traffic generation data available for fuel stations specific to trucks, the number of truck peak hour trips estimated to be generated by the proposed development was based on the maximum number of trucks using the fueling lanes during the peak hour. This is estimated at four trucks per lane per hour.

It is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to fueling centers are diverted from the existing traffic on the roadway system. Additionally, 70 percent of trips to drive-through coffee/donut stores and 30 percent of trips made to quick service restaurants are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic.

In addition, a 20 percent interaction reduction was applied to the trips estimated for the proposed restaurants and passenger fueling stations to take into account the interaction that will occur between the proposed uses. The interaction reduction is based on the ITE process for estimating mixed-use trip generation outlined in their *Trip Generation Handbook*, 3rd Edition. It should be noted that ITE methodology does not provide data specific to fuel centers and the fueling positions and convenience store are considered retail uses for the analysis. The results of the analysis indicated an interaction reduction of 10 percent during the weekday morning peak hour and 25 percent during the weekday evening peak hour. A flat 20 percent rate was used to reflect the average of these rates as well the increased interaction expected between these specific land uses.

Table 4 shows the site-generated traffic volumes for the proposed development.

183rd Street Fuel Center Tinley Park, Illinois





Table 4

SITE-GENERATED TRIP ESTIMATES

Type/Size	Week P	day Mo eak Ho	orning ur	Weekday Evening Peak Hour		
- , F	In	Out	Total	In	Out	Total
Coffee/Donut Shop with Drive-Through Window (1,000 S.F.)	44	42	86	19	20	39
Fast-Food Restaurant with Drive- Through Window and No Indoor Seating (1 Drive-Through Lane)	20	23	43	30	30	60
Convenience Store/Gas Station (14 Passenger Vehicle Fueling Stations)	221	221	442	188	189	377
3 Truck Fueling Positions	12	12	24	12	12	24
Automated Car Wash (1 Tunnel)	<u>10</u>	<u>10</u>	<u>20</u>	<u>39</u>	<u>39</u>	<u>78</u>
Development Subtotal	307	308	615	288	290	578
Interaction Reduction (20 percent) ¹	-15	-15	-30	-18	-18	-36
Total Development Total Trips	292	293	585	270	272	542
Pass-By Trips						
Coffee/Donut Shop (70 percent)	-24	-24	-48	-11	-11	-22
Fast Food Restaurant (50 percent)	-9	-9	-18	-12	-12	-24
Convenience Store/Gas Station (60 percent)	-133	-133	-266	-113	-113	-226
Total Pass-By Trips	166	166	332	136	136	272
Total New Trips	126	127	253	134	136	270
Total Pass-By Trips	166	166	332	136	136	272
Total Development Trips	292	293	585	270	272	542
	Type/SizeCoffee/Donut Shop with Drive-Through Window (1,000 S.F.)Fast-Food Restaurant with Drive- Through Window and No Indoor Seating (1 Drive-Through Lane)Convenience Store/Gas Station (14 Passenger Vehicle Fueling Stations)Gonvenience Store/Gas Station (14 Passenger Vehicle Fueling Stations)Automated Car Wash (1 Tunnel)Development SubtotalInteraction Reduction (20 percent)^ITotal Development Total TripsConfee/Donut Shop (70 percent)Fast Food Restaurant (50 percent)Convenience Store/Gas Station (60 percent)Total Pass-By TripsTotal New TripsTotal Pass-By TripsTotal Pass Past Past Past Past Past Past Past	Type/SizeWere PInCoffee/Donut Shop with Drive-Through44Soffee/Donut Shop with Drive-Through44Sast-Food Restaurant with Drive- Through Window and No Indoor Seating (1 Drive-Through Lane)20Convenience Store/Gas Station (14 Passenger Vehicle Fueling Stations21Automated Car Wash (1 Tunne)10Development Subtotal10Interaction Reduction (20 percent)115Interaction Reduction (20 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4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, traffic generated by additional area developments, and the traffic estimated to be generated by the proposed subject fuel center.

Fuel Center Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed fuel center were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips. As previously indicated, pass-by reductions of 70 percent, 60 percent, and 30 percent were applied to the drive-through coffee/donut store, passenger fueling positions, and drive-through quick service restaurant, respectively. **Figure 7** illustrates the traffic assignment of the pass-by trips. As previously indicated, Gas N Wash will be requesting a right-in/right-out access drive on 183rd Street from CCDOTH. However, to provide a worst-case analysis, the right-in/right-out access drive was not assumed as part of this traffic study.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated September 7, 2022, the existing traffic volumes are projected to increase by a total of 5.0 percent (0.8 percent compounded annually) to represent Year 2028 no-build conditions (one-year buildout plus five years). In addition, the traffic estimated to be generated by the hotel development approved on the east side of White Eagle Drive was also included in the no-build traffic assignment. A copy of the CMAP projections letter is included in the Appendix. The Year 2028 no-build traffic volumes are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The fuel center-generated traffic (Figures 6 and 7) was added to the existing traffic volumes increased by the regional growth factor with area development traffic (Figure 8) to determine the Year 2028 total projected traffic volumes, shown in **Figure 9**.













5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

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

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing (2022), Year 2028 no-build, and Year 2028 total projected conditions are presented in **Tables 5** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.





LAGRANGE ROAD WITH ORLAND PARKWAY/183RD STREET - SIGNALIZED	Table 5			
	LAGRANGE ROAD W	WITH ORLAND PARE	KWAY/183 RD STR	EET – SIGNALIZED

Table 5 LAGRAN	GE ROAD W	ITH OF	RLAND	PARKV	VAY/183 ^r	^D STREET – S	IGNAI	JZED						
	Peak	E	astbour	nd	We	stbound	N	orthbou	nd	So	outhbou	nd	0	
	Hour	L	Т	R	L	T/R	L	T	R	L	T	R	Overall	
S	Weekday	D 38.9	E 68.0	D 42.1	D 51.4	D 52.1	E 62.9	C 21.8	A 7.3	Е 78.7	C 22.3	A 9.5	C	
ພັບບໍ່ມີ Morning	Morning		D – 51.2	2	D	- 51.7		C – 24.2			C – 24.9		28.9	
Exisi Oudi Weekday	D 42.3	E 69.8	D 51.3	D 47.2	Е 57.1	E 69.0	C 28.9	A 8.2	F 83.1	C 26.9	В 10.1	C		
	Evening		D – 54.1	l	D	- 52.8		C – 29.1			C – 29.1		32.9	
	Weekday Morning	D 39.0	Е 70.2	D 41.9	E 58.3	D 53.0	E 62.9	C 23.3	A 7.7	F 89.3	C 23.5	A 9.7	С	
uild tion]	D – 52.3	3	Е	- 55.8		C – 25.3			C – 27.4		30.9	
No-B Condi	Weekday	D 42.0	Е 71.9	D 51.6	D 48.8	E 57.1	E 69.2	C 32.8	A 8.9	F 90.6	C 29.7	B 10.7	D	
	Evening		E – 55.0		D	- 53.5	C – 32.3 C – 32.5		;	36.0				
I	Weekday	D 39.3	E 73.5	D 41.7	F 99+	E 60.5	E 62.9	C 23.4	A 9.3	F 99+	C 23.4	A 9.8	D	
ected	Morning		D – 54.5	5	F	- 90.5		C – 24.5			D – 40.4	Ļ	41.6	
Proje Condi	Weekday	D 41.6	E 74.2	D 51.2	E 60.8	E 60.7	E 69.2	D 35.7	В 10.6	F 99+	C 31.5	В 11.3	D	
	Evening		E – 56.0)	E	- 60.7		C – 33.7	,		D – 41.7	1	41.6	
Letter deno Delay is me	tes Level of Serve easured in second	vice L - ls. T -	– Left Tu – Through	n R–	Right Turn									

Table 6 CAPACITY ANALYSIS RESULTS YEAR 2022 EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekda Peal	y Morning x Hour	Weekday Evening Peak Hour		
	LOS	Delay	LOS	Delay	
183 rd Street with 94 th Avenue ¹					
• Overall	В	11.4	В	12.1	
• Eastbound Approach	А	9.7	Α	9.5	
Westbound Approach	В	12.8	В	13.9	
• Southbound Approach	В	12.2	В	12.5	
183 rd Street with White Eagle Drive ²				-	
• Northbound Approach	В	12.7	В	13.1	
Westbound Left Turn	А	8.3	А	8.6	
LOS = Level of Service Delay is measured in seconds.	1 – All-way s 2 – Two-way	stop control stop control			

Table 7 CAPACITY ANALYSIS RESULTS YEAR 2028 NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekda Peak	y Morning x Hour	Weekday Evening Peak Hour		
	LOS	Delay	LOS	Delay	
183 rd Street with 94 th Avenue ¹					
• Overall	В	12.1	В	12.4	
• Eastbound Approach	В	10.2	А	9.3	
Westbound Approach	В	13.7	В	14.1	
Southbound Approach	В	12.7	В	12.6	
183 rd Street with White Eagle Drive ²					
Northbound Approach	В	14.7	С	16.2	
Westbound Left Turn	А	8.6	А	8.9	
LOS = Level of Service Delay is measured in seconds.	All-way stop control 2 – Two-way stop control				



Table 8

CAPACITY ANALYSIS RESULTS YEAR 2028 TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekda Peal	y Morning « Hour	Weekda Peak		
	LOS	Delay	LOS	Delay	
183 rd Street with 94 th Avenue ¹					
• Overall	В	12.5	В	13.4	
• Eastbound Approach	В	10.4	В	10.2	
Westbound Approach	В	14.4	С	15.9	
Southbound Approach	В	13.2	В	13.6	
183 rd Street with White Eagle Drive ^{2, 3}					
• Northbound Left Turn	F	75.2	F	99+	
Northbound Right Turn	В	11.5	В	12.0	
• Westbound Left Turn	А	9.6	А	10.0	
White Eagle Drive with South Access Drive	2				
• Eastbound Approach	А	9.8	В	10.7	
• Northbound Left Turn					
White Eagle Drive with Hotel South Access	Drive ²				
Westbound Approach	А	8.6	А	8.7	
• Southbound Left Turn	А	7.3	А	7.4	
White Eagle Drive with North Access Drive	e/Hotel North	n Access Dri	ve ²		
Westbound Approach	А	8.7	А	8.9	
• Eastbound Left Turn	С	17.0	С	21.0	
Eastbound Right Turn					
Northbound Left Turn					
• Southbound Left Turn	А	7.4	А	7.4	
LOS = Level of Service $1 - All-way stopDelay is measured in seconds.2 - Two-way stopMathematical Service3. The peak howthe projected independent of the project $	p control op control Ir factor at this in crease in traffic	ntersection was at this intersect	increased to) 0.88 given	



Discussion and Recommendations

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

LaGrange Road with Orland Parkway/183rd Street

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. All movements currently operate at LOS D or better during the peak hours except for the northbound and southbound left-turn movements and the eastbound through movement during both peak hours and the westbound through/right-turn movement during the weekday evening peak hour. The northbound and southbound left-turn movements operate at LOS E or F, which is due in part to the fact that they operate on a permitted (arrow) phase only and receive a limited amount of green time. The eastbound through and westbound through/right-turn movements operate at LOS E, which is due in part to the fact that Orland Parkway/183rd Street is the minor road at this intersection and receives a limited amount of green time.

Under Year 2028 no-build conditions, the intersection is projected to continue to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour. All movements are projected to continue operating at LOS D or better during the peak hours with the exception of the northbound and southbound left-turn movements and the eastbound and westbound movements.

Under Year 2028 total projected conditions, the intersection is projected to operate at LOS D during the weekday morning and weekday evening peak hours. Similar to no-build conditions, several of the left-turn movements and the eastbound and westbound through movements are projected to operate at LOS E or F. It should be noted that the operation of the westbound and eastbound movements can be enhanced with the reallocation of a few seconds of green time from LaGrange Road to Orland Parkway/183rd Street. As such, once the fuel center and approved hotel development are built and operating, the Village should request that IDOT reoptimize the traffic signal timings at this intersection.

Further, it should be noted that the west edge of White Eagle Drive is located approximately 350 feet east of the stop bar along the eastbound approach of 183rd Street at its intersection with LaGrange Road. Based on the results of the capacity analyses, the following summarizes the average and 95th percentile queues projected along the westbound approach of 183rd Street at it signalized intersection with LaGrange Road assuming the Year 2028 total projected traffic volumes and the existing signal timings:

- The westbound left-turn movement is projected to have an average queue of 300 feet and a 95th percentile queue of 440 feet.
- The westbound through/right-turn movement is projected to have an average queue of 205 feet and a 95th percentile queue of 270 feet.



As such, the average queues for both movements and the 95th queue for the through/right-turn movement will not extend to White Eagle Drive. However, the 95th percentile queue for the left-turn lane is projected to extend past White Eagle Drive. However, it is important to note that the queue is only expected to extend past the White Eagle Drive during the peak periods and only during certain times during the peak periods. Further, the westbound queues are anticipated to be reduced with the recommended re-optimization of the traffic signal timings.

183rd Street with 94th Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. The approaches currently operate at LOS B or better during the peak hours. Under Year 2028 no-build and total projected conditions, the overall intersection is projected to continue to operate at LOS B during the weekday morning and weekday evening peak hours. All approaches are projected to operate at LOS C or better during the peak hours.

183rd Street with White Eagle Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. The westbound left-turn movement currently operates at LOS A during the peak hours. Under Year 2028 no-build conditions, the northbound approach is projected to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. The westbound left-turn movement is projected to continue operating at LOS A during the peak hours.

As part of the proposed development, the northbound approach of White Eagle Drive is to be restriped to provide one eastbound lane and two northbound lanes striped for a separate left-turn lane and a separate right-turn lane. The left-turn lane will provide approximately 230 feet of storage and a 50-foot taper. A two-way left-turn lane will be striped from south of the left-turn lane to the south access drive. In addition, the radius on the southeast corner of the intersection will be enlarged in order to accommodate turning truck traffic. It should be noted that given the large increase in traffic projected at this intersection, the peak hour factor in the capacity analyses was increased to 0.88 when analyzing the total projected conditions.

Under Year 2028 total projected conditions, the northbound left-turn movement is projected to operate at LOS F and the northbound right-turn movement is projected to operate at LOS B during the weekday morning and weekday evening peak hours. The westbound left-turn movement is projected to operate at LOS A during the peak hours. The poor level of service for the northbound left-turn movement is due to the high volume of left-turn traffic and the reduced number of gaps in the 183rd Street traffic stream. The left-turn traffic will be able to exit on to 183rd Street. However, during the peak hours, this traffic is projected to experience some significant delays and queuing. Further, it is important to note that the capacity analyses do not take into consideration the additional gaps created in the 183rd Street traffic stream due to the traffic signal at the LaGrange Road/Orland Parkway/183rd Street intersection and the all-way stop at the 183rd Street/94th Avenue intersection. As such, the northbound left-turn movement may operate better than the capacity analyses indicate.



The 95th percentile queues for the northbound left-turn lane are projected to extend approximately 275 to 325 feet during the morning and evening peak hours. However, the north access drive, which will accommodate outbound movements from the fuel center, is to be located approximately 350 feet south of the stop bar along northbound White Eagle Drive at its intersection with 183rd Street. As such, the queue of traffic along northbound White Eagle Drive is not projected to extend to or past the access drive.

183rd Street with White Eagle Drive - Traffic Signal Warrant Analysis

In addition, the Year 2029 total traffic volumes were compared to the Four Hour and Peak Hour traffic signal warrants summarized in the *Manual on Uniform Traffic Control Devices* (MUTCD) to determine if a traffic signal will be warranted at this intersection. It should be noted that for the Four Hour traffic signal warrant, it was assumed that the secondary hour during the weekday morning and weekday evening peak periods would carry approximately 80 percent of the peak hour traffic volumes. The results of the warrant analyses are located in the Appendix and shown in **Table 9**.

Time Period	183 rd Street Volumes	White Eagle Drive Volumes	Meets Peak Hour Warrant	Meets Four Hour Warrant
Morning Peak Hour	1,115	364	Yes	Yes
Morning Secondary Hour	892	291	No	Yes
Evening Peak Hour	1,214	376	Yes	Yes
Evening Secondary Hour	971	300	No	Yes

Table 9 TRAFFIC SIGNAL WARRANT ANALYSIS – 183RD STREET WITH WHITE EAGLE DRIVE

If the Year 2028 traffic volumes are realized and assuming no right-turn in/right-turn out access drive on 173rd Street, the weekday morning and evening peak hour volumes will meet the Peak Hour warrant. Further, all four hours meet the Four Hour warrant. Capacity analyses were performed at the intersection of 183rd Street with White Eagle Drive to see how the intersection is projected to operate with a traffic signal. The anticipated traffic signal phasing and timing was based on the operation of the LaGrange Road/183rd Street intersection. **Table 10** shows the results of the capacity analyses, which indicated that the intersection is projected to operate at an overall LOS B during the weekday morning and evening peaks hour assuming the Year 2028 total traffic volumes. In addition, all of the intersection movements are projected to operate at LOS D or better during both peak hours. Further, the projected eastbound 95th percentile queues and the simulation runs have shown that the eastbound queue from the 183rd Street/White Eagle Drive signalized intersection do not extend to La Grange Road. Gas N Wash will be working with CCDOTH to determine if a traffic signal is required at this intersection.



Table 10 183RD STREET WITH WHITE EAGLE DRIVE – SIGNALIZED

	Dook Hour	Eastbound	Westbound		Northbound		Overall
	T Cak Hour	T/R	L	Т	L	R	Over all
Projected Conditions	Weekday Morning	В 16.3	A 7.0 A –	A 7.8 7.7	D 36.3 C -	B 12.8 32.7	В 17.8
	Weekday Evening	В 16.8	A 7.8 A –	A 8.3 8.2	D 35.5 C –	B 14.1 31.6	В 17.4
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through							

183rd Street with White Eagle Drive – Sight Distance

In order to determine if sufficient sight distance is provided for a vehicle stopped on White Eagle Drive looking east along 183rd Street, a preliminary horizontal sight distance study was performed for the intersection. The sight distance study is located in the Appendix. While intersection sight distance is desirable, *A Policy on Geometric Design of Highways and Streets* (Green Book) published by the American Association of State Highway and Transportation Officials (AASHTO) indicates that, at a minimum, the location of a side road or access road must meet the minimum stopping sight distance requirements.

The results of the preliminary sight distance analysis shows that approximately 490 feet of sight distance is available. According to the Illinois Department of Transportation (IDOT) *Bureau of Design and Environment (BDE) Manual* and the Green Book, the following summarizes the minimum sight distance required along 183rd Street:

- Stopping Sight Distance (all vehicles) = 305 feet
- Intersection Sight Distance Passenger Vehicle = 500 feet
- Intersection Sight Distance Single Unit Truck = 640 feet
- Intersection Sight Distance Semi Trailer = 755 feet

As such, the 490 feet of sight distance exceeds the minimum stopping sight requirements and is just short of meeting the minimum intersection sight distance requirements for passenger vehicles. As such, the available sight distance exceeds the minimum requirements, which is backed up by the fact that the existing intersection has experienced a very low incidence of crashes. In order to further enhance the sight distance, it is recommended that the brush and trees within the 183rd Street and White Eagle Drive right-of-way be cut back or lowered. Also, consideration should be given to installing an advanced intersection warning sign along westbound 183rd Street in advance of the intersection.

White Eagle Drive with South Access Drive

The White Eagle Drive south access drive will be located approximately 775 feet south of 183rd Street and will provide outbound access from the commercial fueling positions. The access drive will provide one wide outbound lane with larger radii in order to accommodate the inbound truck traffic. The outbound lane will be under stop sign control.

The results of the capacity analysis indicate that under Year 2028 total projected conditions, all the critical approaches and movements are projected to operate at LOS B or better. As such, the proposed access drive will provide efficient and flexible access to the fuel center with limited impact on the White Eagle Drive through traffic.





White Eagle Drive with North Access Drive and Hotel North Access Drive

The White Eagle Drive north access drive will be located approximately 420 feet south of 183rd Street opposite the hotel north access drive and will provide inbound and outbound access to the entire fuel center except for the commercial fueling positions. The access drive will provide one inbound lane and two outbound lanes striped for a separate left-turn lane and a separate right-turn lane. The hotel north access drive is assumed to provide one inbound lane and one outbound lane. The outbound lanes from both access drives will be under stop sign control.

The results of the capacity analysis indicate that under Year 2028 total projected conditions, all the critical approaches and movements are projected to operate at LOS C or better. As such, the proposed access drive will provide efficient and flexible access to the fuel center with limited impact on the White Eagle Drive through traffic.

183rd Street with Right-In/Right-Out Access Drive

The 183rd Street right-in/right-out access drive will be located approximately 240 feet east of LaGrange Road and will serve the entire fuel center except for the commercial fueling positions. This access drive will provide one inbound lane and one outbound lane channelized, signed, and striped to prohibit left-turn movements. The outbound lane should be under stop sign control.

The results of the capacity analysis indicate that under Year 2028 total projected conditions, the northbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours. As such, the proposed access drive will provide efficient and flexible access to the fuel center with limited impact on the 183rd Street through traffic.

Drive-Through Facilities

Coffee/Donut Store

The drive-through facility for the coffee/donut store is proposed to extend along the north side of the convenience store and the east side of the site. Vehicles will enter the drive-through lane via the main east-west circulation road and exit via the main north-south circulation road located adjacent to the convenience store. The drive-through lane will accommodate approximately 15 vehicles. Wayfinding signage will be provided within the fuel center directing vehicles to the entrance of the drive-through facility. Additionally, exiting movements from the drive-through lane should be under stop sign control and "Do Not Enter" signs facing west should be provided at the exit from the drive-through facility.

Previous surveys performed of free-standing coffee/donut stores with drive-through facilities have shown that peak queuing occurs during the morning peak period. The average observed queue at the drive-through facility, including the vehicle at the drive-through window, was approximately seven to eight vehicles with an average maximum queue of ten to eleven vehicles. Therefore, the stacking to be provided by the proposed drive-through facility should accommodate the average and maximum queues.


Quick Service Restaurant

The drive-through facility for the quick service restaurant will extend along the south and east sides of the convenience store and will extend in a U shape east of the convenience store. Vehicles will enter the drive-through lane via the main north-south circulation road and exit the drive-through lane via the main east-west circulation road. The site plan shows that the drive-through lane will accommodate approximately 10 vehicles. Wayfinding signage will be provided within the fuel center directing vehicles to the entrance of the drive-through facility. Additionally, exiting movements from the drive-through lane should be under stop sign control and "Do Not Enter" signs facing south should be provided at the exit from the drive-through facility.

Previous surveys performed at free-standing quick service restaurants with drive-through facilities have shown that the average queue, including the vehicle at the drive-through window, was approximately six to seven vehicles with an average maximum queue of nine to ten vehicles. Therefore, the stacking to be provided by the proposed drive-through facility will accommodate the average queue.

Parking

The fuel center is proposed to provide a total of 61 parking spaces and 15 parking spaces for the vacuum stations. In addition, 14 vehicles can be accommodated at the 14 fueling positions. As such, the fuel center will provide parking for a total of 90 vehicles including the vehicles that can be accommodated at the fueling positions and at the car wash. The Village of Tinley Park zoning ordinance requires that the fuel center provide a total of 93 parking spaces. As such, the 90 parking spaces, which includes the vehicles that can be accommodated at the fueling positions and car wash, is only three spaces less than the Village's parking requirements.





6. Conclusion

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

- The traffic projected to be generated by the proposed fuel center will be reduced due to the volume of pass-by traffic that will be diverted from the existing traffic on the adjacent roadways as well as interaction with the other proposed uses on site.
- Access to the development will be provided as summarized below:
 - The White Eagle Drive south access drive will be located approximately 775 feet south of 183rd Street and will provide outbound access from the commercial fueling positions. The access drive will provide one wide outbound lane with larger radii in order to accommodate the inbound truck traffic. The outbound lane will be under stop sign control.
 - The White Eagle Drive middle access drive will be located approximately 500 feet south of 183rd Street and will provide inbound only access to the commercial fueling positions. The access drive will provide one wide inbound lane with larger radii in order to accommodate the inbound truck traffic.
 - The White Eagle Drive north access drive will be located approximately 420 feet south of 183rd Street and will provide inbound and outbound access to the entire fuel center except for the commercial fueling positions. The access drive will provide one inbound lane and two outbound lanes striped for a separate left-turn lane and a separate right-turn lane. The outbound lanes will be under stop sign control.
- In addition, Gas N Wash will be requesting a right-in/right-out access drive on 183rd Street from CCDOTH. However, to provide a worst-case analysis, the right-in/right-out access drive was not assumed as part of the traffic study.

As part of the development, the White Eagle Drive approach to 183rd Street will be restriped to provide one southbound lane and two northbound lanes striped for a separate left-turn lane and a separate right-turn lane. A two-way left-turn lane will be provided from south of the left-turn lane to the south access drive. In addition, the radius in the southeast corner of the 183rd Street/White Eagle Drive intersection will be enlarged in order to accommodate turning truck traffic.

- The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed fuel center with limited impact on the external roadway system.
- If the Year 2028 total traffic volumes are realized, the traffic signal timings at the LaGrange Road/183rd Street intersection will likely need to be reoptimized.



- Under Year 2028 total projected conditions, the northbound left-turn movement from White Eagle Drive to 183rd Street is projected to operate at LOS F during the morning and evening peak hours. The poor level of service for the northbound left-turn movement is due to the high volume of left-turn traffic and the reduced number of gaps in the 183rd Street traffic stream. The left-turn traffic will be able to exit on to 183rd Street. However, during the peak hours, this traffic is projected to experience some significant delays and queuing.
- If the Year 2028 total projected traffic volumes are realized, it appears that a traffic signal will be warranted at the intersection of 183rd Street with White Eagle Drive. The results of the capacity analyses have shown that the intersection is projected to operate at an overall LOS C or better during both peak hours and all the intersection movements are projected to operate at LOS D or better. Further, the projected eastbound 95th percentile queues and simulation runs have shown that the eastbound queue from the 183rd Street/White Eagle Drive signalized intersection do not extend to LaGrange Road. Gas N Wash will be working with CCDOTH to determine if a traffic signal is required at this intersection.



Appendix

Traffic Count Summary Sheets Site Plan CMAP 2050 Projections Letter Level of Service Criteria Capacity Analysis Summary Sheets Signal Warrant Analysis Preliminary Sight Distance Study

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Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with La Grange Road TMC Site Code: Start Date: 04/12/2022 Page No: 1

Turning Movement Data

			Orland I	Parkway					Orland	Parkway	U				La Gran	ige Road					La Gran	ige Road			
o 			East	bound					West	tbound					North	bound			· · ·		South	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	8	20	28	0	56	0	37	13	16	0	66	1	34	319	32	0	386	1	20	353	13	0	387	895
7:15 AM	0	19	38	24	0	81	0	46	28	15	0	89	2	33	361	29	0	425	0	18	400	18	0	436	1031
7:30 AM	0	21	18	28	0	67	0	64	24	27	0	115	0	39	425	42	0	506	0	23	398	23	0	444	1132
7:45 AM	0	11	31	22	0	64	0	62	26	23	0	111	4	44	392	57	0	497	0	32	362	40	0	434	1106
Hourly Total	0	59	107	102	0	268	0	209	91	81	0	381	7	150	1497	160	0	1814	1	93	1513	94	0	1701	4164
8:00 AM	0	18	24	36	0	78	0	45	21	16	0	82	0	55	379	55	0	489	0	28	321	22	0	371	1020
8:15 AM	0	13	14	28	0	55	0	40	16	13	0	69	0	45	343	51	0	439	0	18	359	22	0	399	962
8:30 AM	0	9	25	24	0	58	0	42	23	18	0	83	0	44	368	32	0	444	0	23	323	23	0	369	954
8:45 AM	0	11	12	24	0	47	0	43	23	22	0	88	0	51	356	41	0	448	0	25	310	19	0	354	937
Hourly Total	0	51	75	112	0	238	0	170	83	69	0	322	0	195	1446	179	0	1820	0	94	1313	86	0	1493	3873
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	30	34	60	0	124	0	57	34	40	0	131	2	37	460	76	0	575	1	39	487	15	0	542	1372
4:15 PM	0	19	28	34	0	81	0	41	28	34	0	103	1	30	557	61	0	649	0	21	543	15	0	579	1412
4:30 PM	0	32	27	42	0	101	0	68	31	50	0	149	2	22	461	54	0	539	0	24	475	16	0	515	1304
4:45 PM	0	21	18	27	0	66	0	41	28	28	0	97	1	47	555	59	0	662	0	20	471	24	0	515	1340
Hourly Total	0	102	107	163	0	372	0	207	121	152	0	480	6	136	2033	250	0	2425	1	104	1976	70	0	2151	5428
5:00 PM	0	24	33	51	0	108	0	69	38	54	0	161	2	27	438	58	0	525	0	23	445	14	0	482	1276
5:15 PM	0	22	16	22	0	60	2	68	28	40	0	138	1	29	491	71	0	592	0	18	450	13	0	481	1271
5:30 PM	0	10	19	26	0	55	0	46	25	30	0	101	0	29	482	51	0	562	1	22	496	14	0	533	1251
5:45 PM	0	15	15	19	0	49	0	63	18	36	0	117	1	26	422	52	0	501	0	23	378	11	0	412	1079
Hourly Total	0	71	83	118	0	272	2	246	109	160	0	517	4	111	1833	232	0	2180	1	86	1769	52	0	1908	4877
Grand Total	0	283	372	495	0	1150	2	832	404	462	0	1700	17	592	6809	821	0	8239	3	377	6571	302	0	7253	18342
Approach %	0.0	24.6	32.3	43.0		-	0.1	48.9	23.8	27.2	-	-	0.2	7.2	82.6	10.0	-	-	0.0	5.2	90.6	4.2	-	-	-
Total %	0.0	1.5	2.0	2.7	-	6.3	0.0	4.5	2.2	2.5	-	9.3	0.1	3.2	37.1	4.5	-	44.9	0.0	2.1	35.8	1.6	-	39.5	-
Lights	0	280	370	481	-	1131	2	816	402	453	-	1673	17	581	6636	802	-	8036	3	372	6354	299	-	7028	17868
% Lights	-	98.9	99.5	97.2	-	98.3	100.0	98.1	99.5	98.1	-	98.4	100.0	98.1	97.5	97.7	-	97.5	100.0	98.7	96.7	99.0	-	96.9	97.4
Buses	0	2	1	2	-	5	0	7	1	3	-	11	0	1	15	5	-	21	0	1	19	0	-	20	57
% Buses	-	0.7	0.3	0.4	-	0.4	0.0	0.8	0.2	0.6	-	0.6	0.0	0.2	0.2	0.6	-	0.3	0.0	0.3	0.3	0.0	-	0.3	0.3
Single-Unit Trucks	0	1	1	8		10	0	7	0	6	-	13	0	4	89	9	-	102	0	3	97	1	-	101	226
% Single-Unit Trucks	-	0.4	0.3	1.6	•	0.9	0.0	0.8	0.0	1.3	-	0.8	0.0	0.7	1.3	1.1	-	1.2	0.0	0.8	1.5	0.3	-	1.4	1.2
Articulated Trucks	0	0	0	4	-	4	0	2	1	0	-	3	0	6	69	5	-	80	0	1	101	2	-	104	191
% Articulated Trucks	-	0.0	0.0	0.8	-	0.3	0.0	0.2	0.2	0.0	-	0.2	0.0	1.0	1.0	0.6	-	1.0	0.0	0.3	1.5	0.7	-	1.4	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with La Grange Road TMC Site Code: Start Date: 04/12/2022 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

			Orland I Eastb	Parkway oound					Orland I Westl	Parkway bound					La Gran	nge Road					La Gran South	ge Road bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	19	38	24	0	81	0	46	28	15	0	89	2	33	361	29	0	425	0	18	400	18	0	436	1031
7:30 AM	0	21	18	28	0	67	0	64	24	27	0	115	0	39	425	42	0	506	0	23	398	23	0	444	1132
7:45 AM	0	11	31	22	0	64	0	62	26	23	0	111	4	44	392	57	0	497	0	32	362	40	0	434	1106
8:00 AM	0	18	24	36	0	78	0	45	21	16	0	82	0	55	379	55	0	489	0	28	321	22	0	371	1020
Total	0	69	111	110	0	290	0	217	99	81	0	397	6	171	1557	183	0	1917	0	101	1481	103	0	1685	4289
Approach %	0.0	23.8	38.3	37.9	-	-	0.0	54.7	24.9	20.4	-	-	0.3	8.9	81.2	9.5	-	-	0.0	6.0	87.9	6.1	-	-	-
Total %	0.0	1.6	2.6	2.6	-	6.8	0.0	5.1	2.3	1.9	-	9.3	0.1	4.0	36.3	4.3	-	44.7	0.0	2.4	34.5	2.4	-	39.3	-
PHF	0.000	0.821	0.730	0.764	-	0.895	0.000	0.848	0.884	0.750	-	0.863	0.375	0.777	0.916	0.803	-	0.947	0.000	0.789	0.926	0.644	-	0.949	0.947
Lights	0	66	111	105	-	282	0	209	97	81	-	387	6	169	1499	175	-	1849	0	101	1399	102	-	1602	4120
% Lights	-	95.7	100.0	95.5	-	97.2	-	96.3	98.0	100.0	-	97.5	100.0	98.8	96.3	95.6	-	96.5	-	100.0	94.5	99.0	-	95.1	96.1
Buses	0	2	0	2	-	4	0	3	1	0	-	4	0	0	2	2	-	4	0	0	8	0	-	8	20
% Buses	-	2.9	0.0	1.8	-	1.4	-	1.4	1.0	0.0	-	1.0	0.0	0.0	0.1	1.1	-	0.2	-	0.0	0.5	0.0	-	0.5	0.5
Single-Unit Trucks	0	1	0	3	-	4	0	5	0	0	-	5	0	1	29	3	-	33	0	0	33	0	-	33	75
% Single-Unit Trucks	-	1.4	0.0	2.7	-	1.4	-	2.3	0.0	0.0	-	1.3	0.0	0.6	1.9	1.6	-	1.7	-	0.0	2.2	0.0	-	2.0	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	27	3	-	31	0	0	41	1	-	42	74
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0		0.0	1.0	0.0	-	0.3	0.0	0.6	1.7	1.6	-	1.6	-	0.0	2.8	1.0	-	2.5	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0		0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-		-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with La Grange Road TMC Site Code: Start Date: 04/12/2022 Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

			Orland I	Parkway					Orland I	Parkway					La Gran	nge Road					La Gran	ge Road			
Start Time			Easi	ound		A			wesu	bound		A			North	ibound					South	oouna		A	
otart Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	30	34	60	0	124	0	57	34	40	0	131	2	37	460	76	0	575	1	39	487	15	0	542	1372
4:15 PM	0	19	28	34	0	81	0	41	28	34	0	103	1	30	557	61	0	649	0	21	543	15	0	579	1412
4:30 PM	0	32	27	42	0	101	0	68	31	50	0	149	2	22	461	54	0	539	0	24	475	16	0	515	1304
4:45 PM	0	21	18	27	0	66	0	41	28	28	0	97	1	47	555	59	0	662	0	20	471	24	0	515	1340
Total	0	102	107	163	0	372	0	207	121	152	0	480	6	136	2033	250	0	2425	1	104	1976	70	0	2151	5428
Approach %	0.0	27.4	28.8	43.8	-	-	0.0	43.1	25.2	31.7	-	-	0.2	5.6	83.8	10.3	-	-	0.0	4.8	91.9	3.3	-	-	-
Total %	0.0	1.9	2.0	3.0	-	6.9	0.0	3.8	2.2	2.8	-	8.8	0.1	2.5	37.5	4.6	-	44.7	0.0	1.9	36.4	1.3	-	39.6	-
PHF	0.000	0.797	0.787	0.679	-	0.750	0.000	0.761	0.890	0.760	-	0.805	0.750	0.723	0.912	0.822	-	0.916	0.250	0.667	0.910	0.729	-	0.929	0.961
Lights	0	102	107	160	-	369	0	204	121	147	-	472	6	134	1992	244	-	2376	1	102	1939	69	-	2111	5328
% Lights	-	100.0	100.0	98.2	-	99.2	-	98.6	100.0	96.7	-	98.3	100.0	98.5	98.0	97.6	-	98.0	100.0	98.1	98.1	98.6	-	98.1	98.2
Buses	0	0	0	0	-	0	0	1	0	2	-	3	0	1	9	1	-	11	0	0	7	0	-	7	21
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	1.3	-	0.6	0.0	0.7	0.4	0.4	-	0.5	0.0	0.0	0.4	0.0	-	0.3	0.4
Single-Unit Trucks	0	0	0	2	-	2	0	2	0	3	-	5	0	1	19	4	-	24	0	2	16	0	-	18	49
% Single-Unit Trucks	-	0.0	0.0	1.2	-	0.5	-	1.0	0.0	2.0	-	1.0	0.0	0.7	0.9	1.6	-	1.0	0.0	1.9	0.8	0.0	-	0.8	0.9
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	13	1	-	14	0	0	14	1	-	15	30
% Articulated Trucks	-	0.0	0.0	0.6	-	0.3		0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.4	-	0.6	0.0	0.0	0.7	1.4	-	0.7	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0		0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0		-	-		-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 96th Road TMC Site Code: Start Date: 04/12/2022 Page No: 1

Turning Movement Data

			Eastbound St.				ig in	Westbound St.	and				Northbound St.			
			Eastbound					Westbound				-	Northbound			
Start Time	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	65	2	0	67	0	0	77	0	77	0	7	2	0	9	153
7:15 AM	0	84	3	0	87	1	1	89	0	91	0	2	1	0	3	181
7:30 AM	0	82	4	0	86	0	0	100	0	100	0	9	1	0	10	196
7:45 AM	1	121	4	0	126	0	4	101	0	105	0	7	1	0	8	239
Hourly Total	1	352	13	0	366	1	5	367	0	373	0	25	5	0	30	769
8:00 AM	0	101	2	0	103	0	0	69	0	69	0	5	2	0	7	179
8:15 AM	0	71	6	0	77	0	2	75	0	77	0	3	1	0	4	158
8:30 AM	1	77	5	0	83	0	0	78	0	78	0	8	1	0	9	170
8:45 AM	0	76	0	0	76	0	0	78	0	78	0	4	0	0	4	158
Hourly Total	1	325	13	0	339	0	2	300	0	302	0	20	4	0	24	665
*** BREAK ***	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-
4:00 PM	0	128	23	1	151	0	5	125	0	130	0	7	5	0	12	293
4:15 PM	1	83	15	0	99	0	7	105	0	112	0	8	5	0	13	224
4:30 PM	0	87	22	0	109	0	5	127	0	132	0	5	5	0	10	251
4:45 PM	0	79	20	0	99	0	8	103	0	111	0	12	4	0	16	226
Hourly Total	1	377	80	1	458	0	25	460	0	485	0	32	19	0	51	994
5:00 PM	0	100	21	0	121	0	4	148	0	152	0	15	9	0	24	297
5:15 PM	0	71	19	0	90	0	3	109	0	112	0	11	2	0	13	215
5:30 PM	0	88	13	0	101	0	7	103	0	110	0	10	9	0	19	230
5:45 PM	0	73	15	0	88	0	6	83	0	89	0	19	12	0	31	208
Hourly Total	0	332	68	0	400	0	20	443	0	463	0	55	32	0	87	950
Grand Total	3	1386	174	1	1563	1	52	1570	0	1623	0	132	60	0	192	3378
Approach %	0.2	88.7	11.1	-		0.1	3.2	96.7	-	-	0.0	68.8	31.3	-	-	-
Total %	0.1	41.0	5.2		46.3	0.0	1.5	46.5	-	48.0	0.0	3.9	1.8	-	5.7	-
Lights	3	1361	171	-	1535	1	51	1544	-	1596	0	130	60	-	190	3321
% Lights	100.0	98.2	98.3		98.2	100.0	98.1	98.3	-	98.3	-	98.5	100.0	-	99.0	98.3
Buses	0	8	0	-	8	0	0	11	-	11	0	0	0	-	0	19
% Buses	0.0	0.6	0.0	-	0.5	0.0	0.0	0.7	-	0.7	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	13	2	-	15	0	1	13	-	14	0	1	0	-	1	30
% Single-Unit Trucks	0.0	0.9	1.1	-	1.0	0.0	1.9	0.8	-	0.9	-	0.8	0.0	-	0.5	0.9
Articulated Trucks	0	4	1	-	5	0	0	2	-	2	0	1	0	-	1	8
% Articulated Trucks	0.0	0.3	0.6	-	0.3	0.0	0.0	0.1	-	0.1	-	0.8	0.0	-	0.5	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-		0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 96th Road TMC Site Code: Start Date: 04/12/2022 Page No: 2

Turning Movement Peak Hour Data (7:15 AM)

			Eastbound St			Ţ		Westbound St.	·				Northbound St.			
Ctort Time			Eastbound					Westbound				-	Northbound			
Start Time	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	84	3	0	87	1	1	89	0	91	0	2	1	0	3	181
7:30 AM	0	82	4	0	86	0	0	100	0	100	0	9	1	0	10	196
7:45 AM	1	121	4	0	126	0	4	101	0	105	0	7	1	0	8	239
8:00 AM	0	101	2	0	103	0	0	69	0	69	0	5	2	0	7	179
Total	1	388	13	0	402	1	5	359	0	365	0	23	5	0	28	795
Approach %	0.2	96.5	3.2	-	-	0.3	1.4	98.4	-	-	0.0	82.1	17.9	-	-	-
Total %	0.1	48.8	1.6	-	50.6	0.1	0.6	45.2	-	45.9	0.0	2.9	0.6	-	3.5	-
PHF	0.250	0.802	0.813	-	0.798	0.250	0.313	0.889		0.869	0.000	0.639	0.625	-	0.700	0.832
Lights	1	380	13	-	394	1	5	349	-	355	0	22	5	-	27	776
% Lights	100.0	97.9	100.0	-	98.0	100.0	100.0	97.2		97.3	-	95.7	100.0	-	96.4	97.6
Buses	0	5	0	-	5	0	0	4	-	4	0	0	0	-	0	9
% Buses	0.0	1.3	0.0	-	1.2	0.0	0.0	1.1	-	1.1	-	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	5	-	5	0	0	0	-	0	5
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	1.4	-	1.4	-	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	3	0	-	3	0	0	1	-	1	0	1	0	-	1	5
% Articulated Trucks	0.0	0.8	0.0	-	0.7	0.0	0.0	0.3	-	0.3	-	4.3	0.0	-	3.6	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-			0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-			-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 96th Road TMC Site Code: Start Date: 04/12/2022 Page No: 3

Turning Movement Peak Hour Data (4:00 PM)

			Eastbound St			ſ		Westbound St.	·				Northbound St.			
Chart Time			Eastbound					Westbound				-	Northbound			
Start Time	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	128	23	1	151	0	5	125	0	130	0	7	5	0	12	293
4:15 PM	1	83	15	0	99	0	7	105	0	112	0	8	5	0	13	224
4:30 PM	0	87	22	0	109	0	5	127	0	132	0	5	5	0	10	251
4:45 PM	0	79	20	0	99	0	8	103	0	111	0	12	4	0	16	226
Total	1	377	80	1	458	0	25	460	0	485	0	32	19	0	51	994
Approach %	0.2	82.3	17.5	-	-	0.0	5.2	94.8	-	-	0.0	62.7	37.3	-	-	-
Total %	0.1	37.9	8.0	-	46.1	0.0	2.5	46.3	-	48.8	0.0	3.2	1.9	-	5.1	-
PHF	0.250	0.736	0.870	-	0.758	0.000	0.781	0.906		0.919	0.000	0.667	0.950	-	0.797	0.848
Lights	1	371	79	-	451	0	25	453		478	0	32	19	-	51	980
% Lights	100.0	98.4	98.8	-	98.5	-	100.0	98.5		98.6	-	100.0	100.0	-	100.0	98.6
Buses	0	0	0	-	0	0	0	3	-	3	0	0	0	-	0	3
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.7	-	0.6	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	6	1	-	7	0	0	4	-	4	0	0	0	-	0	11
% Single-Unit Trucks	0.0	1.6	1.3	-	1.5	-	0.0	0.9	-	0.8	-	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0		0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1		-		-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0				-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 94th Avenue TMC Site Code: Start Date: 04/12/2022 Page No: 1

Turning Movement Data

			Eastbound St				ing ini	Westbound St.	ulu				Southbound St.			
Start Time			Eastbound					Westbound				•	Southbound			
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	6	63	0	69	0	60	18	0	78	0	12	9	0	21	168
7:15 AM	0	4	79	0	83	0	84	16	0	100	0	17	8	0	25	208
7:30 AM	0	6	74	0	80	0	85	24	0	109	0	14	16	0	30	219
7:45 AM	0	6	111	0	117	0	98	21	0	119	0	31	11	0	42	278
Hourly Total	0	22	327	0	349	0	327	79	0	406	0	74	44	0	118	873
8:00 AM	1	6	99	0	106	0	58	19	0	77	0	22	13	0	35	218
8:15 AM	0	8	67	0	75	0	61	18	0	79	0	14	10	0	24	178
8:30 AM	0	6	72	0	78	0	64	14	0	78	0	22	11	0	33	189
8:45 AM	0	9	65	0	74	0	73	18	0	91	0	17	8	0	25	190
Hourly Total	1	29	303	0	333	0	256	69	0	325	0	75	42	0	117	775
*** BREAK ***	-	-	-	-	-	-	- `	-		-	-	-		-	-	-
4:00 PM	0	19	105	0	124	0	114	27	0	141	0	14	16	0	30	295
4:15 PM	0	21	85	0	106	0	99	26	0	125	0	20	13	0	33	264
4:30 PM	0	12	73	0	85	0	122	30	0	152	0	33	9	0	42	279
4:45 PM	0	22	67	0	89	0	87	27	0	114	0	25	18	0	43	246
Hourly Total	0	74	330	0	404	0	422	110	0	532	0	92	56	0	148	1084
5:00 PM	0	12	84	0	96	0	141	35	0	176	0	24	11	0	35	307
5:15 PM	0	12	74	0	86	0	107	35	0	142	0	30	14	0	44	272
5:30 PM	0	16	77	0	93	0	89	27	0	116	0	25	20	0	45	254
5:45 PM	0	24	58	0	82	0	67	25	0	92	0	22	22	0	44	218
Hourly Total	0	64	293	0	357	0	404	122	0	526	0	101	67	0	168	1051
Grand Total	1	189	1253	0	1443	0	1409	380	0	1789	0	342	209	0	551	3783
Approach %	0.1	13.1	86.8	-	-	0.0	78.8	21.2	-	-	0.0	62.1	37.9	-	-	-
Total %	0.0	5.0	33.1		38.1	0.0	37.2	10.0	-	47.3	0.0	9.0	5.5	-	14.6	-
Lights	0	188	1229	-	1417	0	1385	375	-	1760	0	336	209	-	545	3722
% Lights	0.0	99.5	98.1	-	98.2		98.3	98.7	-	98.4	-	98.2	100.0	-	98.9	98.4
Buses	0	0	10	-	10	0	11	4	-	15	0	1	0	-	1	26
% Buses	0.0	0.0	0.8	-	0.7	-	0.8	1.1	-	0.8	-	0.3	0.0	-	0.2	0.7
Single-Unit Trucks	0	1	12	-	13	0	12	1	-	13	0	3	0	-	3	29
% Single-Unit Trucks	0.0	0.5	1.0	-	0.9	-	0.9	0.3	-	0.7	-	0.9	0.0	-	0.5	0.8
Articulated Trucks	1	0	2	-	3	0	1	0	-	1	0	1	0	-	1	5
% Articulated Trucks	100.0	0.0	0.2	-	0.2	-	0.1	0.0	-	0.1	-	0.3	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.2	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 94th Avenue TMC Site Code: Start Date: 04/12/2022 Page No: 2

Turning Movement Peak Hour Data (7:15 AM)

			Eastbound St			Γ		Westbound St.					Southbound St.			
Otest Times			Eastbound					Westbound				-	Southbound			
Start Time	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	4	79	0	83	0	84	16	0	100	0	17	8	0	25	208
7:30 AM	0	6	74	0	80	0	85	24	0	109	0	14	16	0	30	219
7:45 AM	0	6	111	0	117	0	98	21	0	119	0	31	11	0	42	278
8:00 AM	1	6	99	0	106	0	58	19	0	77	0	22	13	0	35	218
Total	1	22	363	0	386	0	325	80	0	405	0	84	48	0	132	923
Approach %	0.3	5.7	94.0	-	-	0.0	80.2	19.8	-	-	0.0	63.6	36.4	-	-	-
Total %	0.1	2.4	39.3	-	41.8	0.0	35.2	8.7	-	43.9	0.0	9.1	5.2	-	14.3	-
PHF	0.250	0.917	0.818	-	0.825	0.000	0.829	0.833		0.851	0.000	0.677	0.750	-	0.786	0.830
Lights	0	22	356	-	378	0	316	78		394	0	83	48	-	131	903
% Lights	0.0	100.0	98.1	-	97.9	-	97.2	97.5	_	97.3	-	98.8	100.0	-	99.2	97.8
Buses	0	0	5	-	5	0	4	2	-	6	0	1	0	-	1	12
% Buses	0.0	0.0	1.4	-	1.3	-	1.2	2.5	-	1.5	-	1.2	0.0	-	0.8	1.3
Single-Unit Trucks	0	0	1	-	1	0	5	0	-	5	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	0.3	-	0.3	-	1.5	0.0	-	1.2	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	1	0	1	-	2	0	0	0	-	0	0	0	0	-	0	2
% Articulated Trucks	100.0	0.0	0.3	-	0.5	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0		-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-			-	-	-	-	-	-	-	-	-	-



Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Orland Parkway with 94th Avenue TMC Site Code: Start Date: 04/12/2022 Page No: 3

Turning Movement Peak Hour Data (4:00 PM)

			Eastbound St			Γ		Westbound St.	·				Southbound St.			
Oterst Times			Eastbound					Westbound					Southbound			
Start Time	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	19	105	0	124	0	114	27	0	141	0	14	16	0	30	295
4:15 PM	0	21	85	0	106	0	99	26	0	125	0	20	13	0	33	264
4:30 PM	0	12	73	0	85	0	122	30	0	152	0	33	9	0	42	279
4:45 PM	0	22	67	0	89	0	87	27	0	114	0	25	18	0	43	246
Total	0	74	330	0	404	0	422	110	0	532	0	92	56	0	148	1084
Approach %	0.0	18.3	81.7	-	-	0.0	79.3	20.7	-	-	0.0	62.2	37.8	-	-	-
Total %	0.0	6.8	30.4	-	37.3	0.0	38.9	10.1	-	49.1	0.0	8.5	5.2	-	13.7	-
PHF	0.000	0.841	0.786	-	0.815	0.000	0.865	0.917		0.875	0.000	0.697	0.778	-	0.860	0.919
Lights	0	74	322	-	396	0	415	109		524	0	91	56	-	147	1067
% Lights	-	100.0	97.6	-	98.0	-	98.3	99.1		98.5	-	98.9	100.0	-	99.3	98.4
Buses	0	0	1	-	1	0	3	1	-	4	0	0	0	-	0	5
% Buses	-	0.0	0.3	-	0.2	-	0.7	0.9	-	0.8	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	7	-	7	0	4	0	-	4	0	1	0	-	1	12
% Single-Unit Trucks	-	0.0	2.1	-	1.7	-	0.9	0.0	-	0.8	-	1.1	0.0	-	0.7	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-		-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-				-	-	-	-	-	-	-	-	-





CMAP 2050 Projections Letter



433 West Van Buren Street Suite 450 Chicago, IL 60607

> 312-454-0400 cmap.illinois.gov

September 7, 2022

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

Subject: LaGrange Road (US 45) @ 183rd Street / Orland Parkway IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated September 7, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
LaGrange Rd, @ 183 rd St	43,100	52,300
183 rd St east of LaGrange Rd	8,750	11,500
94 th Ave north of 183 rd St	7,000	9,200

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

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

Sincerely,

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

cc: Rios (IDOT) 2022_ForecastTraffic\TinleyPark\ck-116-22\ck-116-22.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized	Intersections		
Level of Service	Interpretat	tion	Average Control Delay (seconds per vehicle)
А	Favorable progression. Most ve green indication and travel throug stopping.	hicles arrive during the h the intersection without	≤10
В	Good progression, with more ve Level of Service A.	ehicles stopping than for	> 10 - 20
С	Individual cycle failures (i.e., one are not able to depart as a result during the cycle) may begin to ap stopping is significant, although through the intersection without s	e or more queued vehicles t of insufficient capacity pear. Number of vehicles many vehicles still pass stopping.	> 20 - 35
D	The volume-to-capacity ratio is hi is ineffective or the cycle length is stop and individual cycle failures	gh and either progression s too long. Many vehicles are noticeable.	> 35 - 55
Е	Progression is unfavorable. The vehigh and the cycle length is long. are frequent.	olume-to-capacity ratio is Individual cycle failures	> 55 - 80
F	The volume-to-capacity ratio is very poor, and the cycle length is clear the queue.	very high, progression is long. Most cycles fail to	> 80
Unsignaliz	ed Intersections		
	Level of Service	Average Total I	Delay (sec/veh)
	А	0 -	10
	В	> 10	- 15
	С	> 15	- 25
	D	> 25	- 35
	Е	> 35	- 50
	F	> 5	50
Source: High	way Capacity Manual, 6th Edition.		

<u>Capacity Analysis Summary Sheets</u> Weekday Morning Peak Hour – Existing Conditions

05/05/2023	
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	†	1	ሻ	A		ካካ	<u> </u>	1	ሻ	<u> </u>	1
Traffic Volume (vph)	69	111	110	217	99	81	177	1557	183	101	1481	103
Future Volume (vph)	69	111	110	217	99	81	177	1557	183	101	1481	103
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.933				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	2000	1538	1736	3331	0	3467	5250	1553	1805	5151	1599
Flt Permitted	0.633			0.449			0.950			0.950		
Satd. Flow (perm)	1156	2000	1538	820	3331	0	3467	5250	1553	1805	5151	1599
Right Turn on Red		2000	No	020		No	0.07	0200	No		0.0.	No
Satd Flow (RTOR)			110			110			110			110
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		911			471			1381			1181	
Travel Time (s)		17.7			92			20.9			17.9	
Confl Peds (#/hr)		17.7			7.2			20.7			17.7	
Confl Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	5%	4%	2%	0%	1%	4%	4%	0%	6%	1%
Bus Blockages (#/br)	1/0	0/0	0	0	270	0,0	0	0	0	0,0	0,0	0
Parking (#/hr)	U	U	U	U	, i i i	U	0	0	U	U	0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			070			070			070	
Lane Group Flow (vpb)	73	117	116	228	189	0	186	1630	103	106	1550	108
	nm+nt	MA	nm±0V	nm+nt	NA	0	Prot	NA	nm+ov	Prot	NA	nm+ov
Protected Phases	7	1174	5	2	8		5	2	2	1	6	7
Permitted Phases	1		<u>ј</u>	8	0		5	2	2		0	6
Detector Phase	7	1	4	2	Q		5	2	2	1	6	7
Switch Phase	1	4	5	5	0		5	Z	5	1	0	1
Minimum Initial (s)	3.0	8.0	2.0	3.0	80		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split(s)	0.5	20.0	0.5	0.5	0.0 22 5		0.5	22.5	0.5	0.5	22.5	3.0 0.5
Total Split (s)	9.0	20.0	9.0	9.0	22.0		9.0	ZZ.3	9.0	9.0	22.0 47.0	9.0
Total Split (%)	11 E0/	20.0	23.0	20.0	20.0		23.0	73.0	20.0	12 10/	07.U	10.U
Vollow Time (c)	2 5	10.4%	17.770 2 E	10.470	19.270		17.770 2 E	30.2%	10.470	13.170	31.370	11.3%
All Ded Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	3.5
All-riceu Time (S)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Lust Time Aujust (S)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
	3.5	0.0	4.5	3.5	0.0		4.5	0.0	3.5	4.5	0.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
	Ivone	INONE	ivone	None	ivone		None	C-IVIIN	INONE	None	C-IVIIN	ivone
Act Effect Green (s)	24.8	13.0	31.3	34.9	19.6		12.3	69.8	91.7	11.3	68.8	84.1
Actuated g/C Ratio	0.19	0.10	0.24	0.27	0.15		0.09	0.54	0./1	0.09	0.53	0.65

22-088 183rd St Fuel Center - Tinley Park Existing Weekday Morning Peak Hour Synchro 11 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.58	0.31	0.69	0.38		0.57	0.58	0.18	0.68	0.57	0.10
Control Delay	38.9	68.0	42.1	51.4	52.1		62.9	21.8	7.3	78.7	22.3	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Fotal Delay	38.9	68.0	42.1	51.4	52.1		62.9	21.8	7.3	78.7	22.3	9 .5
LOS	D	E	D	D	D		E	С	А	E	С	A
Approach Delay		51.2			51.7			24.2			24.9	
Approach LOS		D			D			С			С	
Queue Length 50th (ft)	46	95	80	160	75		78	345	53	87	323	33
Queue Length 95th (ft)	87	160	131	241	115		115	393	83	#153	392	59
Internal Link Dist (ft)		831			391			1301			1101	
Turn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	291	215	443	336	510		493	2817	1102	173	2725	1061
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	C
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.54	0.26	0.68	0.37		0.38	0.58	0.18	0.61	0.57	0.10
Intersection Summary												
Area Type:	Other											
Cycle Length: 130												
Actuated Cycle Length: 130)											
Offset: 68 (52%), Reference	ed to phase	2:NBT ar	nd 6:SBT	, Start of	Green							
Natural Cycle: 75												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 2	.8.9			In	tersectio	n LOS: C						
Intersection Capacity Utiliza	ation 69.9%			IC	CU Level	of Service	С					
Analysis Period (min) 15												
# 95th percentile volume	exceeds ca	oacity, qu	eue may	be longer	r.							
Queue shown is maximi	um after two	cycles.										
				400								
Splits and Phases: 1: La	Grange Ro	ad & Orla	nd Parkw	/ay/183rd	Street			-				
1 Ø1	(R)							€ ¶ø	3		Ø4	
1/s //3s	1			•				20 s		20 s		
0 5	Ø6 (R)							V Ø	7	¥ Ø8		
.235	S							15 S		25 S		

Intersection							
Intersection Delay, s/veh	11.4						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	ሻ	† †	¥î≽		- M		
Traffic Vol, veh/h	23	364	332	80	84	48	
Future Vol, veh/h	23	364	332	80	84	48	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles, %	4	2	3	3	1	0	
Mvmt Flow	28	439	400	96	101	58	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	9.7		12.8		12.2		
HCM LOS	А		В		В		

Lane	NWLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1	
Vol Left, %	0%	0%	100%	0%	0%	64%	
Vol Thru, %	100%	58%	0%	100%	100%	0%	
Vol Right, %	0%	42%	0%	0%	0%	36%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	221	191	23	182	182	132	
LT Vol	0	0	23	0	0	84	
Through Vol	221	111	0	182	182	0	
RT Vol	0	80	0	0	0	48	
Lane Flow Rate	267	230	28	219	219	159	
Geometry Grp	8	8	7	7	7	7	
Degree of Util (X)	0.449	0.368	0.048	0.349	0.242	0.296	
Departure Headway (Hd)	6.066	5.769	6.27	5.73	3.975	6.701	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	595	625	572	627	901	536	
Service Time	3.8	3.502	4.002	3.461	1.706	4.44	
HCM Lane V/C Ratio	0.449	0.368	0.049	0.349	0.243	0.297	
HCM Control Delay	13.7	11.8	9.3	11.5	8	12.2	
HCM Lane LOS	В	В	А	В	А	В	
HCM 95th-tile Q	2.3	1.7	0.2	1.6	0.9	1.2	

Intersection

Int Delay, s/veh	0.5						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	∱ î,		5	- † †	Y		
Traffic Vol, veh/h	382	13	6	374	23	5	
Future Vol, veh/h	382	13	6	374	23	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	0	-	
Veh in Median Storage	, # 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	83	83	83	83	83	83	
Heavy Vehicles, %	2	0	0	3	4	0	
Mvmt Flow	460	16	7	451	28	6	

Major/Minor	Major1	Ν	Aajor2		Minor1		
Conflicting Flow All	0	0	476	0	708	238	
Stage 1	-	-	-	-	468	-	
Stage 2	-	-	-	-	240	-	
Critical Hdwy	-	-	4.1	-	6.88	6.9	
Critical Hdwy Stg 1	-	-	-	-	5.88	-	
Critical Hdwy Stg 2	-	-	-	-	5.88	-	
Follow-up Hdwy	-	-	2.2	-	3.54	3.3	
Pot Cap-1 Maneuver	-	-	1097	-	365	769	
Stage 1	-	-	-	-	591	-	
Stage 2	-	-	-	-	771	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	r -	-	1097	-	363	769	
Mov Cap-2 Maneuver	r –	-	-	-	464	-	
Stage 1	-	-	-	-	591	-	
Stage 2	-	-	-		766	-	

App	oroach	EB	WB		NB								
HC	M Control Delay, s	0	0.1		12.7								
HC	M LOS				В								
Min	or Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT							
Ca	pacity (veh/h)	499	-	-	1097	-							
HC	M Lane V/C Ratio	0.068	-	-	0.007	-							
HC	M Control Delay (s)	12.7	-	-	8.3	-							
HC	M Lane LOS	В	-	-	А	-							
HC	M 95th %tile Q(veh)	0.2	-	-	0	-							

<u>Capacity Analysis Summary Sheets</u> Weekday Evening Peak Hour – Existing Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	†	1	ሻ	A		ካካ	<u> </u>	1	5	<u> </u>	1
Traffic Volume (vph)	102	107	163	207	121	152	142	2033	250	105	1976	70
Future Volume (vph)	102	107	163	207	121	152	142	2033	250	105	1976	70
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.917				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	1787	3256	0	3467	5353	1583	1770	5353	1599
Flt Permitted	0.578			0.464			0.950			0.950		
Satd. Flow (perm)	1098	2000	1583	873	3256	0	3467	5353	1583	1770	5353	1599
Right Turn on Red		2000	No	0.0	0200	No	0.07		No			No
Satd Flow (RTOR)			110			110			110			110
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		911			471			1381			1181	
Travel Time (s)		17.7			92			20.9			17.9	
Confl Peds (#/hr)		17.7			7.2			20.7			17.7	
Confl Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	100%	0%	3%	10070	2%	2%	2%	2%	100%
Bus Blockages (#/br)	0/0	0/0	2,0	170	0,0	0	170	2 /0	270	2,0	2 /0	170
Darking (#/hr)	U	U	U	U	U	0	0	0	0	U	0	U
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			070			070			070	
Lano Group Flow (vpb)	106	111	170	216	284	0	1/0	2110	260	100	2058	72
	nm i nt	MA	nm. ov	nm i nt	204 MA	U	Drot			Drot	2000	
Protected Dhases	pin+pi			pm+pt	N/A O		FIUL	N/A	20+111p	1	AVI	יחו ר
Darmittad Dhacac	1	4		0	0		5	Z	ວ 	1	U	1
Detector Phase	4	Λ	4 F	2	Q		F	C	2	1	6	0
Switch Dhaso	1	4	5	3	0		5	Z	3	1	0	1
Minimum Initial (c)	2.0	0.0	2.0	2 0	0 0		2 0	15.0	20	2 ∩	15.0	2 0
Minimum Split (s)	3.0	0.U	3.0	3.0	0.U		3.U	15.0	3.0	3.U	15.0	3.0
Total Calit (a)	9.0	20.0	9.5	9.5	22.0		9.5	22.0	9.5	9.5	ZZ.3	9.5 1F 0
Total Split (S)	10.70	22.U	10.U	27.0	34.0		10.U	/ 3.0	27.0	10.U	/3.0	10.70
Tulal Spill (%)	10.7%	15.7%	12.9%	19.3%	24.3%		12.9%	52.1%	19.3%	12.9%	52.1%	10.7%
reliow Time (S)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	3.5
All-Red Time (S)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Lost Time Adjust (S)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (S)	3.5	6.0	4.5	3.5	6.0		4.5	6.0	3.5	4.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	27.3	14.2	31.4	39.2	22.7		11.1	74.2	99.2	12.6	75.7	92.2
Actuated g/C Ratio	0.20	0.10	0.22	0.28	0.16		0.08	0.53	0.71	0.09	0.54	0.66

22-088 183rd St Fuel Center - Tinley Park Existing Weekday Evening Peak Hour Synchro 11 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
v/c Ratio	0.40	0.55	0.48	0.59	0.54		0.54	0.75	0.23	0.69	0.71	0.07
Control Delay	42.3	69.8	51.3	47.2	57.1		69.0	28.9	8.2	83.1	26.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	69.8	51.3	47.2	57.1		69.0	28.9	8.2	83.1	26.9	10.1
OS	D	E	D	D	E		E	С	А	F	С	В
Approach Delay		54.1			52.8			29.1			29.1	
Approach LOS		D			D			С			С	
Queue Length 50th (ft)	73	97	135	160	126		68	554	80	97	506	22
Queue Length 95th (ft)	118	161	204	226	168		103	663	120	#171	633	49
nternal Link Dist (ft)		831			391			1301			1101	
Furn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	279	230	381	397	651		334	2837	1172	175	2894	1064
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.48	0.45	0.54	0.44		0.44	0.75	0.22	0.62	0.71	0.07
ntersection Summary												
Area Type: (Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 92 (66%), Reference	d to phase	2:NBT ar	nd 6:SBT	, Start of (Green							
Natural Cycle: 90												
Control Type: Actuated-Coor	rdinated											
Vaximum v/c Ratio: 0.75												
Intersection Signal Delay: 32	2.9			In	tersectio	n LOS: C						
Intersection Capacity Utilizat	ion 78.4%			IC	U Level	of Service	D					
Analysis Period (min) 15												
# 95th percentile volume e	xceeds ca	bacity, qu	eue may	be longer	r.							
Queue shown is maximur	m after two	cycles.										
Splits and Phases: 1: La (Grange Roa	ad & Orla	nd Parkw	/183rd	Street							
								(inclusion)			1 24	
	K)						27.0	<u>rø</u> 3		22.6	104	
103 753 4				•			ولي ولي	•	+-	22.5		
→ Ø5 • • Ø6 (•	R)						15.0	Ø7	₹Ø	8		
		4										

ha ha waa aa dha wa							
Intersection							
Intersection Delay, s/veh	12.1						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	۲	↑ ↑	A		Y		
Traffic Vol, veh/h	74	327	417	110	92	56	
Future Vol, veh/h	74	327	417	110	92	56	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	0	2	2	1	1	0	
Mvmt Flow	80	355	453	120	100	61	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	9.5		13.9		12.5		
HCM LOS	А		В		В		

Lane	NWLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1	
Vol Left, %	0%	0%	100%	0%	0%	62%	
Vol Thru, %	100%	56%	0%	100%	100%	0%	
Vol Right, %	0%	44%	0%	0%	0%	38%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	278	249	74	164	164	148	
LT Vol	0	0	74	0	0	92	
Through Vol	278	139	0	164	164	0	
RT Vol	0	110	0	0	0	56	
Lane Flow Rate	302	271	80	178	178	161	
Geometry Grp	8	8	7	7	7	7	
Degree of Util (X)	0.507	0.429	0.141	0.288	0.202	0.304	
Departure Headway (Hd)	6.042	5.712	6.312	5.84	4.084	6.794	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	595	631	568	615	876	529	
Service Time	3.78	3.45	4.049	3.577	1.82	4.536	
HCM Lane V/C Ratio	0.508	0.429	0.141	0.289	0.203	0.304	
HCM Control Delay	14.9	12.7	10.1	10.9	7.9	12.5	
HCM Lane LOS	В	В	В	В	А	В	
HCM 95th-tile Q	2.9	2.2	0.5	1.2	0.8	1.3	

Intersection

Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	≜ î∌		۲.	- 11	Y		
Traffic Vol, veh/h	382	80	25	448	32	19	
Future Vol, veh/h	382	80	25	448	32	19	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	0	-	
Veh in Median Storage,	,# 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	85	85	85	85	85	85	
Heavy Vehicles, %	2	1	0	2	0	0	
Mvmt Flow	449	94	29	527	38	22	

Major/Minor	Major1	Ν	Aajor2	N	linor1		
Conflicting Flow All	0	0	543	0	818	272	
Stage 1	-	-	-	-	496	-	
Stage 2	-	-	-	-	322	-	
Critical Hdwy	-	-	4.1	-	6.8	6.9	
Critical Hdwy Stg 1	-	-	-	-	5.8	-	
Critical Hdwy Stg 2	-	-	-	-	5.8	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1036	-	318	732	
Stage 1	-	-	-	-	583	-	
Stage 2	-	-	-	-	713	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1036		309	732	
Mov Cap-2 Maneuver	-	-	-	-	428	-	
Stage 1	-	-	-	-	583	-	
Stage 2	-	-	-	-	693	-	

Approach	EB	WB		NB	
HCM Control Delay, s	0	0.5		13.1	
HCM LOS				В	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WE
Capacity (veh/h)	506	-	-	1036	-
HCM Lane V/C Ratio	0.119	-	-	0.028	-
HCM Control Delay (s)	13.1	-	-	8.6	-
HCM Lane LOS	В	-	-	Α	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

<u>Capacity Analysis Summary Sheets</u> Weekday Morning Peak Hour – No-Build Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	•	1	5	≜1 }		ሻሻ	***	1	ሻ	***	1
Traffic Volume (vph)	72	122	116	245	108	102	186	1635	213	127	1555	108
Future Volume (vph)	72	122	116	245	108	102	186	1635	213	127	1555	108
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.927				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	2000	1538	1736	3312	0	3467	5250	1553	1805	5151	1599
Flt Permitted	0.614			0.415			0.950			0.950		
Satd. Flow (perm)	1122	2000	1538	758	3312	0	3467	5250	1553	1805	5151	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		911			471			1381			1181	
Travel Time (s)		17.7			9.2			20.9			17.9	
Confl Peds (#/hr)					,			2017			17.7	
Confl Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	-0%	5%	4%	2%	0%	1%	4%	4%	0%	6%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	J	Ű	Ű	Ű	, in the second s	Ū	Ŭ	Ű	Ŭ	Ŭ	Ŭ	Ű
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			070			070			070	
Lane Group Flow (vph)	76	128	122	258	221	0	196	1721	224	134	1637	114
Turn Type	nm+nt	MA-	nm+0V	nm+nt	NA	U	Prot	ΝA		Prot	NΔ	nm+ov
Protected Phases	7		5	2	8		5	2	2	1	6	7
Permitted Phases	1	1	<u>л</u>	8	0		5	2	2		0	6
Detector Phase	7	1		2	8		5	2	2	1	6	7
Switch Phase	1	7	J	5	0		5	2	5	1	0	,
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Snlit (s)	0.5	20.0	0.5	0.5	22.5		0.5	22.5	0.5	0.5	22.5	0.5
Total Split (s)	7.J	20.0	7.J	9.J	22.5		7.J	72.0	9.J 20.0	7.J	67.0	7.J 15.0
Total Split (%)	11 5%	15 /0/	23.0	15 /0/	10.2%		23.0	56 2%	15 /0/	12 10/	51 5%	11 5%
Vollow Time (s)	2.5	10.470	25	1J.470 2 E	17.270		25	10	25	25	10	25
All Pod Time (s)	3.5	4.0	5.0 1 0	0.0	4.0		3.0 1.0	4.0	3.0	3.J 1.0	4.0	3.0
Lost Time Adjust (c)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Total Lost Time (c)	0.0 2 E	0.0	0.0	0.0 2 F	0.0		0.0 1 F	0.0	0.0 2 F	U.U	0.0	0.0
	0.C	0.0	4.0	0.0 0.0	0.0		4.5	0.0	5.5	4.0	0.0	3.0
Leau/Lay	Lead	Lay	Leau	Leau	Lay		Lead	Lay	Lead	Lead	Lay	Leau
	Yes	Neps	Neps	Neps	Nenc		Yes	C Min	Yes	Yes	C Min	Yes
	None	None	None	None	NONE		NONE		None	NONE		NONE
Act Elici Green (S)	25.2	13.2	31.9	35.5	20.1		12.7	08.4	90.6	12.1	67.8	83.3
Actuated g/C Ratio	0.19	0.10	0.25	0.27	0.15		0.10	0.53	0.70	0.09	0.52	0.64

22-088 183rd St Fuel Center - Tinley Park Year 2028 No-Build Weekday Morning Peak Hour

Synchro 11 Report

00/00/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
//c Ratio	0.29	0.63	0.32	0.78	0.43		0.58	0.62	0.21	0.80	0.61	0.11
Control Delay	39.0	70.2	41.9	58.3	53.0		62.9	23.3	7.7	89.3	23.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	70.2	41.9	58.3	53.0		62.9	23.3	7.7	89.3	23.5	9.7
_OS	D	E	D	E	D		E	С	А	F	С	A
Approach Delay		52.3			55.8			25.3			27.4	
Approach LOS		D			E			C			С	
Queue Length 50th (ft)	48	105	84	184	89		82	371	63	112	349	35
Queue Length 95th (ft)	90	173	137	#295	133		120	421	96	#217	422	63
nternal Link Dist (ft)		831			391			1301			1101	
Turn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	289	215	446	330	511		493	2760	1085	174	2688	1049
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.60	0.27	0.78	0.43		0.40	0.62	0.21	0.77	0.61	0.11
ntersection Summary												
Area Type: (Other			~								
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 68 (52%), Reference	d to phase	2:NBT ar	nd 6:SBT	, Start of (Green							
Natural Cycle: 80												
Control Type: Actuated-Coor	dinated											
Maximum v/c Ratio: 0.80				,								
Intersection Signal Delay: 30).9			In	tersectio	n LOS: C						
Intersection Capacity Utilizat	ion 74.4%			IC	U Level	of Service	e D					
Analysis Period (min) 15												
# 95th percentile volume e	xceeds ca	pacity, qu	eue mav	be longer								
Queue shown is maximur	n after two	cycles.										
		- ,										
Splits and Phases: 1: La C	Grange Ro	ad & Orla	nd Parkw	/ay/183rd	Street							
Ø1	R)							1	3	- 4	1Ø4	
17 s 73 s								20 s		20 s		
1 Ø5	Ø6 (R)							1 * ø	7	Ø8		
23's 67 s	5							15 s		25 s		

Intersection							
Intersection Delay, s/veh	12.1						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	5	44	≜ t≽		¥	-	
Traffic Vol, veh/h	25	386	354	84	88	50	
Future Vol, veh/h	25	386	354	84	88	50	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles, %	4	2	3	3	1	0	
Mvmt Flow	30	465	427	101	106	60	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	10.2		13.7		12.7		
HCM LOS	В		В		В		

Lane	NWLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1	
Vol Left, %	0%	0%	100%	0%	0%	64%	
Vol Thru, %	100%	58%	0%	100%	100%	0%	
Vol Right, %	0%	42%	0%	0%	0%	36%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	236	202	25	193	193	138	
LT Vol	0	0	25	0	0	88	
Through Vol	236	118	0	193	193	0	
RT Vol	0	84	0	0	0	50	
Lane Flow Rate	284	243	30	233	233	166	
Geometry Grp	8	8	7	7	7	7	
Degree of Util (X)	0.487	0.397	0.053	0.376	0.263	0.316	
Departure Headway (Hd)	6.172	5.877	6.367	5.826	4.07	6.833	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	583	613	563	619	881	525	
Service Time	3.911	3.616	4.103	3.562	1.806	4.576	
HCM Lane V/C Ratio	0.487	0.396	0.053	0.376	0.264	0.316	
HCM Control Delay	14.7	12.5	9.5	12.1	8.3	12.7	
HCM Lane LOS	В	В	А	В	А	В	
HCM 95th-tile Q	2.7	1.9	0.2	1.7	1.1	1.3	

Intersection

Int Delay, s/veh	1.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ħ ₽		5	- 11	Y		
Traffic Vol, veh/h	401	60	11	393	61	10	
Future Vol, veh/h	401	60	11	393	61	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	0	-	
Veh in Median Storage	e, # 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	83	83	83	83	83	83	
Heavy Vehicles, %	2	0	0	3	4	0	
Mvmt Flow	483	72	13	473	73	12	

Major/Minor	Major1	Ν	/lajor2	N	linor1				
Conflicting Flow All	0	0	555	0	782	278			
Stage 1	-	-	-	-	519	-			
Stage 2	-	-	-	-	263	-			
Critical Hdwy	-	-	4.1	-	6.88	6.9			
Critical Hdwy Stg 1	-	-	-	-	5.88	-			
Critical Hdwy Stg 2	-	-	-	-	5.88	-			
Follow-up Hdwy	-	-	2.2	-	3.54	3.3			
Pot Cap-1 Maneuver	-	-	1026	-	327	725			
Stage 1	-	-		-	556	-			
Stage 2	-	-	-	-	751	-			
Platoon blocked, %	-	-		-					
Mov Cap-1 Maneuve	r - (-	1026	-	323	725			
Mov Cap-2 Maneuve	r –	-	-	-	431	-			
Stage 1	-	-	-	-	556	-			
Stage 2	-	-	-	-	741	-			

Approach	EB		WB		NB	
HCM Control Delay, s	5 0		0.2		14.7	
HCM LOS					В	
Minor Lane/Major Mvi	mt N	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		457	-	-	1026	-
HCM Lane V/C Ratio		0.187	-	-	0.013	-
HCM Control Delay (s	5)	14.7	-	-	8.6	-
HCM Lane LOS		В	-	-	А	-
HCM 95th %tile Q(vel	h)	0.7	-	-	0	-
<u>Capacity Analysis Summary Sheets</u> Weekday Evening Peak Hour – No-Build Conditions

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

05/05/2023	1
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	•	1	ሻ	≜t≽		ካካ	***	1	ሻ	***	1
Traffic Volume (vph)	107	117	171	238	132	181	149	2135	284	131	2075	74
Future Volume (vph)	107	117	171	238	132	181	149	2135	284	131	2075	74
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300		、 、	170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.913				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	1787	3240	0	3467	5353	1583	1770	5353	1599
Elt Permitted	0.554			0.429			0.950			0.950		
Satd Flow (perm)	1053	2000	1583	807	3240	0	3467	5353	1583	1770	5353	1599
Right Turn on Red		2000	No		02.0	No	0.07		No			No
Satd Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		911			471			1381			1181	
Travel Time (s)		17.7			92			20.9			17.9	
Confl Peds (#/hr)		17.7			7.2			20.7			17.7	
Confl Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	1%	0%	3%	1%	2%	2%	2%	2%	100%
Bus Blockages (#/br)	0.0	0,0	270	0	0,0	0	0	2,0	2,0	2,0	2,0	0
Parking (#/hr)	U		U	0	, in the second s	0	0	0	0	0	0	U
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			070			070			070	
Lane Group Flow (vph)	111	122	178	2/18	327	0	155	2224	206	136	2161	77
	nm+nt	MA		nm±nt	NA	0	Prot	NA	270 nm±0V	Prot		
Protected Phases	7		5	2	8		5	2	2	1	6	7
Pormitted Phases	1	4	1	Q	0		J	2	ງ ງ	1	0	6
Detector Phase	7	1	4	0 2	Q		5	2	2	1	6	7
Switch Dhaso	1	4	0	5	0		5	2	5	1	0	1
Minimum Initial (s)	2.0	8.0	2.0	3.0	80		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	0.5	20.0	0.5	0.5	22.5		0.5	22.5	0.5	0.5	22.5	0.5
Total Split (s)	9.0	20.0	9.5	9.0	24.0		9.0 10 0	72.0	9.0	9.0	72.0	9.0
Total Split (S)	10.70/	22.U	10.0	27.0	34.U 24.20/		10.0	/ J.U	27.0 10.20/	10.0	/ J.U	10.70/
Vollow Time (s)	10.7%	10.7%	12.9%	19.370	24.3%		12.9%	32.170	19.370	12.970	JZ.170	10.7%
All Dod Time (s)	3.5	4.0	3.5	3.5	4.0		3.0	4.0	3.3	3.0	4.0	3.0
An-Reu Time (S)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Lust Time Aujust (S)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
	3.5	0.0	4.5	3.5	0.0		4.5	0.0	3.5	4.5	0.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Leau-Lay Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
	ivone	ivone	ivone	ivone	ivone		INONE	C-IVIIN	ivone	ivone	C-IVIIN	ivone
Act Effect Green (S)	27.5	14.4	31.8	40.9	24.3		11.3	/1.4	97.8	13.8	/3.8	90.4
Actuated g/C Ratio	0.20	0.10	0.23	0.29	0.17		0.08	0.51	0.70	0.10	0.53	0.65

22-088 183rd St Fuel Center - Tinley Park Year 2028 No-Build Weekday Evening Peak Hour

Synchro 11 Report

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

00/00/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.42	0.59	0.50	0.66	0.58		0.55	0.82	0.27	0.79	0.77	0.07
Control Delay	42.0	71.9	51.6	48.8	57.1		69.2	32.8	8.9	90.6	29.7	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	71.9	51.6	48.8	57.1		69.2	32.8	8.9	90.6	29.7	10.7
LOS	D	E	D	D	E		E	С	А	F	С	В
Approach Delay		55.0			53.5			32.3			32.5	
Approach LOS		E			D			С			С	
Queue Length 50th (ft)	75	107	140	182	144		71	648	101	121	576	25
Queue Length 95th (ft)	122	175	213	259	192		107	716	138	#236	684	51
Internal Link Dist (ft)		831			391			1301			1101	
Turn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	275	228	383	399	648		334	2728	1140	179	2820	1042
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.54	0.46	0.62	0.50		0.46	0.82	0.26	0.76	0.77	0.07
Intersection Summary												
Area Type: C	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 92 (66%), Referenced	d to phase	2:NBT ar	nd 6:SBT	, Start of	Green							
Natural Cycle: 90												
Control Type: Actuated-Coor	dinated											
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 36	0.0			In	tersection	n LOS: D						
Intersection Capacity Utilizat	ion 83.4%			IC	U Level	of Service	E					
Analysis Period (min) 15												
# 95th percentile volume e	xceeds cap	bacity, qu	eue may	be longer	r.							
Queue shown is maximur	n after two	cycles.										
Culits and Discuss 1.1.5					Charle							
Splits and Phases: 1: La C	Siange Roa	ad & Orla	na Parkw	ay/183rd	Sireet			-				
₩Ø1 Ø2 (F	ર)						4	Ø3			Ø4	
18 S 73 S				•			ولي ولي	ļ.	+	22.5		
→ Ø5 • • Ø6 (F	र)						15.0	Ø7	₹Ø8	В		
105 735							155	, .	575			
		4										
	7											

Interception							
Intersection							
Intersection Delay, s/veh	12.4						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	۲	††	A		Y		
Traffic Vol, veh/h	79	248	443	116	97	60	
Future Vol, veh/h	79	248	443	116	97	60	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	0	2	2	1	1	0	
Mvmt Flow	86	270	482	126	105	65	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	9.3		14.1		12.6		
HCM LOS	А		В		В		

Lane	NWLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1	
Vol Left, %	0%	0%	100%	0%	0%	62%	
Vol Thru, %	100%	56%	0%	100%	100%	0%	
Vol Right, %	0%	44%	0%	0%	0%	38%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	295	264	79	124	124	157	
LT Vol	0	0	79	0	0	97	
Through Vol	295	148	0	124	124	0	
RT Vol	0	116	0	0	0	60	
Lane Flow Rate	321	287	86	135	135	171	
Geometry Grp	8	8	7	7	7	7	
Degree of Util (X)	0.53	0.447	0.152	0.221	0.155	0.319	
Departure Headway (Hd)	5.949	5.62	6.381	5.909	4.152	6.722	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	607	642	562	608	861	536	
Service Time	3.684	3.355	4.118	3.646	1.888	4.461	
HCM Lane V/C Ratio	0.529	0.447	0.153	0.222	0.157	0.319	
HCM Control Delay	15.2	12.8	10.3	10.3	7.7	12.6	
HCM Lane LOS	С	В	В	В	А	В	
HCM 95th-tile Q	3.1	2.3	0.5	0.8	0.5	1.4	

	lı	nt	e	S	e	C	ti	0	n	
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Int Delay, s/veh	1.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	_ ħ ₽		ľ	- † †	Y		
Traffic Vol, veh/h	401	127	31	470	79	25	
Future Vol, veh/h	401	127	31	470	79	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	0	-	
Veh in Median Storage,	# 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	85	85	85	85	85	85	
Heavy Vehicles, %	2	1	0	2	0	0	
Mvmt Flow	472	149	36	553	93	29	

Major/Minor	Major1	M	lajor2	M	inor1		
Conflicting Flow All	0	0	621	0	896	311	
Stage 1	-	-	-	-	547	-	
Stage 2	-	-	-	-	349	-	
Critical Hdwy	-	-	4.1	-	6.8	6.9	
Critical Hdwy Stg 1	-	-	-	-	5.8	-	
Critical Hdwy Stg 2	-	-	-	-	5.8	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	969	-	284	691	
Stage 1	-	-	-	-	549	-	
Stage 2	-	-	-	-	691	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuve	r -	-	969	-	273	691	
Mov Cap-2 Maneuve	r -	-	-	-	397	-	
Stage 1	-	-	-	-	549	-	
Stage 2	-	-	-	-	665	-	

Approach	EB	WB		NB	
HCM Control Delay, s	0	0.5		16.2	
HCM LOS				С	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WB
Capacity (veh/h)	442	-	-	969	-
HCM Lane V/C Ratio	0.277	-	-	0.038	-
HCM Control Delay (s)	16.2	-	-	8.9	-
HCM Lane LOS	С	-	-	А	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

<u>Capacity Analysis Summary Sheets</u> Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

07/25/2	2023
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1	1	7	≜ î∌		ሻሻ	***	1	7	***	1
Traffic Volume (vph)	72	135	116	337	121	223	186	1552	346	206	1514	108
Future Volume (vph)	72	135	116	337	121	223	186	1552	346	206	1514	108
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.903				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd, Flow (prot)	1736	2000	1538	1736	3237	0	3467	5250	1553	1805	5151	1599
Flt Permitted	0.536			0.373	•=••		0.950			0.950	• • • • •	
Satd Flow (perm)	979	2000	1538	681	3237	0	3467	5250	1553	1805	5151	1599
Right Turn on Red	010	2000	No	001	0201	No		0200	No	1000	0.01	No
Satd Flow (RTOR)			110			110			110			110
Link Speed (mph)		35			35			45			45	
Link Distance (ff)		911			471			1381			1181	
Travel Time (s)		17 7			92			20.9			17.9	
Confl Peds (#/hr)					U.E			20.0			17.0	
Confl Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	5%	4%	2%	0%	1%	4%	4%	0%	6%	100 %
Bus Blockages (#/hr)	1	0	0	- 70 0	2/0	0	0	<u>م ب</u>	0	0,0	0,0	0
Parking (#/hr)	U	Ŭ	U	U	, in the second s	U	U	0	U	U	0	Ū
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			070			070			070	
Lane Group Flow (vph)	76	142	122	355	362	0	196	1634	364	217	1594	114
	nm+nt	MΔ		nm+nt	NA	0	Prot	NA		Prot	NA	
Protected Phases	7		μπ+0v 5	pin+pi 3	8		5	2	יווק א0+וווק	1	6	ρι1+0v 7
Pormitted Phases	1	4	1	3	0		5	2	2	1	0	6
Permilleu Fildses	4	1	4	3	Q		5	2	2	1	6	7
Switch Dhoop	1	4	0	5	0		5	2	5	1	0	1
Minimum Initial (a)	2.0	0 0	2.0	2.0	0 0		2.0	15.0	2.0	2.0	15.0	2.0
Minimum Calit (s)	5.0	0.0	3.0	3.0	0.0		3.0	10.0	3.0	3.0	10.0	3.0 0.5
Tetel Celit (a)	9.5	20.0	9.0	9.5	22.0		9.0	ZZ.3	9.0	9.0	CZ 0	9.0
Total Split (S)	11 50	20.0	23.0	20.0	25.0		23.0	73.0	20.0	12.10/	07.U	11 5.0
Total Split (%)	11.5%	15.4%	17.7%	15.4%	19.2%		11.1%	50.2%	15.4%	13.1%	51.5%	11.5%
	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	3.5
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Lost Time Adjust (S)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (S)	3.5	6.0	4.5	3.5	6.0		4.5	6.0	3.5	4.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	25.4	13.5	32.1	36.0	20.6		12.7	67.0	89.5	13.0	67.4	82.8
Actuated g/C Ratio	0.20	0.10	0.25	0.28	0.16		0.10	0.52	0.69	0.10	0.52	0.64

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Peginathour11 Report KP Page 1

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

07/25/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.69	0.32	1.10	0.92dr		0.58	0.60	0.34	1.21	0.60	0.11
Control Delay	39.3	73.5	41.7	121.0	60.5		62.9	23.4	9.3	181.3	23.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	73.5	41.7	121.0	60.5		62.9	23.4	9.3	181.3	23.4	9.8
LOS	D	E	D	F	E		E	С	А	F	С	A
Approach Delay		54.5			90.5			24.5			40.4	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	48	117	84	~303	153		82	343	114	~228	336	35
Queue Length 95th (ft)	90	#198	137	#437	#213		120	392	165	#393	406	63
Internal Link Dist (ft)		831			391			1301			1101	
Turn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	273	215	449	322	511		493	2705	1069	180	2669	1043
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.66	0.27	1.10	0.71		0.40	0.60	0.34	1.21	0.60	0.11
Intersection Summary	Intersection Summary											
Area Type:	Other											
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 68 (52%), Reference	ed to phase	2:NBT an	d 6:SBT,	Start of	Green							
Natural Cycle: 90												
Control Type: Actuated-Coc	ordinated											
Maximum v/c Ratio: 1.21												
Intersection Signal Delay: 4	1.6			lr	ntersection	n LOS: D						
Intersection Capacity Utiliza	tion 82.4%			10	CU Level	of Service	E					
Analysis Period (min) 15												
 Volume exceeds capacity, queue is theoretically infinite. 												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximu	im after two	cycles.										
dr Defacto Right Lane. Re	ecode with	1 though I	ane as a	right lan	е.							
					-							



Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Peginathor report KP Page 2

Intersection							
Intersection Delay, s/veh	12.5						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	۲	† †	t₽		Y		
Traffic Vol, veh/h	37	399	367	84	88	62	
Future Vol, veh/h	37	399	367	84	88	62	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles, %	4	2	3	3	1	0	
Mvmt Flow	45	481	442	101	106	75	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	10.4		14.4		13.2		
HCM LOS	В		В		В		

Lane	1	VWLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1		
Vol Left, %		0%	0%	100%	0%	0%	59%	·	
Vol Thru, %		100%	59%	0%	100%	100%	0%		
Vol Right, %		0%	41%	0%	0%	0%	41%		
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop		
Traffic Vol by Lane		245	206	37	200	200	150		
LT Vol		0	0	37	0	0	88		
Through Vol		245	122	0	200	200	0		
RT Vol		0	84	0	0	0	62		
Lane Flow Rate		295	249	45	240	240	181		
Geometry Grp		8	8	7	7	7	7		
Degree of Util (X)		0.516	0.415	0.08	0.396	0.278	0.345		
Departure Headway (Hd)		6.304	6.015	6.467	5.925	4.167	6.878		
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes		
Сар		572	597	554	606	858	522		
Service Time		4.05	3.761	4.21	3.668	1.91	4.629		
HCM Lane V/C Ratio		0.516	0.417	0.081	0.396	0.28	0.347		
HCM Control Delay		15.6	13	9.8	12.5	8.5	13.2		
HCM Lane LOS		С	В	А	В	А	В		
HCM 95th-tile Q		2.9	2	0.3	1.9	1.1	1.5		

Intersection

HCM Control Delay (s)

HCM Lane LOS

Int Delay, s/veh	16.5						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	- † Þ			- 44	- ሽ	1	
Traffic Vol, veh/h	380	306	57	372	308	56	
Future Vol, veh/h	380	306	57	372	308	56	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	150	0	
Veh in Median Storage	e,# 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	0	0	3	4	0	
Mvmt Flow	432	348	65	423	350	64	
Major/Minor	Major1	1	Major2	Ν	/linor1		
Conflicting Flow All	0	0	780	0	948	390	
Stage 1	-	-	-	-	606	-	
Stage 2	-	-	-	-	342	-	
Critical Hdwy	-	-	4.1	-	6.88	6.9	
Critical Hdwy Stg 1	-	-	-	-	5.88	-	
Critical Hdwy Stg 2	-	-	-	-	5.88	-	
Follow-up Hdwy	-	-	2.2	-	3.54	3.3	
Pot Cap-1 Maneuver	-	-	846	-	~ 255	614	
Stage 1	-	-		-	502	-	
Stage 2	-	-	-	-	685	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	846		~ 235	614	
Mov Cap-2 Maneuver	-	-	-	-	360	-	
Stage 1	-	-	-	-	502	-	
Stage 2	-	-	-		632	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		1.3		65.4		
HCM LOS					F		
Minor Long/Major Mum	nt l			EDT	EDD		M/DT
			VDLIIZ	EDI	EDR	VVDL	WDI
Capacity (ven/n)		360	014	-	-	846	•
	、	0.972	0.104	-	-	0.077	•

HCM 95th %tile Q(veh)	10.8	0.3	-	-	0.2	-	
Notes							
~: Volume exceeds capacity	\$: De	ay excee	eds 300s	+	: Comp	utation Not Defined	*: All major volume in platoon

-

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-

-

9.6

А

-

-

11.5

В

75.2

F

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Psymtchtout11 Report KP Page 1

Intersection							
Int Delay, s/veh	3.5						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		et.			ŧ	
Traffic Vol, veh/h	0	21	40	0	26	19	
Future Vol, veh/h	0	21	40	0	26	19	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
/eh in Median Storage	e, # 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	0	2	
∕lvmt Flow	0	22	42	0	27	20	
Major/Minor I	Minor1	Ν	Major1	I	Major2		
Conflicting Flow All	116	42	0	0	42	0	
Stage 1	42	-	-	-	-	-	
Stage 2	74	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.1	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.2	-	
Pot Cap-1 Maneuver	880	1029	-	-	1580	- `	
Stage 1	980	-	-	-	-	-	
Stage 2	949	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	865	1029	-	-	1580	-	
Nov Cap-2 Maneuver	865	-	-	-	-	-	
Stage 1	980	-	-	-	-	-	
Stage 2	933	-			-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	8.6		0		4.2		
HCM LOS	A						
Minor Lane/Major Mym	nt	NBT	NBRV	/BI n1	SBI	SBT	
Canacity (veh/h)			-	1029	1580		
HCM Lane V/C Ratio			-	0 021	0.017	_	
HCM Control Delay (s)			_	8.6	73	0	
HCM Lane LOS		-	-	Δ	Δ	Δ	
		-	-	п		Л	

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Peghadhour11 Report KP Page 2

Intersection

Int Delay, s/veh

7.1

EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
5		1		\$			\$			\$			
281	0	0	0	0	22	0	61	0	26	57	280		
281	0	0	0	0	22	0	61	0	26	57	280		
0	0	0	0	0	0	0	0	0	0	0	0		
Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
-	-	None	-	-	None	-	-	None	-	-	None		
0	-	0	-	-	-	-	-	-	-	-	-		
# -	0	-	-	0	-	-	0	-	-	0	-		
-	0	-	-	0	-	-	0	-	-	0	-		
95	95	95	95	95	95	95	95	95	95	95	95		
2	2	2	2	2	2	0	2	2	2	2	0		
296	0	0	0	0	23	0	64	0	27	60	295		
	EBL 281 281 0 Stop - 0 # - 95 2 295	EBL EBT 281 0 281 0 281 0 0 0 Stop Stop - - 0	EBL EBT EBR 1	EBL EBT EBR WBL 281 0 0 0 281 0 0 0 281 0 0 0 281 0 0 0 281 0 0 0 581 0 0 0 582 Stop Stop Stop 583 Stop Stop Stop 6 - None - 7 0 - - 8 0 0 - 95 95 95 95 2 2 2 2 296 0 0 0	EBL EBT EBR WBL WBT 1 1 1 1 1 281 0 0 0 0 281 0 0 0 0 281 0 0 0 0 281 0 0 0 0 281 0 0 0 0 281 0 0 0 0 281 0 0 0 0 0 0 0 0 0 0 50 Stop Stop Stop Stop 0 - None - - 0 - 0 - - # 0 - - 0 95 95 95 95 95 296 0 0 0 0	EBL EBT EBR WBL WBT WBR 281 0 0 0 22 281 0 0 0 22 281 0 0 0 22 0 0 0 0 22 0 0 0 0 22 0 0 0 0 22 0 0 0 0 22 0 0 0 0 0 22 0 0 0 0 0 0 0 - None - None - 0 - 0 - 0 - # 0 - 0 - - 95 95 95 95 95 95 2 2 2 2 2 2 296 0 0 0 0 23 <td>EBLEBTEBRWBLWBTWBRNBL$1$$1$$1$$1$$1$$1$$1$28100002202810002202810002202810000220281000022028100000100StopStopStopStopStopStopFreeNoneNone0004-009595959595959522222202960000230</td> <td>EBL EBT EBR WBL WBT WBR NBL NBT 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free Free 0 - 0 - - 0 - - 10 - 0 - 0 - - 0 10 - - <td< td=""><td>EBLEBTEBRWBLWBTWBRNBLNBTNBR$281$00002206102810000220610281000022061028100002206102810000022061028100000000000000000StopStopStopStopStopFreeFreeFreeNoneNone00099595959595959595222220222960000230640</td><td>EBLEBTEBRWBLWBTWBRNBLNBTNBRSBL281000022061026281000022061026281000022061026281000022061026281000000026281000000026000000002600000000026105topStopStopStopStopFreeFreeFreeFree-None-None-NoneNone-0-0095959595959595959595222222222296000023064027</td><td>EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 0<</td><td>EBLEBTEBRWBLWBTWBRNBLNBTNBRSBLSBTSBR28100002206102657280281000022061026572802810000220610265728028100000000002657280000000000000000000000000000000005topStopStopStopStopFreeFreeFreeFreeFreeFreeFree-NoneNoneNoneNone0-000#000-00-95</td><td>EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 281 0 0 0 022 0 61 0 26 57 280 281 0 0 0 022 0 61 0 26 57 280 281 0 0 0 022 0 61 0 26 57 280 0 0 0 0 026 57 280 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Free Free Free Free Free - None - - None - - None - - 0 - - 0 - - 0 - - - - 10 - - 0 - - 0 - - - <td< td=""></td<></td></td<></td>	EBLEBTEBRWBLWBTWBRNBL 1 1 1 1 1 1 1 28100002202810002202810002202810000220281000022028100000100StopStopStopStopStopStopFreeNoneNone0004-009595959595959522222202960000230	EBL EBT EBR WBL WBT WBR NBL NBT 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 281 0 0 0 0 22 0 61 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free Free 0 - 0 - - 0 - - 10 - 0 - 0 - - 0 10 - - <td< td=""><td>EBLEBTEBRWBLWBTWBRNBLNBTNBR$281$00002206102810000220610281000022061028100002206102810000022061028100000000000000000StopStopStopStopStopFreeFreeFreeNoneNone00099595959595959595222220222960000230640</td><td>EBLEBTEBRWBLWBTWBRNBLNBTNBRSBL281000022061026281000022061026281000022061026281000022061026281000000026281000000026000000002600000000026105topStopStopStopStopFreeFreeFreeFree-None-None-NoneNone-0-0095959595959595959595222222222296000023064027</td><td>EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 281 0 0 0 0 22 0 61 0 26 57 0<</td><td>EBLEBTEBRWBLWBTWBRNBLNBTNBRSBLSBTSBR28100002206102657280281000022061026572802810000220610265728028100000000002657280000000000000000000000000000000005topStopStopStopStopFreeFreeFreeFreeFreeFreeFree-NoneNoneNoneNone0-000#000-00-95</td><td>EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 281 0 0 0 022 0 61 0 26 57 280 281 0 0 0 022 0 61 0 26 57 280 281 0 0 0 022 0 61 0 26 57 280 0 0 0 0 026 57 280 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Free Free Free Free Free - 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None - - None - - None - - 0 - - 0 - - 0 - - - - 10 - - 0 - - 0 - - - <td< td=""></td<>

Major/Minor	Minor2			Minor1		ľ	Major1		Ň	Major2		
Conflicting Flow All	338	-	208	326	473	64	355	0	0	64	0	0
Stage 1	262	-	-	64	64	-	-	-	-	-	-	-
Stage 2	76	-	-	262	409	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	6.52	6.22	4.1	-	-	4.12	-)	-
Critical Hdwy Stg 1	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	0	832	627	490	1000	1215	-	-	1538	-	-
Stage 1	743	0	-	947	842	-	-	-	-	-	-	-
Stage 2	933	0	-	743	596	-		-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	591	-	832	616	479	1000	1215	-	-	1538	-	-
Mov Cap-2 Maneuver	591	-	-	616	479	-	-	-	-	-	-	-
Stage 1	743	-	-	947	842	-	-	-	-	-	-	-
Stage 2	911	-	-	726	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB	
HCM Control Delay, s	17	8.7	0	0.5	
HCM LOS	С	А			

Minor Lane/Major Mvmt	NBL	NBT	NBR E	BLn1 E	BLn2V	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1215	-	-	591	-	1000	1538	-	-	
HCM Lane V/C Ratio	-	-	-	0.5	-	0.023	0.018	-	-	
HCM Control Delay (s)	0	-	-	17	0	8.7	7.4	0	-	
HCM Lane LOS	А	-	-	С	Α	А	А	А	-	
HCM 95th %tile Q(veh)	0	-	-	2.8	-	0.1	0.1	-	-	

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Peginathor range 3

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- 22	_	_	_	_	_	_	_	_	_	_	

Int Delay, s/veh

Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ŧ	ţ,		
Traffic Vol, veh/h	0	0	0	61	45	12	
Future Vol, veh/h	0	0	0	61	45	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	0	0	0	2	2	100	
Mvmt Flow	0	0	0	64	47	13	

Major/Minor	Minor2	ľ	Major1	Majo	or2		
Conflicting Flow All	118	54	60	0	-	0	
Stage 1	54	-	-	-	-	-	
Stage 2	64	-	-	-	-	-	
Critical Hdwy	6.4	6.2	4.1	-	-		
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-		
Follow-up Hdwy	3.5	3.3	2.2	-	-	-	
Pot Cap-1 Maneuver	883	1019	1556	-	-	-	
Stage 1	974	-	-	-	-	-	
Stage 2	964	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	883	1019	1556	-	-	-	
Mov Cap-2 Maneuver	883	-	-	-	-	-	
Stage 1	974	-	-	-	-	-	
Stage 2	964	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	0		0		0		
HCM LOS	A						

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	SBT	SBR	
	4550					
Capacity (veh/h)	1556	-	-	-	-	
HCM Lane V/C Ratio		_	_	-	-	
			-			
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	Α	-	-	
			/\			
HCM 95th %tile Q(veh)	0	-	-	-	-	

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Pegylochtour11 Report KΡ Page 4

Stage 1

Stage 2

799

791

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Intersection Int Delay, s/veh 2 EBL EBR SBR Movement NBL NBT SBT Lane Configurations ¥ 4 1. 19 Traffic Vol, veh/h 12 0 28 0 0 Future Vol, veh/h 12 0 0 28 19 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Stop Stop Sign Control Free Free Free Free RT Channelized None -None -None -Storage Length 0 --_ -_ Veh in Median Storage, # 0 0 0 -_ -Grade, % 0 0 0 ---Peak Hour Factor 95 95 95 95 95 95 Heavy Vehicles, % 100 0 0 2 0 2 Mvmt Flow 13 0 0 29 20 0 Major/Minor Minor2 Major1 Major2 Conflicting Flow All 49 20 20 0 0 -Stage 1 20 -----Stage 2 29 _ -_ Critical Hdwy 7.4 6.2 4.1 --Critical Hdwy Stg 1 6.4 -----Critical Hdwy Stg 2 6.4 ----Follow-up Hdwy 4.4 3.3 2.2 _ --Pot Cap-1 Maneuver 762 1064 1609 --_ Stage 1 799 ----Stage 2 791 --Platoon blocked, % _ -Mov Cap-1 Maneuver 762 1064 1609 _ _ Mov Cap-2 Maneuver 762 --_ -

Ap	oproach	EB		NB		SB	
H	CM Control Delay, s	9.8		0		0	
H	CMLOS	Α					
M	inor Lane/Major Mvmt		NBL	NBT E	BLn1	SBT	SBR
Ca	apacity (veh/h)		1609	-	762	-	-
H	CM Lane V/C Ratio		-	-	0.017	-	-
H	CM Control Delay (s)		0	-	9.8	-	-
H	CM Lane LOS		Α	-	Α	-	-
H	CM 95th %tile Q(veh)	9	0	-	0.1	-	-

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Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Peyhdhoar11 Report KP Page 5

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	≜ †Ъ		ሻ	^	ሻ	1	
Traffic Volume (vph)	380	306	57	372	308	56	
Future Volume (vph)	380	306	57	372	308	56	
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	160		150	0	
Storage Lanes		0	1		1	1	
Taper Length (ft)			190		150		
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	
Ped Bike Factor							
Frt	0.933					0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3331	0	1805	3689	1736	1615	
Flt Permitted			0.267		0.950		
Satd. Flow (perm)	3331	0	507	3689	1736	1615	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	471			849	406		
Travel Time (s)	9.2			16.5	7.9		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	0%	0%	3%	4%	0%	*
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	780	0	65	423	350	64	
Turn Type	NA		pm+pt	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	81	
Permitted Phases			6				
Detector Phase	2		1	6	8	81	
Switch Phase							
Vinimum Initial (s)	15.0		3.0	15.0	8.0		
Vinimum Split (s)	21.0		6.5	21.0	14.0		
Total Split (s)	33.0		8.0	41.0	24.0		
Total Split (%)	50.8%		12.3%	63.1%	36.9%		
Yellow Time (s)	4.5		3.5	4.5	4.5		
All-Red Time (s)	1.5		0.0	1.5	1.5		
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0	6.0		
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	3						
Recall Mode	C-Min		None	C-Min	None		
Act Effct Green (s)	29.6		38.8	36.3	16.7	25.2	
Actuated g/C Ratio	0.46		0.60	0.56	0.26	0.39	
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Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Psyntchoouf 1 Report KP Page 1

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Lane Group	EBT	EBR	NBL	WBT	NBL	NBR		
v/c Ratio	0.51		0.16	0.21	0.78	0.10		
Control Delay	16.3		7.0	7.8	36.3	12.8		
Oueue Delay	0.0		0.0	0.0	0.0	0.0		
Total Delay	16.3		7.0	7.8	36.3	12.8		
LOS	В		A	A	D	В		
Approach Delay	16.3			7.7	32.7			
Approach LOS	В			А	С			
Oueue Length 50th (ft)	164		10	41	125	15		
Oueue Length 95th (ft)	m176		23	62	#229	36		
Internal Link Dist (ft)	391			769	326			
Turn Bay Length (ft)	071		160		150			
Base Canacity (vnh)	1516		401	2058	480	598		
Starvation Can Reductn	0		0	0	0	0/0		
Snillback Can Reductn	0		0	0	0	0		
Storage Can Reductn	0		0	0	0	0		•
Reduced v/c Ratio	0.51		0.16	0.21	0.73	0.11		
Intersection Summary								
Area Type:	Other			~				
Cycle Length: 65								
Actuated Cycle Length: 65								
Offset: 33 (51%), Reference	ed to phase	2:EBT and (5:WBT	L, Start o	f Green			
Natural Cycle: 55								
Control Type: Actuated-Coc	ordinated							
Maximum v/c Ratio: 0.78								
Intersection Signal Delay: 1	7.8			In	tersectior	ו LOS: B		
Intersection Capacity Utiliza	ntion 54.1%			IC	U Level o	of Service I	ł	
Analysis Period (min) 15								
# 95th percentile volume (exceeds cap	acity, queu	e may	be longer	r.			
		J	,	Ŭ				
Queue shown is maximu	im after two	cycles.						
Queue shown is maximu m Volume for 95th percen	im after two ntile queue is	cycles. s metered b	y upstr	eam sign	al.			
Multiple centric volume (Queue shown is maximu m Volume for 95th percen	im after two itile queue is	cycles. s metered by	y upstr	eam sign	al.			
Queue shown is maximu Volume for 95th percent Splits and Phases: 2: Wh	im after two itile queue is ite Eagle Di	cycles. s metered by ive & 183rd	y upstr Street	ream sign	al.			
Our percentile volume (Queue shown is maximu Volume for 95th percent Splits and Phases: 2: Wh	im after two htile queue is hte Eagle Di	cycles. s metered by ive & 183rd	y upstr Street	eam sign	al.		1	
Comperential volume (Queue shown is maximu Where the shown is maximu Splits and Phases: 2: Where the shown is the shown is maximu	im after two itile queue i: ite Eagle Di R)	cycles. s metered b ive & 183rd	y upstr Street	ream sign	al.			
Compose the volume of the	im after two htile queue is htte Eagle Di R)	cycles. s metered b ive & 183rd	y upstr Street	ream sign	al.			
Comperentine volume volume volume volume for 95th percentine volume for 95th percentine volume	im after two htile queue is hte Eagle Di R)	cycles. s metered b ive & 183rd	y upstr <u>Street</u>	ream sign	al.		↓ 78	
Construction of the second for	im after two htile quèue is ite Eagle Di R)	cycles. s metered by ive & 183rd	y upstr Street	ream sign	al.		1 08 24s	
Cueue shown is maximu M Volume for 95th percent Splits and Phases: 2: Wh	im after two htile queue is ite Eagle Di R)	cycles. s metered by ive & 183rd	y upstr Street	eam sign	al.		1 08 24 s	
Cueue shown is maximu M Volume for 95th percent Splits and Phases: 2: Wh	im after two htile queue is hte Eagle Di R)	cycles. s metered by ive & 183rd	y upstr Street	eam sign	al.		1 08 24 s	
Cueue shown is maximu M Volume for 95th percent Splits and Phases: 2: Wh	im after two ntile queue is nite Eagle Di R)	cycles. s metered by ive & 183rd	y upstr	eam sign	al.		1 1 24 s	
 Your percentile volume (Queue shown is maximu m Volume for 95th percentile) Splits and Phases: 2: Wh Splits and Phases: 2: Wh Splits and Phases: 33 s Splits and Phases: 4 	im after two ntile queue is nite Eagle Du R)	cycles. s metered by ive & 183rd	y upstr Street	eam sign	al.		1 1 24 s	
 Solit percentile volume volume volume for 95th percentile volu	im after two ntile queue is nite Eagle Du R)	cycles. s metered b ive & 183rd	y upstr Street	eam sign	ial.		108 24 s	
2000 percentile volume volume volume volume for 95th percentile volume for	im after two ntile queue is nite Eagle Du R)	cycles. s metered b ive & 183rd	y upstr <u>Street</u>	eam sign	al.		108 24 s	
 Solit percentile volume volume volume volume for 95th percentile volume for 95th percentile volume /li>	im after two htile queue is hte Eagle Dr R)	cycles. s metered b ive & 183rd	y upstr Street	eam sign	al.		1 1 24 s	
Cueue shown is maximu m Volume for 95th percen Splits and Phases: 2: Wh	im after two htile queue is hite Eagle Dr R)	cycles. s metered b ive & 183rd	y upstr Street	eam sign	al.		1 08 24 s	

Scenario 1 - AMPR 22-088 183rd St Fuel Center - Tinley Park 9:30 am 09/16/2022 Year 2028 Total Weekday Morning Psyntchoouf 1 Report KP Page 2

<u>Capacity Analysis Summary Sheets</u> Weekday Evening Peak Hour – Projected Conditions

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

07/25/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	+	1	٦	† 1 ₂		ካካ	***	1	5	***	1
Traffic Volume (vph)	107	130	171	326	146	290	149	2067	406	205	2041	74
Future Volume (vph)	107	130	171	326	146	290	149	2067	406	205	2041	74
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		285	195		0	360		245	435		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	155			50			300			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850		0.900				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	1787	3185	0	3467	5353	1583	1770	5353	1599
Flt Permitted	0.490			0.390			0.950			0.950		
Satd. Flow (perm)	931	2000	1583	734	3185	0	3467	5353	1583	1770	5353	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		911			471			1381			1181	
Travel Time (s)		17.7			9.2			20.9			17.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	1%	0%	3%	1%	2%	2%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	135	178	340	454	0	155	2153	423	214	2126	77
	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	. 3	1	6	7
Permitted Phases	4		4	8					2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	9.5	20.0	9.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	15.0	22.0	18.0	27.0	34.0		18.0	73.0	27.0	18.0	73.0	15.0
Total Split (%)	10.7%	15.7%	12.9%	19.3%	24.3%		12.9%	52.1%	19.3%	12.9%	52.1%	10.7%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	3.5
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0		4.5	6.0	3.5	4.5	6.0	3.5
Lead/Lag	Lead	l an	Lead	l ead	l an		l ead	Lan	l ead	l ead	l an	l ead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	27.8	14.8	32.1	43.7	27.2		11.3	67.0	96.0	15.3	70 9	87 4
Actuated a/C. Ratio	0.20	0 11	0 23	0.31	0 10		0.08	0 48	0.00	0 11	0.51	0.62
Actualed y/o Nallo	0.20	0.11	0.20	0.01	0.19		0.00	0.40	0.09	0.11	0.01	0.02

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakthoutr1 Report KP Page 1

Lanes, Volumes, Timings 1: La Grange Road & Orland Parkway/183rd Street

07/25/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.44	0.64	0.49	0.85	0.99dr		0.55	0.84	0.39	1.11	0.78	0.08
Control Delay	41.6	74.2	51.2	60.8	60.7		69.2	35.7	10.6	153.6	31.5	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	74.2	51.2	60.8	60.7		69.2	35.7	10.6	153.6	31.5	11.3
LOS	D	E	D	E	E		E	D	В	F	С	В
Approach Delay		56.0			60.7			33.7			41.7	
Approach LOS		E			E			С			D	
Queue Length 50th (ft)	73	119	140	258	205		71	614	151	~243	584	27
Queue Length 95th (ft)	122	191	213	#401	268		107	680	211	#409	667	51
Internal Link Dist (ft)		831			391			1301			1101	
Turn Bay Length (ft)	400		285	195			360		245	435		
Base Capacity (vph)	263	228	387	406	637		334	2561	1091	192	2711	1009
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.59	0.46	0.84	0.71		0.46	0.84	0.39	1.11	0.78	0.08
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 92 (66%), Reference	d to phase	2:NBT an	d 6:SBT,	Start of	Green							
Natural Cycle: 90												
Control Type: Actuated-Coo	rdinated											
Maximum v/c Ratio: 1.11												
Intersection Signal Delay: 4	1.6			lr	ntersectio	n LOS: D						
Intersection Capacity Utiliza	tion 91.1%			IC	CU Level	of Service	F					
Analysis Period (min) 15												
 Volume exceeds capaci 	ty, queue is	theoretic	ally infinit	te.								
Queue shown is maximu	m after two	cycles.										
# 95th percentile volume e	exceeds cap	oacity, qu	eue may	be longe	r.							
Queue shown is maximu	m after two	cycles.										
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
Splits and Phases: 1:1 a	Grando Pos	ad & Orla	ad Darkw	av/183rd	Street							



Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakthoutr1 Report KP Page 2

Intersection							
Intersection Delay, s/veh	13.4						
Intersection LOS	В						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	ሻ	† †	đħ		Y		
Traffic Vol, veh/h	92	362	457	116	97	73	
Future Vol, veh/h	92	362	457	116	97	73	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	0	2	2	1	1	0	
Mvmt Flow	100	393	497	126	105	79	
Number of Lanes	1	2	2	0	1	0	
Approach	SE		NW		SW		
Opposing Approach	NW		SE				
Opposing Lanes	2		3		0		
Conflicting Approach Left	SW				NW		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right			SW		SE		
Conflicting Lanes Right	0		1		3		
HCM Control Delay	10.2		15.9		13.6		
HCM LOS	В		С		В		

Lane	N	WLn1	NWLn2	SELn1	SELn2	SELn3	SWLn1	
Vol Left, %		0%	0%	100%	0%	0%	57%	
Vol Thru, %		100%	57%	0%	100%	100%	0%	
Vol Right, %		0%	43%	0%	0%	0%	43%	
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane		305	268	92	181	181	170	
LT Vol		0	0	92	0	0	97	
Through Vol		305	152	0	181	181	0	
RT Vol		0	116	0	0	0	73	
Lane Flow Rate		331	292	100	197	197	185	
Geometry Grp		8	8	7	7	7	7	
Degree of Util (X)		0.579	0.484	0.181	0.331	0.235	0.358	
Departure Headway (Hd)		6.294	5.97	6.529	6.056	4.297	6.973	
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	
Сар		573	604	549	592	832	516	
Service Time		4.043	3.719	4.279	3.806	2.046	4.729	
HCM Lane V/C Ratio		0.578	0.483	0.182	0.333	0.237	0.359	
HCM Control Delay		17.4	14.2	10.7	11.8	8.4	13.6	
HCM Lane LOS		С	В	В	В	А	В	
HCM 95th-tile Q		3.7	2.6	0.7	1.4	0.9	1.6	

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Int	ers	ect	ion	

Int Delay, s/veh

5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations			1	- 11	<u>ک</u>	1	
Traffic Vol, veh/h	384	353	75	453	307	69	
Future Vol, veh/h	384	353	75	453	307	69	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	160	-	150	0	
Veh in Median Storage,	# 0	-	-	0	1	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	1	0	2	0	0	
Mvmt Flow	436	401	85	515	349	78	

Major/Minor	Major1	М	ajor2	1	Minor1		
Conflicting Flow All	0	0	837	0	1065	419	
Stage 1	-	-	-	-	637	-	
Stage 2	-	-	-	-	428	-	
Critical Hdwy	-	-	4.1	-	6.8	6.9	
Critical Hdwy Stg 1	-	-	-	-	5.8	-	
Critical Hdwy Stg 2	-	-	-	-	5.8	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	806	-	~ 221	589	
Stage 1	-	-		-	494	-	
Stage 2	-	-	-	-	631	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuve	r - (-	806	-	~ 198	589	
Mov Cap-2 Maneuve	r –	-	-	-	~ 330	-	
Stage 1	-	-	-	-	494	-	
Stage 2	-	-	-	-	565	-	

	Approach	EB	WB		NB				
	HCM Control Delay, s	0	1.4		85.4				
	HCM LOS				F				
	Minor Lane/Major Mymt	NBI n1 N	IBI n2	FBT	FBR	WBI	WBT		
·	Capacity (veh/h)	330	589	-	-	806	-		
	HCM Lane V/C Ratio	1.057	0.133	•	-	0.106	-		
	HCM Control Delay (s)	101.9	12	-	-	10	-		
	HCM Lane LOS	F	В	-	-	А	-		
	HCM 95th %tile Q(veh)	12.7	0.5	-	-	0.4	-		
	Notes								
	~: Volume exceeds capac	ty \$: De	lay exce	eeds 30	Os ·	+: Com	putation Not Define	d *: All major volume in platoon	

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Symbols Report KP Page 1 Intersection

Int Delay, s/veh	1.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		Þ			र्स	
Traffic Vol, veh/h	0	26	63	0	26	105	
Future Vol, veh/h	0	26	63	0	26	105	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	e, # 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	27	66	0	27	111	
Major/Minor	Minor1	N	Major1		Major2		
Conflicting Flow All	231	66	0	0	66	0	
Stage 1	66	-	-	-	-	-	
Stage 2	165	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-	
Pot Cap-1 Maneuver	757	998	-	-	1536	-	
Stage 1	957	-	-	-	-	-	
Stage 2	864	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	743	998	-	-	1536	-	
Mov Cap-2 Maneuver	743	-	-	-	-	-	
Stage 1	957	-	-	-	-	-	
Stage 2	848	-	-		-	-	
Approach	WB		NB		SB		
HCM Control Delay s	87		0		15		
HCM LOS	A		Ū				
Minor Lane/Major Myr	nt	NBT		VRI n1	SBI	SBT	
Capacity (yeh/h)	int	NDT	NDI	000	1526		
			-	990	0.010	-	
HCM Control Dolou (a)	\		-	0.027	0.010	-	
HCM Long LOC)	-	-	0.7	7.4	0	
HOM OF the Office Office		-	-	A	A	А	
HOW 95th %tile Q(veh)	-	-	0.1	0.1	-	

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakthoutr1 Report KP Page 2

Intersection

Int Delay, s/veh

7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	٦		1		4			4			4			
Traffic Vol, veh/h	260	0	0	0	0	27	0	89	0	27	143	258		
Future Vol, veh/h	260	0	0	0	0	27	0	89	0	27	143	258		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	-	-	None	-	-	None	-	-	None	-		None		
Storage Length	0	-	0	-	-	-	-	-	-	-	-	-		
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-		
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	0		
Mvmt Flow	274	0	0	0	0	28	0	94	0	28	151	272		
Mvmt Flow	274	0	0	0	0	28	0	94	0	28	151	272	•	

Major/Minor	Minor2			Minor1		I	Major1		N	1ajor2			
Conflicting Flow All	451	-	287	437	573	94	423	0	0	94	0	0	
Stage 1	343	-	-	94	94	-	-	-	-	-	-		
Stage 2	108	-	-	343	479	-	-	-	-	-	-	-	
Critical Hdwy	7.12	-	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	-	-	6.12	5.52	-	-		-		-	-	
Follow-up Hdwy	3.518	-	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	
Pot Cap-1 Maneuver	519	0	752	530	430	963	1136	-	-	1500	-	-	
Stage 1	672	0	-	913	817	-	-	-	-	-	-	-	
Stage 2	897	0	-	672	555	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	· 494	-	752	520	419	963	1136	-	-	1500	-	-	
Mov Cap-2 Maneuver	494	-	-	520	419	-	-	-	-	-	-	-	
Stage 1	672	-	-	913	817	-	-	-	-	-	-	-	
Stage 2	871	-	-	655	541	-	-	-	-	-	-	-	
-													

Approach	EB	WB	NB	SB	
HCM Control Delay, s	21	8.9	0	0.5	
HCM LOS	С	А			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1 E	EBLn2W	'BLn1	SBL	SBT	SBR	
Capacity (veh/h)	1136	-	-	494	-	963	1500	-	-	
HCM Lane V/C Ratio	-	-	-	0.554	-	0.03	0.019	-	-	
HCM Control Delay (s)	0	-	-	21	0	8.9	7.4	0	-	
HCM Lane LOS	A	-	-	С	Α	Α	Α	А	-	
HCM 95th %tile Q(veh)	0	-	-	3.3	-	0.1	0.1	-	-	

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakthoutr1 Report KP Page 3

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Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ŧ	et i		
Traffic Vol, veh/h	0	0	0	89	131	12	
Future Vol, veh/h	0	0	0	89	131	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	100	
Mvmt Flow	0	0	0	94	138	13	

Major/Minor	Minor2	ſ	Major1	Ν	lajor2		 			 		
Conflicting Flow All	239	145	151	0	-	0						
Stage 1	145	-	-	-	-	-						
Stage 2	94	-	-	-	-	-						
Critical Hdwy	6.42	6.22	4.12	-	-							
Critical Hdwy Stg 1	5.42	-	-	-	-	-						
Critical Hdwy Stg 2	5.42	-	-	-	-	-						
Follow-up Hdwy	3.518	3.318	2.218	-	-	-						
Pot Cap-1 Maneuver	749	902	1430	-	-	-						
Stage 1	882	-	-	-	-	-		·				
Stage 2	930	-	-	-	-	-						
Platoon blocked, %				-	-	-						
Mov Cap-1 Maneuver	749	902	1430	-	-	-						
Mov Cap-2 Maneuver	749	-	-	-	-	-						
Stage 1	882	-	-	-	-	-						
Stage 2	930	-	-		-	-						
Approach	EB		NB		SB							
HCM Control Delay, s	0		0		0							
HCM LOS	А											
Minor Lane/Major Mvn	nt	NBL	NBT E	EBLn1	SBT	SBR	 					
Capacity (veh/h)		1430	-	-	-	-						
HCM Lane V/C Ratio		-	-	-	-	-						

HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)

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Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakhhour1 Report KΡ Page 4

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L. ((¹	_								
	0.0								
int Delay, s/ven	0.8								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	Y			ŧ	ţ,				
Traffic Vol, veh/h	12	0	0	51	105	0			
Future Vol, veh/h	12	0	0	51	105	0			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Stop	Stop	Free	Free	Free	Free			
RT Channelized	-	None	-	None	-	None			
Storage Length	0	-	-	-	-	-			
Veh in Median Storage	e, # 0	-	-	0	0	-			
Grade, %	0	-	-	0	0	-			
Peak Hour Factor	95	95	95	95	95	95			
Heavy Vehicles, %	100	0	0	2	2	0			
Mvmt Flow	13	0	0	54	111	0			
Major/Minor	Minor		Vaior1	Ν	laiar?				
					najorz				
Conflicting Flow All	165	111	111	0	-	0			
Stage 1	111	-	-	-	-	-			
Stage 2	54	-	-	-	-	-			
Critical Hdwy	1.4	6.2	4.1	-	-				
Critical Hdwy Stg 1	6.4	-	-	-	-	-			
Critical Hdwy Stg 2	6.4	-	-	-	-				
Follow-up Hdwy	4.4	3.3	2.2	-	-	-			
Pot Cap-1 Maneuver	644	948	1492	-	-	- \			
Stage 1	718	-		-	-	-	·		
Stage 2	768	-	-	-	-	-			
Platoon blocked, %				-	-	-			
Mov Cap-1 Maneuver	644	948	1492	-	-	-			
Mov Cap-2 Maneuver	644	-	-	-	-	-			
Stage 1	718	-	-		-	-			
Stage 2	768	-	-		-	-			
Approach	FB		NB		SB				
HCM Control Delay	10.7		0		0				
HCM LOS	R		0		U				
	U								
					05-	0.0			
Minor Lane/Major Mvm	it	NBL	NBT	=BLn1	SBT	SBR			
Capacity (veh/h)		1492	-	644	-	-			
HCM Lane V/C Ratio			-	0.02	-	-			
HCM Control Delay (s)		0	-	10.7	-	-			
HCM Lane LOS		Α	-	В	-	-			

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Byakthour Report KP Page 5

	-	\mathbf{r}	4	+	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	≜t≽		5	44	ሻ	1	
Traffic Volume (vph)	384	353	75	453	307	69	
Future Volume (vph)	384	353	75	453	307	69	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	160		150	0	
Storage Lanes		0	1		1	1	
Taper Length (ft)			190		150		
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	
Ped Bike Factor							
Frt	0.928					0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3300	0	1805	3539	1805	1615	
Flt Permitted			0.247		0.950		
Satd. Flow (perm)	3300	0	469	3539	1805	1615	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	471			849	406		
Travel Time (s)	9.2			16.5	7.9		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	1%	0%	2%	0%	0%	4
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	837	0	85	515	349	78	
Turn Type	NA		pm+pt	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	81	
Permitted Phases			6				
Detector Phase	2		1	6	8	81	
Switch Phase				-	5		
Minimum Initial (s)	15.0		3.0	15.0	8.0		
Vinimum Split (s)	21.0		6.5	21.0	14.0		
Total Split (s)	36.0	4	8.0	44.0	26.0		
Total Split (%)	51.4%		11.4%	62.9%	37.1%		
Yellow Time (s)	4.5		3.5	4.5	4.5		
All-Red Time (s)	1.5		0.0	1.5	1.5		
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0	6.0		
Lead/Lag	Lao		Lead	5.0	2.0		
Lead-Lag Optimize?	9		_000				
Recall Mode	C-Min		None	C-Min	None		
Act Effct Green (s)	33.3		42.7	40.2	17.8	26.5	
Actuated g/C Ratio	0.48		0.61	0.57	0.25	0.38	
	0.10		0.01	5.67	5.25	5.00	

Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Symbols Report KP Page 1

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Lane Group	EBT	EBR W	/BL	WBT	NBL	NBR	
v/c Ratio	0.53	0	.22	0.25	0.76	0.13	
Control Delay	16.8		7.8	8.3	35.3	14.1	
Oueue Delay	0.0		0.0	0.0	0.2	0.0	
Total Delay	16.8		7.8	8.3	35.5	14.1	
LOS	В		Α	A	D	В	
Approach Delay	16.8			8.2	31.6		
Approach LOS	В			A	С		
Oueue Length 50th (ft)	201		14	55	134	21	
Oueue Length 95th (ft)	m220		31	81	212	45	
Internal Link Dist (ft)	391		0.	769	326		
Turn Bay Length (ft)	0,11		160	107	150		
Base Canacity (vnh)	1569		384	2030	515	574	
Starvation Can Reductn	0		0	0	0	0/1	
Snillhack Can Reductn	0		0	0	9	0	
Storage Can Reductn	0		0	0	0	0	· ·
Reduced v/c Ratio	0.53	0	0.22	0.25	0.69	0.14	
Intersection Summary							
Area Type:	Other						
Cycle Length: 70							
Actuated Cycle Length: 70							
Offset: 59 (84%), Reference	ed to phase	2:EBT and 6	:WBT	L, Start o	f Green		
Natural Cycle: 50							
Control Type: Actuated-Coc	ordinated						
Maximum v/c Ratio: 0.76				,			
	7 /			Int	tersection	n I OS·B	
Intersection Signal Delay: 1	7.4					1 LOO. D	•
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Scenario 2 - PMPR 22-088 183rd St Fuel Center - Tinley Park 10:25 am 09/16/2022 Year 2028 Total Weekday Evening Symbols Report KP Page 2

Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT ANALYSIS (FOUR HOUR VEHICULAR VOLUME) 183RD STREET WITH WHITE EAGLE DRIVE

A: Weekday Morning Peak Hour (1115, 364)

B: Weekday Morning Secondary Hour (892, 291)

C: Weekday Evening Peak Hour (1214, 376) D: Weekday Evening Secondary Hour (971, 300)



TRAFFIC SIGNAL WARRANT ANALYSIS (PEAK HOUR VEHICULAR VOLUME) 183RD STREET WITH WHITE EAGLE DRIVE

A: Weekday Morning Peak Hour (1115, 364) B: Weekday Morning Secondary Hour (892, 291) C: Weekday Evening Peak Hour (1214, 376) D: Weekday Evening Secondary Hour (971, 300)



Preliminary Sight Distance Study

NOTES:

- CONSIDERATION SHOULD BE GIVEN TO INSTALLING AN ADVANCED INTERSECTION WARNING SIGN ALONG WESTBOUND 183RD STREET IN ADVANCED OF THE INTERSECTION.

- TREES AND BRUSH IN THE SOUTHWEST CORNER OF THE INTERSECTION, SHOULD BE CUT BACK OR LOWERED.

183RD STREET

490' MAXIMUM SIGHT DISTANCE

305' STOPPING SIGHT DISTANCE

SSD = 1.47 Vt + 1.075 а

183RD STREET FUEL CENTER TINLEY PARK, ILLINOIS

WHITE EAGLE DRIVE AT 183RD STREET **STOPPING SIGHT DISTANCE STUDY**

DRIVE

EAGLI



DRAWN: MD DATE: 11-07-22 PROJECT # 22-088 EXHIBIT: A

CHECKED: MW REV: 06-27-23



SCALE: 1" = 50'



PLAN COMMISSION STAFF REPORT

August 17, 2023 - Workshop

West Point at Harmony Square

67th Court & North Street



EXECUTIVE SUMMARY

The Petitioner is requesting Site Plan/Architecture Approval, a Special Use, Final Plat of Subdivision, Plat of Vacation, Rezoning, Variations, and a Text Amendment for the mixed-use West Point at Harmony Square development. The project includes a 5-story mixed-use building on North Street with ~4,350 sq. ft. of commercial space (fronting the future Harmony Square Plaza) and 62 residential units. Amenities include a rooftop terrace overlooking the plaza, a fitness center, interior bike storage, community room, covered parking, open space, and onsite office). Additionally, the development includes 63 townhome units at the former site of Central Middle School. The project is proposed to be constructed in one phase, but construction is expected to begin on the townhome portion due to scheduling of utility work, burying of overhead lines, and adjacent plaza work.

The text amendment request is based on staff feedback and will relocate the required street-level commercial space from North Street to front the Harmony Square Plaza. The commercial space facing the plaza will help activate the space (which was not originally contemplated at this location). The project includes the vacation of approximately .531 acres of right-of-way (ROW) along 173rd Street that will be deeded to the developer and consolidated with the property to support this development. The development includes improvements to the adjacent sidewalks and streetscape areas. The mixed-use building is consistent with the vision of the Legacy Plan and Transit Oriented Development (TOD) principles by providing residential density near mass transit. Through these principles, the Village will be able to attract stable commercial users that will serve residents of the project and the community, thereby contributing to the economic health and vitality of the downtown area and Village as a whole.

Petitioner

West Point Builders, Inc. on behalf of Tinley Park Main Street, LLC

Property Location

North St., 67th Ct. & 67th Ave.

PINs

28-30-407-007-0000, 28-30-407-008-0000, 28-30-404-025-0000, & right-of-way

Zoning

DG (Downtown General) & DC (Downtown Core)

Approvals Sought

- Special Use Permit
- Site Plan/Arch. Approval
- Variations
- Final Plat Approvals
- Rezoning
- Text Amendment

Project Planner

Daniel Ritter, AICP Community Development Director

EXISTING SITE & HISTORY

The development site consists of two areas, all currently vacant land. The first part is a rectangle area bordered by 172nd Street to the north, 173rd Street to the south, 67th Ct to the west and 67th Ave to the east. The common address of this property is 17248 67th Ave. This lot was the former location of Central Middle School, which was located on all or part of the site from the 1930's to 2003 (with multiple additions). The Village purchased the property from School District 146 in 2003 with the goal of spurring redevelopment of that site and North Street properties. Multiple Requests for Proposals (RFPs) and developments have been proposed over the years.

The second area is on North Street and comprised of multiple lots that have largely been detached single-family homes since the incorporation of the Village as the Town of Bremen. The last remaining home (present since at least the 1920s) was dilapidated and demolished in July 2023 after the Village acquired the property. The Village will be vacating .531 acres of 173rd Street right-of-way to help support the development of the mixed-use building. The new road layout is preferred to avoid cut-through traffic in the residential neighborhood and allows for a more connected development.

The Village has worked with the developer to acquire and redevelop these properties along with the Harmony Square Plaza and the Teehan's building. The Development Agreement (Ord. 2023-O-024) approved by the Village Board in May outlined the property transfer and goals for the overall development. The hope is that utility, underground, and other related work can be done simultaneously for both the plaza and this development, to be most efficient and timely for both projects.



Above: Rendering of the Harmony Square Plaza to be developed by the Village.

ZONING & NEARBY LAND USES

The subject property (outlined in red) is zoned DG (Downtown General) and DC (Downtown Core) within the Legacy District. The characteristics of these districts are described in the Legacy Code as:

DG: "The Downtown General District consists of a variety of lot sizes and building scales, with multi-family dwellings as the primary use. Street frontages have steady street tree plantings, and buildings form a continuous street wall set close to sidewalks.

DC: "The Downtown Core District consists of the highest density and height, with the greatest variety of uses. Street frontages have steady street plantings and pedestrian amenities, and buildings form a continuous street wall set along wide sidewalks".



Nearby land uses include:

- The Oak Park Avenue Metra Station and commuter parking to the south, zoned CV (Civic)
- Vacant land proposed for Harmony Square Plaza, a four-season public plaza under development by the Village, to the east, currently zoned DC (Downtown Core) and proposed to be zoned CV (Civic) in the near future
- Townhomes and detached single family lots to the west and east of the townhome portion of the development, zoned DG (Downtown General) and Downtown Flex (DF)
- Midlothian Creek and park space (playground and baseball fields) to the North

The Downtown Core District allows for varying building heights with maximum height ranges from four (4) stories along Oak Park Avenue to seven (7) stories for the properties directly to the south and north of the train station. North Street is classified as Corridor Type D which requires on-street parking and a thoroughfare width of 30' curb to curb. In addition, buildings along North Street are required to have street-level (first floor) commercial space with a minimum depth of 50'. Buildings may not be set back further than five feet (5') from the front property line and storefronts with an enclave cannot exceed 50% of the width of the lot. Below are the required setbacks for properties

in the DC (Downtown Core) District and various zoning requirements are listed in the plans.







TEXT AMENDMENT

The orginal Legacy Plan and Legacy Code did not anticipate a public plaza at the location where Harmony Square will be constructed or a roadway layout as proposed. Due to these changes, there is a stronger desire now to have the required street level commercial adjacent to the Plaza and new festival street. These creates a more activated plaza with potential stores, resturants and services having an ideal location next to the plaza, which is planned for substantial pedestrian traffic and numerous special events. The request replaces the North Street frontage to be "Street Level Permitted" instead of "Street Level Required" and then place "Street Level Required" along the new festival street (67th Ct. extension) that is to the east of the plaza. The trade essentially locates the commercial in a more visible location rather than going farther east down North Street, which will still have limited pedestrian traffic.



SITE PLAN & PROPOSED USES

The Petitioner desires to construct a mixed-use development called West Point at Harmony Square. The development includes two different parts that will be constructed in one phase. The construction will start with the north townhome portion of the development due to the need to coordinate utilities and other construction elements with the Plaza development. The north part of the development includes 63 3-story 2-bedroom and 3-bedroom townhomes ranging in size from approximately 1,500-1,800 sq. ft. and located on approximately 2.982 acres. The development includes attached garages and a private park area.

The south part of the development includes a 5-story mixed-use building on an approximately ~1.438-acre site. The building is approximately 62.66 feet to the top of the parapet area. The height and scale of the building is similar to The Boulevard, which is 4 stories and 58 feet tall. The first floor will have a ~4,350 sq. ft. in commercial space fronting the Harmony Square Plaza and 62 units (5 Studio, 29 1-BR, 27 2-BR, 2 3-BR units). Most units meet the minimum size requirements with only the 5 studio units under the required size proposed at 705 sq. ft. with a 800 sq. ft. minimum. Amenities include a rooftop terrace overlooking the plaza, patio area, a fitness center,

UNIT TYPES	Rentable SF	Total Rentable SF	Total
A, Studio	704.00	3,520	5
B- One Bedroom	808.00	3,232	4
B1- One Bedroom	933.00	3,732	4
B2- One Bedroom	831.00	8,310	10
C- One Bedroom/office	880.00	2,640	3
D- One Bedroom/office	880.00	7,040	8
E- Two Bedroom	1,076.00	4,304	4
E1- Two Bedroom	1,094.00	4,376	4
F- Two Bedroom corner	1,164.00	18,624	16
G- Two Bedroom	1,271.00	3,813	3
H- Three Bedroom corner	1,476.00	1,476	1
I- Three Bedroom	1,445.00	1,445	1
TOTAL SF		62,512	
			63

interior bike storage, community room, covered parking, dog park, and onsite office/package acceptance. The building includes first-story attached parking garage that includes 39 interior spaces, with an additional 37 exterior spaces (24 covered and 13 open). The mixed-use portion of the development includes excess land to be vacated from the 173rd Street right-of-way and will connect the two parts of the project.

Open Item #1: Discuss a Variation to permit five (5) studio apartment to be 705 sq. ft. instead of the 800 sq. ft. minimum required by code.
Other uses of the first-floor garage area include resident bike parking/storage, sprinkler room, mechanical equipment, stairwells, elevators, and trash storage area with a compactor.

No outdoor dining space has been included for use by the restaurant tenant and there is very limited excess right-of-way space. The Legacy Code permits a private frontage to have a dining alcove extend up to 50% of the frontage width.

Open Item #2: Discuss the need for outdoor dining space or patio "alcoves" for the commercial tenant spaces to attract high quality tenants.

Both development areas include significant on-site and off-site improvements including on-street parking, sidewalk improvements, crosswalks, and street trees. Adjacent to the mixed-use building, the right-of-way will include a streetscape that ties into the plaza and like the streetscape in place at The Boulevard at Central Station Development. The plan includes brick paver boarders, planter box



areas, benches, lights, trees, and public bike racks. The design of the streetscape has not been fully reviewed yet and will be subject to review and changes by Lakota Group, who has been hired to create a uniform design for the streetscape and plaza. Staff recommend a condition clarifying the streetscape improvements are subject to review and approval at the final permitting stage. The hope for the streetscape plan is to tie in The Boulevard at Central Station, Bremen Station, North Street/Harmony Square and other future downtown developments to create a durable, attractive and consistent downtown public frontage.

Open Item #3: Final streetscape plans are being designed and shall be incorporated into the proposed plans prior to permitting. Staff recommends this be a condition of approval.

FLOOR PLANS

Shared resident amenities will include two outdoor rooftop terraces on the second floor, an exercise room, lounge, club room, storage lockers, and bike storage. The apartment units will be high-end luxury units, each with an in-unit washer and dryer. Most units will have a balcony, some recessed and some projecting. 8 total units are not proposed to have a balcony (5 studios and 3 1-bedroom apartments). While it might change the architectural design slightly, it is possible to have balconies on all units. Balconies will need to be added to the rear east facing facade as well as the south facade front North Street. The additional balconies may even increase the appeal of these facades and can be adjacent to an existing balcony. If space is limited, the balconies can even be a small "Juliet balcony" that just allows for someone to step outside with limited space for a table or chairs. Some secondfloor units will have privately fenced patio spaces that are located next to the shared resident roof terraces. The fencing



Above: First-floor, amenities include lounge, club room, fitness center, patio, mailboxes, front office, parking garage, bike storage, and elevator.

provides some defined space but will be a unique aspect to manage security and noise for those units with the roof terraces available to all residents and their guests.

Open Item #4: Discuss the need or ability to have balconies on 8 units that are currently proposed with no personal outdoor space.

Open Item #5: Discuss the management and design of fenced patios that are adjacent to the two rooftop terraces on the second floor.

Floors 2-5 are all setback approximately 24 feet from the front property line. This setback of the floors is not required and is making for less building area on floors 2-5. The maximum setback per the Legacy Code is five feet (5'). This maximum setback (often referred to as a "build-to" line) is to create a pedestrian-friendly and inviting street wall in the downtown, maximize buildable area, and generally avoid large setbacks. The Petitioner has noted the additional building space that is difficult to incorporate into the floor plans and expected rents. The unit size changes are unlikely to substantially change income projections, while increasing construction costs. Additionally, the setback creates a unique rooftop terrace space overlooking the Harmony Square Plaza and expected to become an attractive amenity. Due to the building will be set back 24 feet on floors 2-5, a variation is required.

Open Item #6: Discuss Variation to allow floors 2-5 to be setback 24' instead of the permitted maximum of five feet (5').



Above: Second floor, rooftop terraces with private fenced patios.



Seatwall-Height Planters

Fire Table, TV Wall, Soft Seating

BBQ Grill Island

The Petitioner is proposing to locate their common apartment entrance vestibule, lobby, fitness center, leasing office, and other accessory amenities on the first floor along 67th Ct. extension adjacent to the plaza. The Legacy Code indicates that the North Street frontage requires streetlevel commercial. However, the Petitioner has requested to move that to 67th Ct where it fronts Harmony Square Plaza. Residential amenities are only permitted where "street-level commercial is required" with a Special Use Permit approval. The apartment entrance and amenities can be relocated in whole or in part off another frontage, where street-level commercial space is not required. The Petitioner has indicated this is due to a set interior layout and the reduction in interior parking that would occur. Relocating some amenities to the North Street frontage can also help improve that frontage's architectural design. The apartment entrance and amenities utilize approximately 93' 8" (49.67%) of the total frontage which is approximately 188' 8". The remaining frontage will be utilized by the commercial tenant space, anticipated to be at least one restaurant use.

Open Item #7: Consider the proposed location of the apartment entrance vestibule, lobby, leasing office, and other amenities on the first floor. Consider alternative locations on other frontages that don't require commercial, particularly on the North Street frontage to make for a more appealing first-floor façade that remains highly visible and important.



Open Item #8: Discuss the lack of outdoor patio space adjacent to the commercial spaces, anticipated to be a restaurant.

ACCESS

West Point at Harmony Square – 67th Ct. & North St.

The townhomes are accessed by a set of private drive/alleys with access points on 67th Court, 172nd Street, and 67th Avenue. Access points are proposed to allow for vehicle and emergency vehicle circulation through the development. A sidewalk system is also proposed to connect the townhome units to the private park area and public sidewalks.

The mixed-use building parking garage will be accessed along 67th Avenue by a private overhead door entrance to be used by residents. Residents can then enter the building from inside the garage. Additionally, the apartments can be accessed by pedestrian traffic from the 67th Court entrance and through two parking garage/stairwell doors on the south side (along North Street frontage) and east side (adjacent to the surface parking lot) of the building. The private surface lot will also be accessed from 67th Avenue as well. The access will remain accessible even when there are large events downtown and North Street is closed to vehicular traffic.

LOADING & TRASH

The commercial space will have multiple exterior doors, but the specific layout will depend on the number of tenants and the tenant's internal layout. Deliveries can occur in the garage but more likely to occur on North Street or the 67th Court extension due to the tight access for large trucks to enter the garage. The same is likely to happen for residents who are using larger trucks to move in or out of apartment units. The hope is for a restaurant user to occupy the commercial space, but with no known tenants, those delivery schedules will need to be worked out. Typically, deliveries and loading occur in off-times for short periods. So the loading only creates a minor inconvenience for vehicles to maneuver around.

Resident garbage collection in the mixed-use building will be funneled to an enclosed room on the first floor of the parking garage. Garbage trucks will have access through the main garage door but it is unlikely a garbage truck will be able to back in or maneuver the space. Garage ceiling heights may also not be adequate for a garbage truck to operate. A truck entering the garage may also cause issues with other vehicles trying to enter or leave the parking garage while a garbage truck is on-site. In addition, no separate trash area is indicated for the restaurant space and appears to be sharing the resident garbage area. There is no access to the parking garage from the restaurant and based on the current plan, an employee will need to exit the garage and then go into the garbage area to empty the trash. If the garbage area is utilized by both residents and the commercial space, staff also has concerns about the proposed size of the space can easily fill up between pickups and on weekends. Due to the lack of an alley or drive-aisle on the site, there are no alternative locations for dumpster storage and the use of a public sidewalk for trash pickup is not an acceptable solution. The size of the space and operations will need to be clarified as acceptable by the applicant and the waste removal company.

Open Item #9: Clarification of the loading, receiving, and garbage operations for the commercial spaces and residents. Indicate truck locations and adequate right-of-way widths being maintained.

Additionally, garbage collection operations for the townhomes will need to be monitored and managed. No common dumpster enclosure spaces are proposed, and units have no exterior space for hidden can storage. With limited garage space (20-22' widths), it is not clear how tote storage will work without detracting from the development or utilizing an interior garage parking space from each unit. Consideration is needed of a common dumpster areas as well as truck access to the site will occur. Conditions may be required on the Site Plan approval if operational items are required (for example, storing totes in the garages.

Open Item #10: Clarification of the on-site garbage pickup operations for both the mixed-use building and townhomes. Include residential and commercial spaces, expected pickup frequency, location and truck location/operation and clarification that a garbage truck can maneuver the space as proposed.

Engineering Reviews

Engineering details still need to be worked out and all approvals are subject to final engineering reviews and approvals.

ARCHITECTURE

Mixed-Use Building

Staff's primary concern is the 5-story multi-use building's proposed architectural design, particularly on the first-floor street-level. There are challenges creating an attractive frontage, while the primary use is a parking garage and mechanical equipment that fronts three of the elevations. The prominence of the North Street frontage is important as it remains highly visible to downtown businesses, Harmony Square Plaza, train station, and Oak Park Avenue. Additionally, the other facades will be highly visible from the neighboring residential developments, parks, and sidewalks.

The Legacy Code requires a minimum of 75% of all facades and roofs exclusive of glazing shall be comprised of brick, stone & fiber cement siding. Accent material can have a maximum of 25% of other materials. The proposed building will be constructed of a combination of face brick, flat-faced "renaissance stone", fiber cement panels, stucco molding/trim details, and grates for HVAC units (similar to The Boulevard). The primary material used will be manufactured renaissance stone for the first floor with face brick and fiber cement panels on floors 2-5. This comprises of anywhere from 75% to 80% of the overall material, excluding glazing, depending on the specific elevation, and complies with Code requirements. Exact materials percentage information still must be supplied by the Petitioner to confirm compliance. Overall, the color pallet is natural earth tones meant to complement the existing traditional architectural styles in the downtown.

Open Item #11: Supply exact exterior material percentages for all façade elevations.



Plaza/67th Ct/West Front Elevation

The primary street-level frontage facing west toward Harmony Square Plaza has been designed to have a uniform commercial appearance including large windows, canopies, and areas for signage. This has been carried across the façade even though around 50% of the space on the north side is proposed to be residential amenity space. The architecture of the upper floors has been designed with vertical and horizontal breaks in the façade and materials. Balconies are proposed for most units with black railings.

North Street/South Elevation



The next most visible street-level façade is facing south towards North Street and many of the commercial elements have been replicated here including glazing and canopies. However, due to the parking garage location the windows are proposed to be opaque/darkened as they will not have a storefront behind them. While this is not preferred the petitioner had a challenge of fitting interior covered parking in a building that has all sides visible from public roadways and sidewalks. Areas for advertising of public events have been added as well, with the material on these areas unknown. Staff recommends these glazed window areas so that if unused for events or branding promotion, they look as if they are a planned part of the façade. Additionally, foundational landscaping has been proposed for this façade that will soften the view.

Overall, the preference is for the North Street façade to be commercial space or to be the location of the accessory residential amenities (freeing up additional space adjacent to the plaza for commercial use). The Petitioner has noted that the only way to do that is to have underground parking or a separate parking structure, both options that are not economically feasible to the developer. The proposed elevation is a mixture of components that works best to create an attractive frontage that blends with the rest of the building, while avoiding a large solid brick/stone wall.

Open Item #12: Discuss overall appearance of North Street façade and alternative options to proposed opaque windows.



Northern Elevation

NORTHWEST ELEVATION

Easten Elevation



The eastern and northern first-floor elevations of the building include similar opaque/darkened windows with a rhythm similar to the window spacing on the floors above it. These façades, while not the front of the building, will still be visible from public ways and neighboring properties. There are limited alternatives to add windows or openings on the first floor due to the parking garage location. These elevations do face more residential areas and are setback from the road, with more landscaping and residential appearance as opposed to the two primary street elevations.

Open Item #13: Discuss overall appearance of northern and eastern secondary façade appearances.

Buildings with street-level commercial uses are required to have the first floor of all street-level facades with a minimum of 60% glazing that cannot be opaque or mirrored. A variation from this section will be required for the three non-primary facades (south, north, and east).

Open Item #14: Discuss variations for less than 60% glazing on street-level facades and to permit opaque glazing/windows on those façades.

Parapet and mechanical unit heights/locations have not been supplied. Staff is looking for plans or a sightline study showing that all rooftop mechanicals will be screened by the proposed parapet.

Open Item #15: provide plans and clarification indicating rooftop mounted HVAC and other mechanical equipment sizes and locations will be screened by the proposed parapet.

Three 8-unit carports are proposed over the surface parking lot to provide coverage for the minimum number of parking stalls. The proposed car port structure details have not been provided but an example has been provided for a prefabricated roof structure with a minimalist design meant to limit their visibility and allow them to blend in better with the surroundings. Staff has recommended considering constructing more traditional detached garages at these locations as they allow the use of materials that better complement the development (matching brick, roofing materials, etc.) Additionally, enclosed garages are likely to be preferred by residents and more closely meet the code, which requires enclosed parking, attached or within the building footprint.

Open Item #16: Discuss proposed carports, their appearance/design, and the desire for enclosed garage structures that match the principal building materials.



Townhomes

The townhomes have a traditional row home style with a front porch entrance and rear loaded garages. All building facades are a combination of face brick and fiber cement board siding and comply with the material specifications. Each unit has an elevated deck on the front elevation as well. The front facades are meant to front major streets, helping create an urban and walkable feel to the downtown. Where the sides of buildings front roadways, the side elevations have been given upgraded elevations with an additional balcony or door/porch to give it the appearance of a front elevation.

All townhome buildings will have a similar style within the development but vary slightly depending on if the structure is 3,4, or 5 units. However, differing material color combinations of siding and brick have been planned to avoid having buildings with the same exact colors next to each other.

Open Item #17: Review overall architectural design of the townhome elevations.

Elevations differ between the color renderings and the architectural line drawings. Specifically, the line drawings appear to show differing siding patterns (vertical and horizontal) that offer more architectural intrigue to the design on front and side elevations, as opposed to horizontal run lap siding. Clarification of the design and revised renderings will need to be supplied.

Open Item #18: Revise color renderings to have differing siding patterns (vertical, horizontal, board & batten, etc.) as depicted on the architectural line drawings rather than horizontal siding across all elevations.

Front Elevations





Traditional Side Elevations





LEFT ELEVATION

RIGHT ELEVATION







Upgraded/Streetside Side Elevation

West Point at Harmony Square – 67th Ct. & North St. **Rear Elevation**



LANDSCAPE

The overall development works to maximize the buildable footprint of the lot while still maintaining an attractive streetscape and landscaping where space is available. The developer has proposed an outdoor dog recreational area on the mixed-use lot. Overall, the proposal includes a variety species types that will create an attractive and interesting development. Species are generally hearty and salt-tolerant to ensure limited maintence and long-term health.

The proposed streetscape is an example of what the Village may like to see regarding landscaping, trees, benches, and streetlights. However, streetscape plan details for the downtown are currently being designed by a Village consultant. Staff has recommended that the landscape and site plans be subject to meeting all streetscape requirements laid out in the Village's future streetscape plan or any changes the Village sees fit prior to permitting.

Example North Street and 67th Court Streetscape Frontage



Landscaping is placed throughout the townhome portion of the development where there is available space and around the parking lot. The tree locations have been maximized to provide canopy cover and shade within the development. Foundational landscaping is provided at the base of the buildings and helps to create an attractive appearance from the public roadways and internal to the site.

The mixed-use building has proposed some foundational landscaping to help create an attractive street-level appearance despite the existence of a parking garage on 3 of the elevations. Rooftop landscaping is also proposed on the second-floor rooftop terraces and around the ground floor patio.

Open Item #19: Discuss the proposed landscape plan, and the treatment of the north street façade foundational landscaping. Clarify if the North Street foundational landscaping will be on the private lot or public right-of-way.

SIGNAGE

The plan indicates various sign band locations on the building which will allow for commercial tenant signage to be an aluminum sign frame/backer with internally illuminated letter or logos. The sign will keep a consistent location and appearance while still allowing unique colors, fonts, and logos specific to the tenant.

The Petitioner proposed to have development signage indicating the name of the development. The development signage is customary in newer urban style development that allows for each building/development to be



known. The signage designs are meant to complement the architecture of the buildings. For the mixed-use building wall signs are proposed on all four elevations of the building. These building signs were not anticipated in the code and are not permitted to advertise the residential development. They also exceed the size and height that commercial wall signs are permitted in the Legacy District. The following requests are needed based upon the Petitioner's submittal.

- All development wall signs Allow for residential development and not a commercial business.
- Wall signs shall not extend higher than the second floor window sills, where the proposed sign extends to the top of the fifth-floor.
- The traditional wall signs are proposed at 57.5 sq. ft. for all four elevations.

Staff has recommended limiting the development signage to only one sign on the west and south elevations that are the primary frontages, facing the train station and downtown area. The other two elevations face towards residential areas and do not have as strong as an identification purpose needed. If it is decided that the signs are to remain on those elevations, they will need to be non-illuminated.

Open Item #20: Discuss the proposed mixed-use building development wall signage and required variations. Discuss removal for development wall signs on the north and eastern elevations that face towards residential subdivisions.

For the townhomes, an entrance sign has been proposed at the southwest and northeast corners of the development. Specific setbacks have not been shown on the plans and need to be clarified, however it is likely less than the 10' min. setback and will require variation. Signs are also not permitted for residential developments and require variations approval. Subdivision signs are common in other areas of town but not common in the downtown area. However, this development is in the DG district, which is a transitional and primarily residential district. The proposed signs blend in with the architectural style of the buildings. 6 sq. ft. in area and 4 ft. high non-illuminated ground signs are also proposed for the resident park and the dog park for informational purposes. Identification signs are only permitted at a maximum of 5 sq. ft. and 2 ft. in height, requiring a variation. The signs have a similar style, font, and colors as the other development signage and are meant to complement the development architecture.

Open Item #21: Discuss the proposed townhome development signage and required variations for residential signage to be permitted and for a reduced setback (to be clarified by Petitioner).



PARKING

The Downtown Core and Downtown General Districts do not require parking for street-level commercial uses. That parking is supplemented by the on-street and available public parking, including the centralized Metra commuter lot. However, it does require one enclosed space (located within, or attached to, the building envelope) for each residential unit. The proposed project provides the required amount of residential parking spaces but does not provide them inside of the building for all units in the mixed-use building.

For the townhome portion of the development, each unit has a 2-car attached garage. For the mixed-use building, there are 39 parking stalls provided internal to the building and 45 additional stalls on an exterior surface lot. Of those 45 stalls, 24 will be covered by a carport to ensure the minimum number of required stalls are at least covered parking. Staff has recommended considering the use of fully enclosed detached garage structures. A garage structure is more appealing and tie into the overall development, while also being preferred by the residents. Surface parking lots are generally considered a waste of available building space and run counter to the goal of maximizing building footprints.

Open Item #22: A Variation is required to allow for some required stalls to be located in a surface lot that are not "below or within the building footprint".

The Village restricts on-street parking from 2-5 am, which can limit parking for guests. Additionally, the commuter lot currently requires a monthly pass to park between 5am-10:30am. There are some upcoming changes that will allow for daily pay during those commuter lot hours. Staff is further evaluating whether some stalls may be able to be leased separately to residents, or private developers who want additional stalls. While these changes are in the works, it's important to note that the developer will need to ensure residents operate within the allowable parking, which may be the stalls being provided on site.

The state adopted a recent law requiring all new residential developments to make required stalls "EV charging compatible". This means that the developer will need to ensure there is adequate electrical panels supply and conduit running to any required parking stalls.

Open Item #23: Discuss state requirement to make any "required" parking spaces electrical vehicle charging compatible including proper electrical service panel and conduit installation.

Bike Parking

The Legacy Code requires one bike stall per dwelling unit and .2 per 1,000 sq. ft. of Street Level Commercial. The total required minimum number of bike stalls is one stall for the commercial tenant space and 125 stalls for the residential units. The bike storage for the residential units is in the mixed-use parking garage (on the wall in front of each parking space, and in a separate bike locker) and in the attached garages of the townhome units. A bicycle rack is also proposed in the public streetscape along North Street. The final location and number of these bike racks will be determined when the final streetscape plan is approved.

LIGHTING

Various building lighting fixtures are shown on the architectural renderings. The cut sheets for the lights and wall sconces were not provided and will need to comply with the allowable light fixture styles, including ensuring the light source is not visible. Column style lights to the Village's specifications are required in the rights-of-way.

Open Item #24: Supply all light fixture cut sheets and a final photometric plan needs to be provided.

PLAT OF VACATION AND SUBDIVISION/CONSOLIDATION

The project includes the vacation of a .531-acre area of the right-of-way and consolidation of that land with the existing south private lot to allow for the development of the mixed-use building and connection between the two parts of the development. The drafted Plat of Vacation and Plat of Subdivision are attached and under review by the Village Engineer and Village Attorney.

Open Item #25: Discuss Plat of Vacation and Plat of Subdivision/Consolidation, both will be subject to final approval by the Village Engineer and Village Attorney.

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review by the Plan Commission.

<u>Architectural</u>

- a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.
- b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.
- h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

Site Design

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a crosswalk shall be provided that is distinguished by a different pavement material or color.

ADDITIONAL LEGACY CODE STANDARDS

In addition to any other specific standards set forth herein the Plan Commission shall not recommend a Special Use, variance, appeal, or map amendment from the regulations of this ordinance unless it shall have made findings of fact, based upon evidence presented to it, in each specific case that:

- a. The proposed improvement meets the Legacy Plan and its Principles, as presented in Section 1.A-B: Purpose and Intent, of this ordinance.
- b. The new improvement is compatible with uses already developed or planned in this district and will not exercise undue detrimental influences upon surrounding properties.
- c. Any improvement meets the architectural standards set forth in the Legacy Code.
- d. The improvement will have the effect of protecting and enhancing the economic development of the Legacy Plan area.

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff will provide draft Findings in the Staff Report for the Public Hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff will prepare draft responses to the Findings of Fact for consideration at the Public Hearing next meeting.

- 1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
- 2. The plight of the owner is due to unique circumstances.
- 3. The Variation, if granted, will not alter the essential character of the locality.
- 4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
 - e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
 - f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Submitted Sheet Name		Prepared By	Date On Sheet
1	Application	WPB	6/19/23
2	Illustrative Plan and Landscape Plan	WPB	7/27/23
3	Combined Arch and Elevations 20230811	SL	7/27/23
4	Tinley Park Exteriors with Brick	Eleni	
5	Townhome Elevations and Floor Plans	SL	7/27/23
6	Townhome Anti-monotony plan	SL	7/27/23
7	Final Plat of Subdivision	WMA	7/18/23
8	Plat of Vacation Harmony Square 2023-06-19	Robinson	6/7/23
9	Overall Site Plan	WMA	7/19/23
10	Lot 1 Engineering	WMA	7/19/23
11	Lot 2 Engineering	WMA	7/19/23
12	Sight Distance Exhibit	WMA	7/19/23
13	Photometric Plan	ITG	7/27/23
14	Harmony Square Sign Package 20230810	VanBruggen	8/10/23



Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

 ✓ Special Use for: <u>a mixed-use development under the</u> DC & DG zoning districts. ✓ Planned Unit Development (PUD) Concept Preliminary Final Deviation ✓ Variation Residential Commercial for per the Variation Addendum ✓ Annexation ✓ Rezoning (Map Amendment) From Street / A-1 to DC ✓ Plat (Subdivision, Consolidation, Public Easement) ✓ Site Plan 			
Other: Plat of Vacation (173rd Street); Text Amendment for Roy. Comm.			
I ROJECT & TROTERTT INFORMATION			
Project Name:	Harmony Square		
Project Description:	A mixed-use development with a park a	and plaza, 62 apartments	s, parking and 63 townhome units.
Project Address:	6700 North Street	Property Index No. (PIN):	See Exhibit A attached

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner:	Pat Carr, Village Manager	Company: Village of Tinley Park	
Street Address:	16250 S. Oak Park Avenue	City, State & Zip: Tinley Park, IL 60477	
E-Mail Address:	pcarr@tinleypark.org	Phone Number: (708) 444-5000	

APPLICANT INFORMATION

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant:	Patrick Curran	Company: <u>West Point Builders, Inc.</u>
Relation To Project:	Developer	00.7
Street Address:		City, State & Zip:
E-Mail Address:		Phone Number:



Village of Tinley Park Community Development Dept. 16250 S. Oak Park Ave. Tinley Park, IL 60477 708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize <u>Patrick Curran</u> (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature:	VOTP-Per Development Agreement (and 23-0-024)	
Property Owner Name (Print):	Village of Tinley Park	

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections
 of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to
 inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature:	Per Development Agreement (23-0-024)
Property Owner Name (Print):	Village of Fintev Park
Applicant Signature: (If other than Owner)	
Applicant's Name (Print):	Patrick Curran
Date:	June 19, 2023

EXHIBIT "A"

PARCEL 1:

LOT 1 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK), A SUBDIVISION OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDINAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOTS 2 AND 3 IN BLOCK 4 IN THE VILLAGE OF TINLEY PARK, FORMERLY BREMEN, A SUBDIVISION IN SECTIONS 30 AND 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDINAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOT 5 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK), IN THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDINAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF LOT 10 LYING SOUTH OF A LINE DRAWN AT RIGHT ANGLES TO THE WEST LINE OF SAID LOT, THROUGH A POINT 115 FEET SOUTH OF NORTHWEST CORNER THEREOF IN BLOCK 4 IN BREMEN, BEING A SUBDIVISION OF PART OF THE NORTH HALF AND ALL OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER EXCEPT 5 ACRES IN SECTION 30 AND THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

LOTS 23 TO 39, INCLUSIVE; THE VACATED 14-FOOT NORTH/SOUTH ALLEY, LYING EAST OF AND ADJACENT TO LOTS 23 TO 29, INCLUSIVE; AND THE VACATED 14-FOOT EAST/WEST ALLEY, LYING NORTH OF AND ADJACENT TO LOTS 37 AND 39, ALL IN NEILSEN'S SUBDIVISION (EXCEPT THE SOUTH 200.00 FEET OF THE WEST 266.00 FEET) OF BLOCK 2 IN VILLAGE OF BREMEN IN SECTIONS 30 AND 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

PARCEL 6:

THE WESTERLY 22 FEET OF LOT 6 AND LOTS 7, 8 AND 9 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK) BEING A SUBDIVISION OF PART OF THE NORTH 1/2 AND ALL OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT 5 ACRES) IN SECTION 30, AND THE NORTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 7:

THE EASTERLY 28.00 FEET OF LOT 6 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK) IN THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 8:

LOT 4 IN BLOCK 4, VILLAGE OF BREMEN, A SUBDIVISION OF SECTION 30 AND 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by Old Republic National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; and Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

PARCEL 9:

LOT 10 (EXCEPT THAT PART LYING SOUTH OF A LINE DRAWN AT RIGHT ANGLES TO THE WEST LINE OF SAID LOT, THROUGH A POINT ON THE WEST LINE OF SAID LOT, 85 FEET SOUTH OF THE NORTHWEST CORNER THEREOF, SAID LINE BEING EXTENDED TO THE EASTERLY LINE OF SAID LOT 10), BLOCK 4 IN BREMEN, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 AND ALL OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT 5 ACRES) OF SECTION 30, AND THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTH EAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THAT PART OF LOT 10 LYING BETWEEN TWO LINES DRAWN AT RIGHT ANGLES TO THE WEST LINE OF SAID LOT, THROUGH POINTS RESPECTIVELY 85 FEET AND 115 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; IN BLOCK 4 IN BREMEN, BEING A SUBDIVISION OF PART OF THE NORTH 1/2 AND ALL OF THE SOUTH WEST 1/4 OF THE SOUTH EAST 1/4 (EXCEPT 5 ACRES) OF SECTION 30, AND THE NORTH HALF OF THE NORTH WEST QUARTER OF THE NORTH EAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Permanent Index No.:	Property Address:	
28-30-407-008-0000	6706 North Street	(Parcel 1)
28-30-407-007-0000	6712 North Street	(Parcel 2)
28-30-407-005-0000	6724 North Street	(Parcel 3)
28-30-407-010-0000	17329 Oak Park Avenue	(Parcel 4)
28-30-404-025-0000	17248 S. 67th Court	(Parcel 5)
28-30-407-002-0000	6742 North Street	(Parcel 6)
28-30-407-003-0000	6732 North Street	(Parcel 6)
28-30-407-004-0000	6730 North Street	(Parcel 7)
28-30-407-006-0000	6720 North Street	(Parcel 8)
28-30-407-009-0000	17309 Oak Park Avenue	(Parcel 9)

Note: All parcels are currently owned by the Village of Tinley Park. Upon resubdivision numerous parcels will be conveyed to the three entities described in this application, pursuant to a Development Agreement dated May 16, 2023 and recorded in the Office of the Cook County Clerk on June _____, 2023 as Document No. _______

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LASALLE FACTORS/CRITERIA FOR REZONING (MAP AMENDMENT)

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases, LaSalle Bank of Chicago v. Count of Cook (1957) and Sinclair Pipeline v. Village of Richton Park (1960), when evaluating the validity of zoning changes. The so-called "LaSalle factors" are listed below. Village staff and officials will take these factors into consideration when evaluating and deciding rezoning requests. The petitioner should prepare their own responses to the "LaSalle Factors" with factual evidence to defend the requested rezoning. If additional space is required, you may provide the responses on a separate document or page.

A. The existing uses and zoning of nearby property;

Proposed commercial and mixed-use development which is located in the DC and DG zoning districts conform to the current zoning. The remaining re-zoning is for the vacated portion of 173rd Street necessitated by the Village Plan. As such, the adjoining properties will be enlarged to attach to those properties in legal ownership upon vacation. Petitioner believes while this may deem to be a technical request for re-zoning, the vacated 173rd Street will take its zoning from the adjoining districts, those portions of the development on North Street and Oak Park Avenue are zoning in DC district. The townhouse portion of the development is zoned in the DG district and is a permitted use. The existence of 173rd Street to be vacated is a relatively small portion of land compared to the proposed Harmony Square Development and frustrates the overall plan of the developer and the Village for revitalization of the area.

B. The extent to which property values are diminished by the particular zoning;

The property values will not be diminished, but rather enhanced by the granting of the requested zoning.

C. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;

The original Legacy Code Study from 2009 as well as the establishment of the historic district included the redevelopment of the subject property in the district and in the New Bremen TIF District, as well as the Harmony Square Redevelopment all will contribute to the health safety and welfare of the public with removal of obsolete and dangerous structures, the development of open space for the public, and the type of housing that is necessary for a vibrant downtown area.

D. The relative gain to the public as compared to the hardship imposed on the individual property owner;

The 2011 Legacy Code contemplates the proposed development and to some extent, both mirrors and provides compatibility with the existing South Street Development. As such, rezoning of a short part of the street will facilitate the further development of the entire downtown area and allow for development by the developer of its plan.

E. The suitability of the property for the zoned purpose;

With the existing DC and DG zoning, the mirror zoning of 173rd Street while technical rezoning is a natural byproduct of the vacation.

F. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;

The entire Harmony Square area contains obsolete buildings, vacant property, and under-utilized property from a property tax point of view. the property has been vacant in whole or part for more than 15 years and is in need of redevelopment.

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G. The public need for the proposed use; and

100.00

The public need for the proposed use of the Harmony Square park has been an aspiration of the Village, its planning staff, and its elected officials for many years. The developer's ability to contract for purchase and turnover to the Village for development all of the property complements this public need and will also supply when completed public bathrooms and a refreshment stand serving the Harmony Square park.

H. The thoroughness with which the municipality has planned and zoned its land use.

HARMONY SQUARE NARRATIVE

The applications and submissions of Tinley Park Main Street, LLC (the "Developer"), is a culmination of more than twenty years of visioning, planning, property assemblage, comprehensive plan development, and final acquisition of necessary parcels for Harmony Square project (the "Project").

<u>History</u>

In 2001, the Village of Tinley Park (the "Village") had its first vision creating the H-1 Historic Business District, a copy of which is attached as Exhibit A. That document sought to create a plan that was a) to enable the unique turn-of-the century buildings that exist generally between 168th and 175th streets to be preserved; b) to create an environment that is unique within Tinley Park...; and c) to encourage new development that is compatible with existing and planned uses and character of the existing buildings.

Over a series of years, developers thereafter sought to acquire the numerous parcels on both North and South Streets to begin an assemblage of properties to develop both sides of the commuter railroad station at Oak Park Avenue. The process has not been easy and has taken may years to come to its current state. During this process, the Village sought funding and finally completed revitalization through acquisition of the South Street train station and relocation of adjoining businesses. Private developers completed the acquisition on non-Village owned parcels on South Street and have partially developed the South Street property.

In 2001 after numerous meetings, studies, and visioning, the Village finally developed a unified plan embodied in the 2011 Legacy Code. Petitioner believes that the post development is a natural continuation of that process. The North Street redevelopment process has proceeded with the difficulty and

Zoning

The Village acquired several parcels of property on the North Street and sought development under the DC zoning, has, prior to the date of filing by the Petitioner, In addition, a number of years ago, the Village acquired the "School Property" located north of and adjacent to the North Street property and zoning the property under the DC zoning. Thereafter, the Village sought private development of the North Street and School Property. The Developer early in 2023, was finally able to negotiate a contract for purchase of the four lots that were not owned by the Village in order to assemble property necessary to consider a development of the Harmony Square vision.

It is important to note that other than a technical rezoning of the 173rd Street vacation, which is part of the Developer's plan, the Petitioner believes that all the property of the Project are consistent with the current zoning for the North Street/Harmony Square parcels.

2011 Downtown Legacy Code (adopted 7.19.2011)

Attached as Exhibit B to this Narrative are pages from the 2011 Downtown Legacy Code ("Legacy Code"). The Petitioner has sought to include elements of the Project to preserve and enhance the Village's unique historic heritage and ensure that the Project respects the historic scale in character of downtown. Future strong economic development (Legacy Code Purposes 1 and 2). Strong economic development is a key portion of the Developer's plan to include a restaurant, an additional entertainment site in preserving the Teehan's Tavern name and redevelopment and providing additional retail space north of the Tinley Park/Oak Park train station. (Legacy Code Purpose 3). The Project as proposed for the five-story mid-rise building with parking on the first floor and four stories of apartment units, along with the townhome development will add 125 families either adjacent to the train station or within one block of walking distance and encourage building mass to peak at the downtown corridor (Legacy Code Purpose 4, 5 and 6).

Current connected roadways that are usable have been maintained with a small vacation of 173rd Street to create walkable block (Legacy Code Purpose 3). The elimination of unsightly buildings and vacant property and the re-development of the property of two buildings on Oak Park Avenue will allow for more up to date green space and preservation and enhancement of resources and sustainable practices (Legacy Code Purpose 8).

Finally, with the partial redevelopment of South Street and the full redevelopment of North Street, including the Harmony Square municipal area, will provide walkable areas, park, access to the downtown area and a focal point creating a true Village/City center (Legacy Code Purpose 7).

The Developer seeks certain zoning entitlements, accommodate its plan, and several required approvals which are needed from the Village. A fundamental request is for a site plan approval of the necessary elements of the property. Petitioner has submitted elevations for the townhome development, the five story building, as well as an elevation for a rebuilt and up to date Teehan's Tavern, with an adjoining restaurant to the north. The plans also include public bathrooms and a refreshment stand for patrons of the Harmony Square Park, all at the request of the Village. Requests for several minor variations are included as well as a request for a subdivision and a technical rezoning of 173rd Street to the zoning of the adjoining properties under the DC and DG zoning. The lack of the substantial deviations from the Village code and comprehensive plan certainly is strong evidence of the adherence to the Legacy Code and historic district.

On May 16, 2023, at a duly convened meeting following a public hearing, the Village board approved and executed a Development Agreement with the Developer envisioning a plan as outlined in the submittal request. The Development Agreement, however, specifically provides that all of the proposed development be vetted through the normal Village processes with recommendations from the Plan Commission to be considered by the Mayor and Board of Trustees, at a later time. The Developer understands this requirement and respects the normal development process established in the Village for all projects. As such, the Developer has provided substantial detail in all aspects of the Project for consideration by the Village staff, planning staff, the residents and ultimately the Board of Trustees.

Respectfully submitted,

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a. 1975

TINLEY PARK MAIN STREET, LLC

Ву:_____

September 7, 2001

SECTION XII

H-1 HISTORIC BUSINESS DISTRICT

A. PURPOSE AND INTENT:

- 1. The Village of Tinley Park seeks to strengthen the aesthetics and economics of the historic downtown by enabling the development and/or redevelopment of quality retail, commercial, office and residential uses in an historic setting. Consistent with this objective, Tinley Park has created an H-1 Historic Business District zoning classification that provides a regulatory framework that will:
 - A. Enable the unique, turn-of-the century buildings that exist generally between 168th Street and 175th Street to be preserved.
 - B. Create an environment that is unique within and to Tinley Park, and which draws residents of Tinley Park and its neighboring communities to work, shop, live and recreate.
 - C. Encourage new development that is compatible with existing and planned uses and the character of existing buildings.
 - D. Balance business interests within the historic district with those of adjacent neighborhoods.
 - E. Blend the different designs of building, landscaping and signs that exist within the historic district together to create a cohesive environment.
 - F. Maintain and enhance property values, thereby increasing the economic base of the Village of Tinley Park.
- 2. This H-1 Historic Business District designation is intended to allow for the continued function of contemporary land uses, while emphasizing pedestrian orientation within an intimate streetscape design, and de-emphasizing automobile uses. The H-1 Historic Business District regulations have been developed to accomplish this by:
 - A. Regulating building location with setbacks that frame streets in the District, providing a strong architectural statement by keeping buildings close to sidewalks.
 - B. Prohibiting the placement of off-street parking lots in front yards in the historic downtown core of the H-1 Historic Business District, in order to maintain the continuity of buildings along the street, and to minimize views of parked cars.

Adopted - IN 2011



A. Purpose

The Legacy Code is intended to be used in conjunction with the Legacy Plan. The Tinley Park community set forth the Legacy Plan with a clear vision and preferred urban design arrangements for the downtown and beyond. The Legacy Code implements the Legacy Plan by codifying Tinley Park's vision with a purposefully specific and precise form-based approach.

This Legacy Code was created to strengthen the aesthetics and economics of the downtown by implementing the following principles, set forth in the Legacy Plan:

- 1. Preserve Tinley Park's unique historic heritage.
- 2. Ensure that new development respects the historic scale and character of downtown.
- 3. Building a strong economic future for Downtown Tinley Park.
- 4. Maximize the number of people living within walking distance of the train station.
- 5. Encourage building mass to peak at the downtown core.
- 6. Create a walkable downtown where pedestrians come first.
- 7. Create a connected roadway framework with small walkable blocks.
- 8. Promote a green downtown showcasing leadership in the preservation of natural resources and sustainable practices.
- 9. Position downtown as a focal point of the regional bike path system.

B. Intent

The Legacy Code is intended to allow for the continued function of contemporary land uses, while creating standards and design criteria for infill and redevelopment projects. The Legacy Code regulations have been developed to accomplish the goals of the Legacy Plan by:

- 1. Regulating building form to create a street wall of appropriately scaled buildings that address the street and create a pedestrian-oriented setting.
- 2. Prohibiting the placement of off-street parking in front yards in order to maintain the continuity of buildings along the street, minimize the views of parked cars, and provide adequate sidewalks and amenities for pedestrians and bicyclists.
- 3. Prohibiting drive-through facilities and other automobile related uses to encourage an environment where pedestrian comfort and safety comes first, residential homes can be established near the street, and curb cuts are minimized.
- 4. Regulating streets and rights-of-way to encourage landscaped streetscapes and complete streets that accommodate multiple modes of travel.
- 5. Concentrating commercial development in a walkable downtown core and transition areas outside the core to residential development to create a supportive neighborhood market.
- 6. Creating architectural standards to ensure that new buildings comply with the community's shared vision.
- 7. Create a review process that rewards compliance with the Legacy Code and Legacy Plan with a shortened review process.

C. Applicability

The Legacy Code shall apply to the area of land along Oak Park Avenue generally between 167th Street and 183rd Street, as depicted on the Code Area Map (Figure 1.C.1) and as designated on the official Zoning Map of the Village of Tinley Park.

The standards set forth in this section shall be applied to properties, and shall officially rezone properties, within the Legacy Code Area.

Where conflicts occur between the development standards or requirements in the Village's Zoning Ordinance, Subdivision Regulations, or Building Code and this section of the Zoning Ordinance, the regulations of this section of the Zoning Ordinance supersede.

Should this section of the Zoning Ordinance be found by Village staff to be silent on any matter that is otherwise provided for in any other section of the Zoning Ordinance, Subdivision Regulations, or Building Code, the applicable provisions of those sections shall apply.

D. Severability

Should any section or provision of this section of the Zoning Ordinance be declared to be unconstitutional or invalid, such decision shall not affect the validity of any other part of this section or Zoning Ordinance, as a whole.



Figure 1.C.1 - Code Area Map

	Project/Improvement	Estimated Project Costs
1.	Costs of Studies, Surveys, Plans, etc.	\$3,000,000
2.	Site Marketing Costs	\$300,000
3.	Property Assembly Costs	\$18,900,000
4.	Costs of Building Rehabilitation, Repair or Remodeling	\$19,000,000
5.	Costs of Construction of Public Works or Improvements	\$75,800,000
6.	Financing Costs	\$33,750,000
7.	Taxing District Capital Costs	\$14,200,000
8.	Relocation Costs	\$8,000,000
9.	Payments in Lieu of Taxes	\$5,000,000
10.	Costs of Job Training	\$300,000
11.	Interest Costs (Developer or Property Owner)	\$12,000,000
12.	School District Increased Costs	\$2,000,000
13.	Transfer to contiguous TIF District(s)	\$7,500,000

Table 2 - Estimated Redevelopment Project Costs

Total Estimated Redevelopment Project Costs (see noise)

\$199,750,000

Notes regarding Estimated Redevelopment Project Costs:

- a. All costs are in 2018 dollars and may be increased by five percent (5%) after adjusting for annual inflation reflected in the Consumer Price Index (CPI) for all Urban Consumers in U.S. Cities, published by the U.S. Department of Labor, as allowed by the Act.
- b. Private redevelopment costs and investment are in addition to the above.
- c. To the extent permitted by law, the Village reserves the right to adjust and transfer estimated amounts within the Total Estimated Redevelopment Project Costs among the categories of eligible Estimated Redevelopment Project Costs set forth therein, provided any such adjustment or transfer shall not increase the Total Estimated Redevelopment Project Costs, other than as otherwise provided in these notes.
- d. Certain infrastructure work in connection with and appurtenant to the RPA can be undertaken under the Act.
- e. Total estimated budgeted costs exclude any additional financing costs, including interest expense, capitalized interest, and any and all closing costs associated with any obligations issued, which shall be in addition to the Total Redevelopment Project Costs.
- f. In the case where a private individual or entity received benefits under the Act for the purpose of originating, locating, maintaining, rehabilitating, or expanding a business facility abandons or relocates its facility in violation of a redevelopment agreement, the Village reserves the right to collect reimbursement for funds extended in accordance with the Act.
- g. Including all categories of cost permitted under 65 ILCS 5/11-74.4-3(q) (1), (1.5), (1.6), (2), (3), (4), (5), (6), (7), (7.5), (7.7), (8), (9), (10), (11), (12), (13), and 65 ILCS 5/11-74.4-4(q).
- Unless explicitly stated herein the costs of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.

V. Agreement with Comprehensive Plan

The RPA should be redeveloped primarily in a planned and cohesive manner providing sites for mixed land uses including office, commercial and residential development. The land uses are arranged and located to minimize conflicts between neighboring land use activities. The intent of this Redevelopment Plan is also to enhance and support the existing, viable uses in the RPA through providing opportunities for financial assistance for revitalization of existing improvements and infrastructure and new development where appropriate.

The Goals and Objectives of the Redevelopment Plan conform to the comprehensive plan of the municipality. The Village's Comprehensive Plan is entitled, *The Village of Tinley Park, Illinois, Comprehensive Plan, 2000.*

The following goals and objectives in the Comprehensive Plan (pages 9-11) are reflected in the goals, objectives, and implementation strategies in this Redevelopment Plan:

Public Lands, Places and Structures

- Provide the Community with facilitiles that are safe, efficient and well located.
 - Plan and purchase locations for future municipal facilities as early as possible to achieve investment economies and proper planning.
 - Plan facilities to provide sufficient capacities needed to accommodate longterm needs.

Appearance

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- Enhance the appearance of the access points to the village, the major thoroughfares and the central business district.
 - Improve the architectural facades of buildings on the thoroughfares leading to, and in the central business district.
 - Landscape the thoroughfares and the central business district.
 - Develop and implement a uniform street furniture design and street scape plan for the thoroughfares and the central business district.

Housing

- Encourage a variety of residential developments to provide a diverse selection of residential types and price ranges.
 - Maintain predominately low and medium density single-family neighborhoods.
 - Implement programs to induce increased investment in home expansion.

Economic Development

- Encourage business investment and increase employment opportunities in a variety of businesses and industries.
 - Encourage steady growth of business and commercial activities in balance with anticipated population growth.

- Maintain and develop the Central Business District.
- Encourage controlled growth of small business, light industry and office uses in order to diversify and strengthen the tax base and provide employment.
- Provide sites and locations for growing businesses to remain in Tinley Park.
- In order to attract new business and industry, efforts are concentrated on the following areas: (1) retention of existing business and industry; (2) maintaining and improving public facilities; (3) providing tax abatement programs and other incentives to attract new prospects; (4) marketing.

Public Places and Utilities

- Develop municipal facilities and services that economically and adequately service existing and anticipated growth.
 - Eliminate or reduce flooding hazards and install retention/detention areas where possible.
 - Require new developments to pay for capital improvements necessary to serve the new developments.
 - Plan and estimate costs for infrastructure necessary for new development, and require the new development to pay for those improvements.

Intergovernmental Cooperation

- Continue and/or establish positive working relationships with all units of local, state and federal governments.
 - Establish effective communication with all units of government, utilizing those resources available from other government to further the goals and objectives of the community.

The Village's Future Land Use Map, as shown in Map 4 of this Redevelopment Plan, shows properties in the Redevelopment Project Area as being designated for commercial, residential, mixed-use planned unit development, government/schools/open space/institution, and Metra Rock Island railroad uses.

This generally corresponds to the land uses and goals outlined in this Redevelopment Plan, as well as the Village's 2009 Legacy Plan, Downtown Tinley Park, and its companion document, the Section XII, Downtown Legacy Code. The Legacy Plan calls for the preservation of the Village's "great assets - a walkable and charming main street, the creek that runs through Downtown, parks and plazas that are easy to walk to, shaded sidewalks along local shops, and a variety of places to live within close walking distance of the (train) station." Following the principles of the Burnham Plan of Chicago, the plan "lays out a long term framework for open spaces, streets, sidewalks and trails around which great development can occur." The Plan further identifies ten principles for guiding development, a master plan for the Downtown Core (which includes significant stormwater management improvements), major redevelopment sites, and over 100 projects that need to be implemented to achieve the long term vision of the plan. In summary, the above statements and objectives in the Village's Comprehensive Plan, and other Village planning documents, and the land uses identified in the Village's Future Land Use Map reflect the goals and land uses in this Redevelopment Plan.

STANDARDS AND CRITERIA FOR A SPECIAL USE

Section X.J. of the Village of Tinley Park Zoning Ordinance requires that no Special Use be recommended by the Plan Commission unless the Commission finds that all of the following statements, A-G listed below, are true and supported by facts. Petitioners must respond to and confirm each and every one of the following findings by providing the facts supporting such findings. The statements made on this sheet will be made part of the official public record, will be discussed in detail during the public meetings and will be provided to any interested party requesting a copy. Please provide factual evidence that the proposed Special Use meets the statements below. If additional space is required, you may provide the responses on a separate document or page.

A. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

The entire Harmony Square Development is a application of the principles contained in the 2011 Legacy Code established by the Village of Tinley Park and the desire to establish a quality park area adjacent to the train station.

B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The entire development and the increased residential use of obsolete, vacant, and stressed properties will not only not impair, but will improve property values in the entire surrounding area.

C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

The Harmony Square proposed redevelopment is a normal and orderly development contemplated and envisioned by the downtown Legacy Code Plan, as well as the aspirations of the DC downtown core district.

D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.

The roadway improvements adjacent to the train station has been partially completed and will be completed based on the needs of the Village and the requirements of the engineers for the Village with improved infrastructure, drainage, roadways, and utilities.

E. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Roadway plans for the development and the vacation of 173rd street and the development of the school property have all been reviewed by engineers from the Village and will be approved both in concept and in final engineering application to minimize traffic congestion in the public street.

F. That the Special Use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.

The proposed Harmony Square Development in the DC and DG districts with merely a street vacation is an embodiment of the aspirations of the 2011 Legacy Code and a compliment to the South Street Development, both in style and land use.

G. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

The economic development of the Harmony Square is estimated to be approximately \$60 million dollars. Part of the project will create two new restaurant sites as well as commercial use on the first floor of the mid-rise building. At the present time, the property pays minimal taxes and will pay substantial taxes contributing to the TIF for many years to come.
STANDARDS AND CRITERIA FOR A VARIATION

Section X.G.1 of the Village of Tinley Park Zoning Ordinance requires that the Zoning Board of Appeals determine compliance with the following standards and criteria. In order for a variance to be approved, the Petitioner must respond to all the following statements and questions related to the Standards with factual evidence and information to support the requested Variation. If additional space is required, you may provide the responses on a separate document or page.

A. Describe the difficulty that you have in conforming with the current regulations and restrictions relating to your property, and describe how this hardship is not caused by any persons presently having an interest in the property. (Please note that a mere inconvenience is insufficient to grant a Variation). For example, does the shape or size of the lot, slope, or the neighboring surroundings cause a severe problem in completing the project in conformance with the applicable Ordinance requirement?

The Harmony Square Plan has been dictated by the long standing Village Legacy Code and Study. The historic district provisions of the zoning code contained in Section XII and the general zoning requirements of the Village, in strict adherence to the zoning and development requirements of the Village, is impossible based on the original street pattern and vision of the Village for development of the north street and former school properties in a cohesive plan manor consistent with the Legacy Code.

B. Describe any difficulties or hardships that current zoning regulations and restrictions would have in decreasing your property value compared to neighboring properties.

Hardships encountered by the Developer include the integration of the school property with the North Street property and the need for vacation of streets, relocation of utilities, and costs associated with this items consistent with the downtown Legacy Code.

C. Describe how the above difficulty or hardship was created.

Petitioner believes that much of the difficulty or hardship was created by attempt to adhere as much as possible to both the Legacy Code and the street locations incorporated in the development.

D. Describe the reasons this Variance request is unique to this property only and is not applicable, in general, to other properties within the same Zoning District.

The need for variations is unique in that there is no other property in the Village like the North Street properties that presents the challenges and opportunites for a vibrant downtown addition to the Harmony Square development.

E. Explain how this Variance would not be regarded as an attempt at financial gain, but only because of personal necessity. For example, the intent of the Variance is to accommodate related living for an elderly relative as opposed to adding an additional income source.

Considering the magnitude of the project (private development estimated at \$60 million dollars) variations are minimal and relate more to adherence to the Village concept rather than any attempt for financial gain. For example, the combination of the Village in providing private bathrooms and a concession stand in the private development is an economic factor and financial factor requiring a level of development contemplated by the Developer for development in an economically responsible manner.

F. Describe how granting this Variance request will not be detrimental to the public welfare or injurious to other properties or improvements in the neighborhood in which the property is located.

The full integration of the Harmony Square Development with the park, new dining opportunities, and redevelopment of the dilapidated vacant and under utilized North Street property will not only not be detrimental to public welfare, but will be the continuing regentrification as contemplated in the Legacy Code.

G. Explain how granting this Variance will not alter the essential charter of the neighborhood or locality.

The North Street property is a continuation of the development of the South Street property in that residential development adjacent to the very important railroad line serving not only the south, but most importantly the downtown Chicago labor market has been harmonized with the concept of the development of a further Village gathering place and retail and entertainment uses.

H. Describe how the requested Variance will not:

1. Impair an adequate supply of light and air to adjacent properties.

All of the setbacks, elevations, and heights of the proposed buildings conform to the existing DC and DG zoning and are separated from other properties by streets.

2. Substantially increase the congestion of the public streets.

Adequate parking has been planned for the entire area surrounding the Oak Park Avenue train station. The development, rather than increasing congestion, will increase the utilization of the entire area. Petitioner believes that the uses of the property and residential are both compatible and complimentary to the use of the train station by its many commuters.

3. Increase the danger of fire.

All the buildings proposed will comply with the Tinley Park building and fire codes.

4. Impair natural drainage or create drainage problems on adjacent property.

The drainage and detention for the property is adequate from the Village constructed detention area. Storm sewers and proper engineering will ensure that natural drainage occurs and actually improves.

5. Endanger the public safety.

The development of a vibrant downtown district for the Village with people utilizing a park, walking, and patronizing the businesses on both North Street and South Street will enhance public safety rather than endangering it.

6. Substantially diminish or impair property values within the neighborhood.

Petitioner believes that the development will benefit the entire area surrounding the downtown area. That belief has been validated by the studies in the Legacy Code and the building requirements within the historic district.

Addendum to Petitioners General Application Variance Requests

- Variance Request #1 Retail Depth
 - o Required 50'
 - o Proposed 45'
- Variance Request #2 Building Setback (Mixed Use Building)
 - o Required 5' Max along North Street
 - o Proposed 8'
- Variance Request #3 Parking Setback for mixed use outdoor parking along 67th Avenue
 - o Required 20'
 - o Proposed 5'
- Variance Request #4 Apartment Unit Size Waiting on architect to provide apartment unit
 - sizes
 - o Required -
 - o Proposed -
- Variance Request #5 Drive Aisle Width for mixed use outdoor parking
 - o Required 20' maximum for one way
 - o Proposed 25'
- Variance Request #6 Drive Aisle Width for Townhomes
 - o Required 20' maximum
 - o Proposed 22'
- Variance Request #7 Required indoor parking
 - o Required All parking indoor
 - o Proposed 37 spaces provided in outdoor adjacent parking lot
- Variance Request #8 Building Materials Waiting for architect to very compliance
 - o Required -
 - o Proposed -
- Any other variance required for the development as generally depicted on the site plan



SITE DATA

					-			
Lot			1		2			
Zoning		DG			DC			
Land Area		2.98 acres			1.44 acres			
Use		Town	homes		Mixed Use			
1		Allowable	Proposed	Total Units	Allowable	Proposed		Total Units
FAR								
Building Height		Min. 3 Stories	3 stories		Min. 3 stories	5 stories		
Building Setback	Front (67th Ave)	5'-15'	10.8'		5' Max. (North St.)	8'		
	Front (67th Ct.)	5'-15'	8.7'	-	5' Max. (Cut Thru)	1'		
	Front (172nd St.)	5'-15'	9.3'		5' Max. (67th)	1.2'		
	Side	N/A			5' Min. (north)	81'		
	Rear (south)	5' Min.	13.3'					
Parking Setback	Front	N/A			20'	5'		
	Corner Side Yard	N/A						
	Side	N/A	1 · · · · · · · · · · · · · · · · · · ·		0'	0'		
-	Rear	N/A			5'			
				-				
MF TH Unit Size		1,200 SF Min.	1,500 SF to 1,800 SF	63		20.011		-
MF Apt. Unit Size				-	UNIT TYPES	Rentable SF	Total Rentable SF	Total
					A, Studio	704.00	3,520	5
					B- One Bedroom	808.00	3,232	4
		-			B1- One Bedroom	933.00	3,732	4
					B2- One Bedroom	831.00	8,310	10
		1	-		C- One Bedroom/office	880.00	2,640	3
				-	D- One Bedroom/office	880.00	7,040	8
					E- Two Bedroom	1,076.00	4,304	4
					E1- Two Bedroom	1,094.00	4,376	4
				-	F- Two Bedroom corner	1,164.00	18,624	16
				-	G- Two Bedroom	1,271.00	3,813	3
					H- Three Bedroom corner	1,476.00	1,476	1
					I- Three Bedroom	1,445.00	1,445	1
Apartment SFTotal					TOTAL SF		62,512	-
Unit Total								63
Average Apt. SF		-		-		(Avg SF/Unit)		992.3
Commercial SF								4,352.0
Aisle Width		Two-way - May 20'	22'	-	One-way May 20'	25'		
Parking		Two-way - Max 20			One-way wax 20	25		
Farking					ME A annuals Data (CD			
		THE			WF-1 per unit Keq. (65			
		(62 Coases)			spaces) Commercial -			
Carago TU		(65 Spaces)	126	-	None			
Charad Surface Co.	and with Lot One		0	-				
Shared Surface Spa	Total TU Darking	-	0	3.1/1 lait		-		
	Total IH Parking		134 STU Darking Tatal Cu	2.1/Unit	Charact Canana			
			CE Dike Stalls	1/Unit	Street Spaces			
Causes Assetsas		-	65 Bike Stalls	1/Unit		20		
Garage - Apartmen	t			-		39		
Carport Parking				-		12		
Surrace- Apartmen	Total Ant. Dealder			-		13		1 3/11-14
	Total Apt. Parking	-				CO Dileo Challe		1.2/Unit
						62 interior/	ovtorior	1/Unit
Commercial						(os interior/ :	extendiy	
commercial	Total Comm Barking					20 502505		7/1 000-6
	Total Comm. Parking					5 Biko Spaces	Ē.	71,00051
1						1- 40' X 8' Los	ding Space	
-			1			- TO AO LUA	ang space	

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JOB NO: LP230045.00 PROJ MGR: TJS DRAWN: TJS CHECKED: --ILLUSTRATIVE PLAN

A1.0



SHAD	DE TREES			
U	SCIENTIFIC NAME		SIZE	_
AFm	Acer rubrum 'Autumn Blaze'	Autumn Blaze Maple	2.5 BB Typ. 4.0 BB Spec	ial
СО	Celtis occidentallis 'Ultra'	Ultra Hackberry	4.0 " BB Spec	ial
GTIs	Gleditsia tricanthos inermis 'Skyline'	Skyline Honey Locust	4.0 " BB Spec	ial
	Lirodendron tulipifera	Tulip Tree	2.5 " BB	-
PLa		London Planetree	2.5 " BB	-
		Swamp White Oak	2.5 " BB	_
		Sningle Oak	2.5 BB	-
			2.3 66	-
			2.5 66	
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	
AC	Amelanchier canadensis	Serviceberry	10' CL. BB	
CCa	Carpinus carolina	Carolina Hornbeam	2.5" BB	
CCi	Craetegus crus-galli inermis	Thornless Cockspur Hawthorn	2.5" BB	
HV	Hamamellis vernalis	Vernal Witchhazel	6' HT. BB	_
MF	Malus floribunda (Standard-Tree Form)	Floribunda Crab	2.5" BB	_
Mrr	Malus 'Royal Raindrops'	Royal Raindrop's Crab	2.5" BB	-
				-
<u>VP</u> PGd	Picea glauca 'Densata'	Black Hills Spruce	10' HT BB- Spe	ec
SHR	UBS			
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	_
AM	Aronia melanocarpa	Black Chokeberry	3 Gal Cont.	_
BMk	Buxus microphylla 'Koreana'	Korean Littleleaf Boxwood	3 Gal Cont.	_
BMg	Buxus microphylla 'Green Mountain'	Green Mountain Boxwood	3 Gal Cont	
CS	Cornus sericea	Redtwig Dogwood	5 Gal Cont.	_
CSad	Cornus sericea 'Alleman's Dwarf'	Alleman's Dwarf Redtwig Dogwood	d 3 Gal Cont.	_
DRk	Diervilla rivularis 'Kodiak'	Kodiak Black Bush Honeysuckle	3 Gal Cont.	_
HAi	Hydrangea arborescens 'Invincibelle'	Invincibelle Hydrangea	3 Gal Cont.	_
HPIt	Hydrangea paniculata 'Limelight'	Limelight Hydrangea	5 Gal Cont.	-
HPr	Hydrangea paniculata 'Rendia'	Rendia Hydrangea	5 Gal Cont.	-
	Hydrangea paniculata 'Tardiva'	Little Lamb Hydrangea	2 Cal Cont.	-
Hte	Hydrangea 'Tuff Stuff'		3 Gal Cont	-
HO	Hydrangea guercifolia	Oakleaf Hydrangea	5 Gal Cont	-
HK	Hypericum kalmianum	Kalm St. John's Wort	3 Gal Cont.	-
IVa	Ilex verticillata 'Red Sprite' (Include One Ma Ilex verticillata 'Red Sprite' Plant / Planting)	e Red Sprite Holly	3 Gal Cont.	T
JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	7 Gal Cont.	T
POld	Physocarpus opulfolius 'Little Devil'	Little Devil Nine Bark	3 Gal Cont.	
POs	Physocarpus opulfolius 'Seward'	Seward Nine Bark	5 Gal. Cont	_
RAg	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	3 Gal Cont.	_
Rgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	3 Gal Cont.	_
SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	3 Gal Cont.	+
TCc	Taxus cuspidata 'Capitata'	Upright Yew	36" BB	_
TMt	Taxus medii 'Tauntoni'	Taunton's Yew	18" BB	-
TOt	Thuja occidentallis 'Technyi'	Techny Arborvitae	6' Ht. BB	_
VDbm	I nuja occidentaliis 'Emeraid Green'	Emerald Green Arborvitae	0 Ht. BB	-
	Viburnum dentatum Blue Muffin	Supposed Arrowwood Vib.	5 Gal Cont	-
	Viburnum iudii	Judd Viburnum	3 Gal Cont	+
VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	3 Gal Cont.	-
VOc	Viburnum opulus 'Compactum'	Compact Euro, Cranberry Vib.	24" BB	+
	ENNIALS AND GROUNDCOVER	COMMON NAME	SIZE	
лц		Blazing Star	1 Gal	24" On Center
Δfr	Astilhe 'Fanal Red'	Eanal Red Astilbe	1 Gal	24 On Center
CMid			1 OT Cont	18" On Center
		Pennsylvania Sedge	1 OT Cont	18" On Center
Asb	Allium 'Summer Beauty'	Summer Beauty Onion	1 QT Cont	18" On Center
GSr	Geranium sanguineum 'Rosanne'	Rosanne Geranium	1 Gal	24" On Center
HMa	Hakonechloa macra	Japanese Forest Grass	1 Gal.	24" On Center
Hsd	Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylilly	1 Gal.	24" On Center
Hhb	Hosta 'Hadsen Blue'	Hadspen Blue Hosta	1 Gal.	24" On Center
НМ	Heuchera 'Cherry Truffles'	Cherry Truffles Heuchera	1 Gal.	24" On Center
MFi	Monarda didyma 'Raspberry Wine'	Raspberry Wine Bee Balm	1 Gal.	24" On Center
NF DA	Nepeta tasseni 'Walker's Low'	VValker's Low Catmint	1 Gal.	24" On Center
PAIN	Pennisetum alopecuroides "Little Buppy"	Litle Bunny Fountain Groce	1 Gal.	18" On Center
PVs	Pannicum virgatum 'Shennandoah'	Shenanndoah Switch Grass	1 Gal.	24" On Center
RNIg	Rudbeckia neumanii 'Little Goldstar'	Little Goldstar Blackeved Sus	1 Gal.	24" On Center
SHt	Sporabolis heterolepsis 'Tara'	Tara Prairie Dropseed	1 Gal.	24" On Center
SH	Sporabolis heterolepsis	Prairie Dropseed	1 Gal.	24" On Center
VM	Vinca minor	Periwinkle	1 Qt.	12" On Center

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 AREA
 ONE
 LANDSCAPE
 PLAN





West Point at Harmony Square Tinley Park, Illinois



SHAD	DE TREES			
U	SCIENTIFIC NAME	COMMON NAME	SIZE	_
AFm	Acer rubrum 'Autumn Blaze'	Autumn Blaze Maple	2.5 " BB Typ. 4.0 " BB Spec	al
со	Celtis occidentallis 'Ultra'	Ultra Hackberry	2.5 " BB Typ. 4.0 " BB Spec	al
GTIs	Gleditsia tricanthos inermis 'Skyline'	Skyline Honey Locust	2.5 " BB Typ 4.0 " BB Spec	al
LT	Lirodendron tulipifera	Tulip Tree	2.5 " BB	_
PLa	Platanus acerifolia	London Planetree	2.5 " BB	_
QB	Quercus bicolor	Swamp White Oak	2.5 " BB	
QI	Quercus imbricaria	Shingle Oak	2.5 " BB	
QRu	Quercus rubra	Red Oak	2.5 " BB	
UAh	Ulmus americana 'Homestead'	Homestead Elm	2.5 " BB	
INTEF	RMEDIATE AND EVERGREEN TREE	ES		
KEY	SCIENTIFIC NAME		SIZE	_
AC	Amelanchier canadensis	Serviceberry	10' CL. BB	_
CCa	Carpinus carolina	Carolina Hornbeam	2.5" BB	_
CCi	Craetegus crus-galli inermis	Thornless Cockspur Hawthorn	2.5" BB	
ΗV	Hamamellis vernalis	Vernal Witchhazel	6' HT. BB	_
MF	Malus floribunda (Standard-Tree Form)	Floribunda Crab	2.5" BB	_
Mrr	Malus 'Royal Raindrops'	Royal Raindrop's Crab	2.5" BB	_
OV	Ostrya virginiana	Hornbeam	2.5" BB	_
VP	Viburnum prunifolium	Blackhaw Viburnum	8' BB	_
PGd	Picea glauca 'Densata'	Black Hills Spruce	10' HT BB- Spe	ec
SHR KEV	UBS SCIENTIFIC NAME		S17E	
			3 Cal Cont	
		Korean Littleleaf Rovwood	3 Cal Cont	-
				_
				· _
				_
		Alleman's Dwart Redtwig Dogwood	a Gal Cont.	_
DRK	Diervilla rivularis 'Kodiak'	Kodiak Black Bush Honeysuckle	3 Gal Cont	_
HAI	Hydrangea arborescens 'Invincibelle'	Invincibelle Hydrangea	3 Gal Cont	-
HPIt	Hydrangea paniculata 'Limelight'	Limelight Hydrangea	5 Gal Cont.	_
HPr	Hydrangea paniculata 'Rendia'	Rendia Hydrangea	5 Gal Cont.	_
HPt	Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	5 Gal Cont.	_
HII	Hydrangea 'Little Lamb'	Little Lamb Hydrangea	3 Gal Cont.	_
Hts	Hydrangea 'Tuff Stuff'	Tuff Stuff Hydrangea	3 Gal Cont.	_
HQ	Hydrangea quercifolia	Oakleaf Hydrangea	5 Gal Cont.	_
HK	Hypericum kalmianum 	Kalm St. John's Wort	3 Gal Cont	
IVa	Ilex verticillata 'Red Sprite' Plant / Planting)	Red Sprite Holly	3 Gal Cont	
JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	7 Gal Cont.	_
POld	Physocarpus opulfolius 'Little Devil'	Little Devil Nine Bark	3 Gal Cont	_
POs	Physocarpus opulfolius 'Seward'	Seward Nine Bark	5 Gal. Cont	-
RAg	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	3 Gal Cont	
Rgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	3 Gal Cont	_
SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	3 Gal Cont.	
TCc	Taxus cuspidata 'Capitata'	Upright Yew	36" BB	_
TMt	Taxus medii 'Tauntoni'	Taunton's Yew	18" BB	
TOt	Thuja occidentallis 'Technyi'	Techny Arborvitae	6' Ht. BB	_
TOeg	Thuja occidentallis 'Emerald Green'	Emerald Green Arborvitae	6' Ht. BB	_
VDbm	Viburnum dentatum 'Blue Muffin'	Blue Muffin Arrow Wood Vib.	3 Gal Cont.	_
VDw	Viburnum dentatum 'Synnesvedt'	Synnesvedt Arrowwood Vib.	5 Gal Cont.	+
VJ	Viburnum judii	Judd Viburnum	3 Gal Cont.	_
VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	3 Gal Cont.	
VOc	Viburnum opulus 'Compactum'	Compact Euro. Cranberry Vib.	24" BB	
PFR	ENNIALS AND GROUNDCOVER			
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	
АН	Amsonia hubrichtii	Blazing Star	1 Gal.	24" On Center
Afr	Astilbe 'Fanal Red'	Fanal Red Astilbe	1 Gal.	24" On Center
CMid	Carex morrowi 'Ice Dance'	Ice Dance Sedge	1 OT Cont	18" On Center
CP		Pennsylvania Sedge	1 OT Cont	18" On Center
Asb	Allium 'Summer Beauty'	Summer Beauty Onion	1 OT Cont	18" On Center
GSr	Geranium sanguineum 'Rosanne'	Rosanne Geranium	1 Gal	24" On Center
HMa	Hakonechloa macra	Japanese Forest Grass	1 Gal	24" On Center
Hsd	Hemerocallis 'Stella D'Oro'	Stella D'Oro Davlilly	1 Gal	24" On Center
Hhb	Hosta 'Hadsen Blue'	Hadspen Blue Hosta	1 Gal	24" On Center
HM	Heuchera 'Cherry Truffles'	Cherry Truffles Heuchera	1 Gal	24" On Center
MFi	Monarda didyma 'Raspberry Wine'	Raspberry Wine Bee Balm	1 Gal.	24" On Center
NF	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 Gal.	24" On Center
PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	24" On Center
PAlb	Pennisetum alopecuroides "Little Bunny'	Litle Bunny Fountain Grass	1 Gal.	18" On Center
PVs	Pannicum virgatum 'Shennandoah'	Shenanndoah Switch Grass	1 Gal.	24" On Center
RNIg	Rudbeckia neumanii 'Little Goldstar'	Little Goldstar Blackeyed Sus.	1 Gal.	24" On Center
SHt	Sporabolis heterolepsis 'Tara'	Tara Prairie Dropseed	1 Gal.	24" On Center
SH	Sporabolis heterolepsis	Prairie Dropseed	1 Gal.	24" On Center
VM	Vinca minor	Periwinkle	1 Qt.	12" On Center

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ERS, INC.

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 AREA
 TWO
 LANDSCAPE
 PLAN



SHAD	DE TREES			
U	SCIENTIFIC NAME	COMMON NAME	SIZE	
AFm	Acer rubrum 'Autumn Blaze'	Autumn Blaze Maple	2.5 " BB Typ 4.0 " BB Spec	ial
со	Celtis occidentallis 'Ultra'	Ultra Hackberry	2.5 " BB Typ 4.0 " BB Spec	ial
GTIs	Gleditsia tricanthos inermis 'Skyline'	Skyline Honey Locust	2.5 " BB Typ. 4.0 " BB Spec	
LT	Lirodendron tulipifera	Tulip Tree	2.5 " BB	
PLa	Platanus acerifolia	London Planetree	2.5 " BB	
OB		Swamp White Oak	2.5 BB	-
			2.5 DD	-
				_
QRU			2.5 BB	_
JUAn			2.5 ° BB	
	RMEDIATE AND EVERGREEN TREE		SIZE	
				·
CCa			2.5" BB	_
		Thornless Cockspur Hawthorn	2.5" BB	_
HV			6 HI.BB	_
	Malus floribunda (Standard-Tree Form)	Floribunda Crab	2.5" BB	_
			2.0 DD	_
				-
PCd	Viburnum prunifolium	Blackhaw Viburnum	8'BB	
			10 [.] HT BB- Sp	ec
	SCIENTIFIC NAME	COMMON NAME	SIZF	
	Aronia melanocarna		3 Gal Cont	
	Buvus microphylla 'Koroana'	Korean Littleleaf Roywood	3 Gal Cont	_
BINIG	buxus microphylla Green Mountain		II 3 Gal Con	L
CS	Cornus sericea	Redtwig Dogwood	5 Gal Cont.	_
CSad	Cornus sericea 'Alleman's Dwarf'	Alleman's Dwarf Redtwig Dogwood	3 Gal Cont.	_
DRk	Diervilla rivularis 'Kodiak'	Kodiak Black Bush Honeysuckle	3 Gal Cont.	_
HAi	Hydrangea arborescens 'Invincibelle'	Invincibelle Hydrangea	3 Gal Cont.	_
HPlt	Hydrangea paniculata 'Limelight'	Limelight Hydrangea	5 Gal Cont.	
HPr	Hydrangea paniculata 'Rendia'	Rendia Hydrangea	5 Gal Cont.	
HPt	Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	5 Gal Cont.	
HII	Hydrangea 'Little Lamb'	Little Lamb Hydrangea	3 Gal Cont.	
Hts	Hydrangea 'Tuff Stuff'	Tuff Stuff Hydrangea	3 Gal Cont.	
HQ	Hydrangea guercifolia	Oakleaf Hydrangea	5 Gal Cont.	
НК	Hypericum kalmianum	Kalm St. John's Wort	3 Gal Cont.	
IVa	Ilex verticillata 'Red Sprite' (Include One Mal	e Red Sprite Holly	3 Gal Cont.	
JCsa	Juniperus chinensis 'Sea Green'	Sea Green Juniper	7 Gal Cont.	—
POId	Physocarpus opulfolius 'I ittle Devil'	Little Devil Nine Bark	3 Gal Cont	_
POs	Physocarpus opulfolius 'Seward'	Seward Nine Bark	5 Gal. Cont	
RAg	Ribes alninum 'Green Mound'	Green Mound Alpine Currant	3 Gal Cont	
Ral	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	3 Cal Cont	+
CD+	Spirage betulifelia 'Ter'	Tor Pirebloof Spiroo	2 Cal Cont	-
			30" BB	_
IMt	l axus medii 'l auntoni'	Taunton's Yew	18" BB	_
TOt	Thuja occidentallis 'Technyi'	Techny Arborvitae	6' Ht. BB	_
TOeg	Thuja occidentallis 'Emerald Green'	Emerald Green Arborvitae	6' Ht. BB	_
VDbm	Viburnum dentatum 'Blue Muffin'	Blue Muffin Arrow Wood Vib.	3 Gal Cont.	_
VDw	Viburnum dentatum 'Synnesvedt'	Synnesvedt Arrowwood Vib.	5 Gal Cont.	_
VJ	Viburnum judii	Judd Viburnum	3 Gal Cont.	
VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	3 Gal Cont.	
VOc	Viburnum opulus 'Compactum'	Compact Euro. Cranberry Vib.	24" BB	
	EININIALS AND GROUNDUOVER	COMMON NAME	SIZF	
			1.0~!	24" 0 : 0 : 1
AH	Amsonia hubrichtii	Blazing Star	1 Gal.	24" On Center
Afr	Astilbe 'Fanal Red'	Fanal Red Astilbe	1 Gal.	24" On Center
CMid	Carex morrowi 'Ice Dance'	Ice Dance Sedge	1 QT Cont	18" On Center
СР	Carex pennsylvanicum	Pennsylvania Sedge	1 QT Cont	18" On Center
Asb	Allium 'Summer Beauty'	Summer Beauty Onion	1 QT Cont	18" On Center
GSr	Geranium sanguineum 'Rosanne'	Rosanne Geranium	1 Gal	24" On Center
HMa	Hakonechloa macra	Japanese Forest Grass	1 Gal.	24" On Center
Hsd	Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylilly	1 Gal.	24" On Center
Hhb	Hosta 'Hadsen Blue'	Hadspen Blue Hosta	1 Gal.	24" On Center
НМ	Heuchera 'Cherry Truffles'	Cherry Truffles Heuchera	1 Gal.	24" On Center
MFi	Monarda didyma 'Raspberry Wine'	Raspberry Wine Bee Balm	1 Gal.	24" On Center
NF	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 Gal.	24" On Center
PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	24" On Center
PAlb	Pennisetum alopecuroides "Little Bunny'	Litle Bunny Fountain Grass	1 Gal.	18" On Center
PVs	Pannicum virgatum 'Shennandoah'	Shenanndoah Switch Grass	1 Gal.	24" On Center
RNIg	Rudbeckia neumanii 'Little Goldstar'	Little Goldstar Blackeyed Sus.	1 Gal.	24" On Center
SHt	Sporabolis heterolepsis 'Tara'	Tara Prairie Dropseed	1 Gal.	24" On Center
SH	Sporabolis heterolepsis	Prairie Dropseed	1 Gal.	24" On Center
√м	Vinca minor	Periwinkle	1 Qt.	12" On Center

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West Point at Harmony Tinley Park, Illinois

Square



B. CONTRACTORS LIABILITY INSURANCE

1.02 CONTRACTOR USE OF PREMISES

A. General: During the construction period the Contractor shall have full use of the premises for construction operations, including use of the site. The Contractor's use of the premises is limited only by the Owner's right to perform construction operations with its own forces or to employ separate contractors on portions of the project.

are not to be disturbed.

Keep driveways and entrances serving the premises clear and available to the Owner and the Owner's employees at all times. Do not use these areas for parking or storage of materials. Schedule deliveries to minimize space and time requirements for storage of materials and equipment on site.

4. Contractor shall take care to assure access for emergency vehicles at all times to adjacent residences.

No material or equipment may be stored on the public street and driving and parking areas within the school site that interferes with safe usage of the street and drives or creates a dangerous condition, and unless approved in advance by the Owner's Representative.

6. Areas used for storage shall be restored to original condition and to the satisfaction of the Owner's Representative. 1.03 COOPERATION OF UTILITIES

A. The Contractor shall notify all utilities (J.U.L.I.E. - 811 OR, (800) 892-0123) including the Owner, all affected utility companies and local authorities at least 48 hours prior to commencement of any construction which may interfere with existing utility lines, conduits, cables, etc. The Contractor shall make his own investigation to determine the existence, nature and location of all utility lines and appurtenances within the limits of the improvement.

B. Contractor shall stake plant locations in field and thereafter inform Owner's Representative AND Irrigation Consultant before beginning planting operations. No planting operations may begin until after Owner's Representative and Irrigation Consultant has reviewed staked locations of plant material;

1.04 COORIDINATION

A. Coordination: Coordinate construction activities included under various Sections of these Specifications to assure efficient and orderly installation of each part of the Work. Coordinate construction operations included under different Sections of the Specifications that are dependent upon each other for proper installation, connection, and operations. B. Where availability of space is limited, coordinate installation of different component to assure maximum accessibility for required maintenance, service and repair.

1.05 GENERAL INSTALLATION PROVISIONS

A. Inspection of Conditions: Require the Installer of each major component to inspect both the substrata and conditions under which Work is to be performed. Do not proceed until unsatisfactory conditions have been corrected in an acceptable manner.

Representative's observation shall be performed no earlier than 7:00 a.m. or after 5:00 p.m. or on Saturdays, Sundays or legal holidays, without the approval of the Owner's Representative.

C. Inspect materials or equipment immediately upon deliver and again prior to installation. Reject damaged and defective items.

D. Install each component during weather conditions and Project status that will ensure the best possible results. Isolate each part of the completed construction from incompatible material as necessary to prevent deteriorations.

1.06 CLEANING AND PROTECTION

A. During handling and installation, clean and protect construction in progress and adjoining materials in place. Apply protective covering where required to ensure protection from damage or deterioration at Substantial Completion.

B. Clean and maintain completed construction as frequently as necessary through the remainder of the construction period. Adjust and lubricate operable components to ensure operability without damaging effects.

1.07 JOB SAFETY AND PROTECTION

- Protect all products and equipment from damage.
- Methods:
- Store finished products and equipment in an enclosed building, on or off site.
- Maintain integrity or shipping cartons until ready for installation.
- Provide separate storage for combustible and non-combustible products. Follow storage recommendations of product and equipment manufacturers.
- 6. Other methods shall be subject to Owner's prior written approval.

C. The Contractor shall take the necessary precautions when working near or above existing utilities to protect these utilities from an damage resulting from his operations. All work and material necessary to repair or replace any sewer that is damaged due to non-compliance with the provision shall be provided, as directed by the Owner's Representative, at the Contractor's expense, with no extra compensations being allowed.

A. Included by reference are the "General Conditions of the Contract for Construction", Current Edition, Standard AIA Document A-201-recent edition of the American Institute of Architects, which form is hereby specifically made a part of the Contract Documents with the same force and

Contractor's liability insurance shall include the coverage's stipulated as minimum amounts in the following sub-subparagraphs:

1. Confine operations to areas within Contract limits indicated. Portions of the site beyond areas in which construction operations are indicated

3. Storage of materials, location of construction trailers, contractor parking will all be limited to the area within the project work limits.

B. Inspection by Owner: The construction shall be under the observation of the Owner's Representative. No work requiring the Owner's

Store off grade and cover with impervious material all moisture or water vulnerable materials.

D. The Contractor shall be entirely responsible for all injuries to water pipes, irrigation lines, electric conduits, or cables, drains, sewers, gas mains, poles, telephones and telegraph lines, streets, pavements, sidewalks, curbs, culverts, retain walls or other structures of any kind met with during the progress of the Work, and shall be liable for damages to public or private property resulting therefrom.

E. Lawn areas shall be left in as satisfactory condition as before the starting of the Work. Where sod is removed, it shall be carefully removed and later replaced, or the area where sod has been removed shall be restored by seeding or sodding the manner described under the appropriate work section. All ruts created by heavy equipment shall be repaired by the Contractor at his expense.

1.9 APPLICATIONS FOR PAYMENT:

A. Payment for the work included in this contract will be authorized upon its completion and acceptance on behalf of the Client. No payment will be made for work which is found to be unacceptable. The Client reserves the right to replace or otherwise correct, after thirty (30) days of its rejection, any portion of the Work that has been deemed unacceptable by the Client and remains uncorrected by the Contractor be deducted from monies due or to become due the Contractor

B. Waivers of Mechanics Lien: With each Application for Payment submit waivers of mechanics liens from subcontractors and suppliers for the construction period covered by the previous application.

- 1. Submit partial waivers on each item for the amount requested, prior to deduction for retainage, on each item.
- . When an application shows completion of an item, submit final or full waivers.
- 3. The Owner reserves the right to designate which entities involved in the Work must submit waivers. 4. Waiver Delays: Submit each Application for Payment with the Contractor's waiver of mechanics lien for the period of construction covered by the applications.
 - a. Submit final Application for Payment with or preceded by final waivers from every
 - entity involved with performance of Work covered by the application who could lawfully be entitled to a lien.
- 5. Waiver Forms: Submit waivers of lien on forms, and executed in a manner, acceptable to Owner.
- C. Payments by Owner: The owner will pay ninety percent (90%) of the amount due the Contractor on the account of progress payments, until Work is one hundred percent (100%) complete.

D. Final Payment Application: Administrative actions and submittals which must precede or coincide with submittal of the final payment Application for Payment include the following:

- 1. Completion of Project closeout requirements.
- 2. Completion of items specified for completion after Substantial Completion.
- Assurance that unsettled claims will be settled. Assurance that Work not complete and accepted will be completed without undue delay.
- 5. Transmittal or required Project construction records to Owner.
- 6. Proof that taxes, fees and similar obligations have been paid.
- . Removal of temporary facilities and services.
- 8. Removal of surplus materials, rubbish and similar elements.

1.10 SUBMITTALS

A. Unless otherwise stated, prior to commencement of work, submit for review and approval by the Owner, three copies of certificates for all landscape materials used on the project. Provide sources for all plant materials and photgraphs of all plant material being used. The Owner reserves the right to field tag shade, intermdiate and evergreen tree materials once the Contractor has identified the plant sources.

1.11 GENERAL LANDSCAPE NOTES

A. Unless stated otherwise herein, all seeding, sodding and landscape planting work shall be performed in accordance with the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction (latest edition) as specified in Section 200 (Earthwork, Landscaping and Erosion Control).

B. Unless stated herein, all materials shall meet the requirements of the following Articles of Standard the IDOT Specifications for Road and Bridge Construction Section 1000 - Materials.

Item	Article
Trees, Shrubs, Vines and Seedlings	1081.01
Topsoil	1081.05a
Mulch Material	1081.06b
Lawn Seeding	1081.04 (Class 1)
Sodding	1081.03
Fertilizer	1081.08

1.12 TOPSOIL/FINE GRADING

- A. Approved topsoil shall be supplied and installed at the following depths:
- a. Seeded and sodded areas 6" depth
- b. Shrub bed areas and landscaped islands 12" depth
- c. Groundcover/perennial areas 12" depth (amended soil mix as shown in detail)

B. Approved topsoil shall be free of roots, noxious weed seeds, sticks, rocks or miscellaneous debris which may impair plant growth. Topsoil shall not be worked or graded while frozen or in an excessively wet or dry condition. Topsoil shall not be accessibly acidic or alkaline and shall not contain any herbicide residue. The Owner reserves the right to have representative samples of the topsoil tested by a qualified soil testing laboratory at no cost to the Owner.

C. All top-soiled areas shall be fine graded to elevations indicated on the grading plan prior to receiving sod or landscaping. All areas shall drain properly so that there are no puddles or standing water in any lawn or plant bed areas. Areas improperly graded shall be regarded at the Contractor's expense

D. Remove rocks, stones and other foreign debris while spreading and grading. If necessary, had spread topsoil around buildings, structures, walks, drives or trees to avoid damage.

E. Where graded areas interface with non-graded undisturbed edges, remove turf along edge to create a straight smooth transition line between graded and non-graded areas. Fine grade transition area so that finis grades of graded and non graded areas are flush.

A. Seeding work shall conform to Class 1 Seeding described in Section 250 of IDOT Standard Specifications for Road and Bridge Construction, , latest edition. Mulching of seeded areas shall conform to Method 2 described in Section 251 of IDOT Standard Specifications for Road and Bridge Construction

B. Prior to work, submit three copies of seed vendor's certificate for grass seed mixture, indicating weight, and percentages of purity, germination and weed seed.

C. Sodding work shall conform to standard Sod (a) as described in Section 252 of IDOT Standard Specifications for Road and Bridge Construction, latest edition .

D. Prior to work, submit three copies of sod grower's location for approval. Sod shall be from a locally grown source. Sod shall be in healthy growing condition, free of weeds, pests and cut to the specified thickness. The Owner has the right to reject unacceptable sod at the growing site.

E. All fine grading for seeded and sodded areas shall be approved by the Owner prior to work.

F. Install seeding on prepared, finished graded areas and in favorable weather conditions within the following periods: April 1st through May 31st; and August 15th through October 15th.

K. Maintain seeded and sodded areas for a period of 45 days following installation. Maintenance shall consist of watering, mowing and weeding. Repair and reseed bare spots or seeded and sodded areas that have not established or have washed out due to erosion.

B. All tree, shrub and groundcover planting shall be performed between the dates of March 15 and May 31, and August 15 and October 15. Actual planting shall be performed only during periods within this season when weather and soil conditions are suitable and in accordance with locally accepted practice, as approved by the Owner's Representative.

C. Location for all trees, intermediate trees and evergreen trees shall be staked and outlines of bed areas shall be clearly marked on the ground by a qualified landscape representative of the Contractor, and shall be subject to approval by the Owner's Representative prior to commencement of planting.

D. All shrub beds shall be mulched with 3" of shredded hardwood bark mulch. Groundcover beds shall be mulched with 2" of mushroom compost Provide shredded hardwood bark mulch rings (3" depth) for all shade and flowering trees. Diameter of mulch rings shall be equal to diameter of root ball.

E. Mulch shall comprise partially decomposed shred hardwood bark. Mulch shall be a brown-black color, and, free of oversized pieces (1/2" x4") and fine particles. Prior to work, Contractor shall submit three mulch samples for approval for use prior to work.

F. Imported topsoil, if necessary, shall consist of fertile, friable natural topsoil typical for this locality. It shall not contain a mixture of subsoil or slag and free of lumps, stones, plants and their roots, stalks and other extraneous matter and shall not be used while in a frozen or muddy condition. Topsoil shall have a pH range of 6.0-7.0 and shall not contain less than 12 percent organic matter.

Establishment Period. For a period of 60 days after planting of trees, shrubs, and groundcovers, (not including dormancy periods), the Contractor shall properly care for all plants, and planning beds including watering, weeding fertilizing, cultivating, adjusting or bracings or other maintenance work which is necessary to keep the plants in a healthy condition and in a plumb position. All plants shall be watered as season conditions require, and as directed by the Owner, until provisional acceptance of the planting.

2. Provisional Acceptance. At the end of the Establishment period, the planting shall be inspected by the Owner for provisional acceptance of the planting. Any plant material which is dead, damaged, untrue to natural form of the species, or otherwise unhealthy, shall be replaced by the Contractor at his expense. The Owner shall accept maintenance responsibilities of the planting after the provisional acceptance.

3. Guarantee and Final Acceptance. The Contractor shall guarantee that all plants shall be in a healthy and vigorous condition one full growing season after the provisional acceptance. The planting shall be inspected by the Owner at the end of the guarantee period. Any plant material which is dead, damaged, untrue to natural for of the species, or otherwise unhealthy, shall be replaced by the Contractor at his expense.

4. Provisional acceptance and guaranteed periods of landscaped plantings may be in part or whole.

G. Install sodded areas per Section 252.04 of the IDOT Standard Specifications for Road and Bridge Construction.

H. Fertilize seeded areas per Section 250.04 of the IDOT Standard Specifications for Road and Bridge Construction.

I. Fertilize sodded areas per Section 252.03 of the IDOT Standard Specifications for Road and Bridge Construction.

J. Guarantee all seeding and sodding work for a period of one year following final acceptance. Areas not accepted upon completion of the guarantee period shall be resodded to fill in voids and areas not covered in seed or sod.

L. Initial mowing shall be done at a 3" cutting height so than not more than 33% of the grass is removed in a single mowing. Cutting heights on follow up mowings can be readjusted to a 2.5" grass blade height.

1.14 TREE, SHRUB AND GROUNDCOVER PLANTING

A. The Owner reserves the right to inspect all material at the nursery. Only nursery grown stock will be permitted to be used on the Project.

G. Tree, Shrub and Groundcover Establishment Period, Inspections and Guarantees.

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JOB NO: LP230045.00 PROJ MGR: TJS DRAWN: TJS CHECKED: LANDSCAPE NOTES/DETAILS





Square ony Harm Ilino at Point Park, West Tinley

JOB NO: LP230045.00 PROJ MGR: TJS DRAWN: TJS CHECKED: --MIXED USE BLDG HARDSCAPE











Dog	Park	Fence
-----	------	-------

Scale: 1/16"=1'-0"

Urban Accessories - Model D- Black Finish

No Scale

S 5 mittal SC Project ŋ 6 22023





Square at Harmony S llino Point Park, West Tinley

JOB NO: LP230045.00 PROJ MGR: TJS DRAWN: TJS CHECKED: --HARDSCAPE MATERIALS







WEST POINT AT HARMONY SQUARE



MIXED USE 08.09.23

B SCHWARZ LEWIS Design Group, Inc. 1550 Spring Rd., Suite 100 Oak Brook, IL 60523 630-537-1416 www.schwarzlewis.com











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

WEST POINT AT HARMONY SQUARE









 \searrow

WEST POINT AT HARMONY SQUARE







 \searrow

EAST ELEVATION (67tH AVE.)





WEST POINT AT HARMONY SQUARE

MIXED USE 08.09.23











 \searrow







WEST POINT AT HARMONY SQUARE

SCALE: N.T.S.







SCHWARZ • LEWIS





ONE BEDROOM -UNIT B2 817 sq. ft.



WEST POINT AT HARMONY SQUARE





















 \searrow





35'-10 9/16" $\frac{\text{KITCHEN}}{|2'-8'\times|\mathscr{O}'-|\mathscr{O}'|}$ ================= _INEN <u>BATH #2</u> 2-BEDROOM $\underbrace{(UNIT}_{AREA: 1,164 \text{ GF}}F)$ $\mathcal{O}' \xrightarrow{\text{W.I.C.}}_{|\mathcal{O}' \times 4' - |\mathcal{O}'}$ LIVING / DINING 12'-4" × 20'-8' TWO BEDROOM -UNIT F 1,164 sq. ft. $\frac{\text{BEDROOM } \#2}{|\emptyset' - |\emptyset' \times |\emptyset' - 3'}$ $\frac{\text{BALCONY}}{|\emptyset' - |\emptyset'' \times 5' - 2''}$



TWO BEDROOM 1,Ø76 sq. ft.

WEST POINT AT HARMONY SQUARE



TWO BEDROOM =UNIT G 1,271 sq. ft.



TWO BEDROOM 1,Ø94 sq. ft.



MIXED USE 07.27.23







WEST POINT AT HARMONY SQUARE







Package One Option

Hardie





EDEN® MACHINE CUT VENEER





Brampton Brick- Ripley Front Door: SW Homberg Gray 7622 Shutters: Gray







Package Two

Hardie





Artic White

Brick General Shale- LWQ Shawdow Grey Tudor Front Door: SW Iron Ore 7069 Shutters: Black

All roofs – GAF Charcoal

Package Three

Package Four

Hardie





Brampton Brick- Brownstone

Front Door: Sherwin Williams Pewter Green SW6208 Shutters: Black



Hardie



Stone for Multi Family



lron Gray 💙

Brampton Brick- Graystone

Front Door: Sherwin Williams Auric 6692 | Safer Choice Sherwin

Williams Cityscape SW7061

Shutters: Pale Gray







WEST POINT AT HARMONY SQUARE









 \searrow







COURT ELEVATION ~ 4 UNIT

SCALE: 1/4"=1'-Ø"



 \searrow

WEST POINT AT HARMONY SQUARE



SCHWARZ • LEWIS

TOWNHOMES 07.27.23









LEFT ELEVATION

SCALE: 1/4"=1'-Ø"



WEST POINT AT HARMONY SQUARE





PART'L. COURT ELEVATION

SCALE: 1/4"=1'-Ø"



WEST POINT AT HARMONY SQUARE

ALTERNATE END CONDITION

RIGHT ELEVATION SCALE: 1/4"=1'-Ø"

1700





REAR ELEVATION ~ 4 UNIT

SCALE: 1/4*=1'-0*



WEST POINT AT HARMONY SQUARE







WEST POINT AT HARMONY SQUARE

TOWNHOMES 07.27.23

SCHWARZ LEWIS Design Group, Inc.

1550 Spring Rd., Suite 100 Oak Brook, IL 60523 630-537-1416

www.schwarzlewis.com





 \searrow

WEST POINT AT HARMONY SQUARE
















WEST POINT AT HARMONY SQUARE

COURT ELEVATION ~ 3 UNIT







+ + +



WEST POINT AT HARMONY SQUARE





SCALE: 1/8"=1'-Ø"



LOWER LEVEL CONTROL PLAN ~ 5 UNIT SCALE: 1/8"=1'-0"



WEST POINT AT HARMONY SQUARE























WEST POINT AT HARMONY SQUARE



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TOWNHOMES 07.27.23

SECOND FLOOR PLAN ~ 1700 SCALE: 1/4"=1'-Ø"



SETIWARZ LEWIS Beogn Ecomp. Inc.

1550 Spring Rd., Solis 188 Oak Breek, H. 40533 830-337-1418

www.uchwarslewis.com









 \searrow

HARMONY SQUARE

UNIT M	$ \times$
UNITS	# OF UNITS
1800	1=
1700	1=
1600	14
1500	14

	PACKAGE
COLORS	# OF BUILDINGS
	5
2	4
3	4
4	4





SHEET 2 OF 2

OWNER AND NOTARY CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) SS

THIS IS TO CERTIFY THAT ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

PURSUANT TO SECTION 1.005 OF THE PLAT ACT, 765 ILCS 205, THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND BELIEVES SAID PROPERTY IS, TO THE BEST OF THEIR KNOWLEDGE, IN THE FOLLOWING SCHOOL DISTRICTS:

ELEMENTARY SCHOOL DISTRICT 146 CONSOLIDATED HIGH SCHOOL DISTRICT 228 MORAINE VALLEY COMMUNITY COLLEGE DISTRICT 510

DATED AT		, ILLINOIS, THIS	DAY OF
	A.D., 20		

BY:		
TITLE:		

TITLE:

STATE OF ILLINOIS) COUNTY OF) SS

_____, A NOTARY PUBLIC IN AND FOR

_ DAY OF ______ A.D., 20_____

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT ______, ILLINOIS,

NOTARY PUBLIC

MY COMMISSION EXPIRES

THIS

ENGINEER'S SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) ss

THIS IS TO CERTIFY THAT I, A REGISTERED PROFESSIONAL ENGINEER, CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20_...

BY:_____

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) SS

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

DATED AT______, ILLINOIS, THIS ___ DAY OF _____,20___.

CHAIRMAN

ATTEST:

SECRETARY

BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK) SS

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

AT A MEETING HELD THIS _____DAY OF ______, 20____.

PRESIDENT

ATTEST:

VILLAGE CLERK

HARMONY SQUARE RESUBDIVISION

BEING A SUBDIVISION IN THE WEST HALF OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SURVEYOR CERTIFICATE

STATE OF ILLINOIS) COUNTY OF DUPAGE) SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

LOT 1 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK), A SUBDIVISION OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOTS 2 AND 3 IN BLOCK 4 IN THE VILLAGE OF TINLEY PARK, FORMERLY BREMEN, A SUBDIVISION IN SECTIONS 30 AND 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF LOT 4 IN BLOCK 4 IN THE VILLAGE OF BREMEN (NOW TINLEY PARK) BEING A SUBDIVISION OF PART OF THE NORTH 1/2 AND ALL OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT 5 ACRES) IN SECTION 30, AND THE NORTH 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 30 DEGREES 19 MINUTES 48 SECONDS EAST ALONG THE EASTERLY LINE OF SAID LOT 4, A DISTANCE OF 200.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 59 DEGREES 44 MINUTES 22 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 4, A DISTANCE OF 12.30 FEET; THENCE NORTH 30 DEGREE 15 MINUTES 47 SECONDS WEST A DISTANCE OF 200.00 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 30 DEGREES 19 MINUTES 48 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4, A DISTANCE OF 12.07 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 4:

LOTS 23 TO 39, INCLUSIVE; THE VACATED 14-FOOT NORTH/SOUTH ALLEY, LYING EAST OF AND ADJACENT TO LOTS 23 TO 29, INCLUSIVE; AND THE VACATED 14-FOOT EAST/WEST ALLEY, LYING NORTH OF AND ADJACENT TO LOTS 37 AND 39, ALL IN NEILSEN'S SUBDIVISION (EXCEPT THE SOUTH 200.00 FEET OF THE WEST 266.00 FEET) OF BLOCK 2 IN VILLAGE OF BREMEN IN SECTIONS 30 AND 31, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

PARCEL 5:

THAT PART OF HICKORY STREET (COMMONLY KNOWN AS 173RD STREET) ALONG WITH THAT PART OF NORTH STREET HERETOFORE DEDICATED IN THE ORIGINAL VILLAGE OF BREMEN (BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 30 AND IN THE NORTHEAST QUARTER OF SECTION 31, ALL IN TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS PER PLAT THEREOF RECORDED JUNE 9, 1853 AS DOCUMENT NUMBER 42671 IN BOOK OF MAPS 49 PAGE 70) DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 39 IN NIELSEN'S SUBDIVISION (BEING A SUBDIVISION OF BLOCK 2 IN ORIGINAL VILLAGE OF BREMEN (EXCEPT THE SOUTH 200 FEET OF THE WEST 266 FEET THEREOF) IN THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS PER PLAT THEREOF RECORDED OCTOBER 16, 1894 AS DOCUMENT NUMBER 2118155; THENCE NORTH 88 DEGREES 25 MINUTES 15 SECONDS EAST (BEARINGS AS REFERENCED TO THE ILLINOIS STATE PLANE EASTERN ZONE COORDINATE SYSTEM (NAD '83 (2011)), ALONG THE SOUTH LINE OF SAID LOT 39 AND THE SOUTH LINE OF LOT 38 IN SAID NIELSEN'S SUBDIVISION, TO THE EAST LINE OF SAID LOT 38; THENCE SOUTH 01 DEGREES 51 MINUTES 59 SECONDS EAST, ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SAID LOT 38, A DISTANCE OF 155.43 FEET, TO THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 1 IN BLOCK 4 OF SAID ORIGINAL VILLAGE OF BREMEN: THENCE SOUTH 59 DEGREES 43 MINUTES 17 SECONDS WEST, ALONG SAID NORTHEASTERLY PROLONGATION, 62.54 FEET, TO THE EAST LINE OF LOT 1 IN BLOCK 4 OF SAID ORIGINAL VILLAGE OF BREMEN: THENCE NORTH 02 DEGREES 04 MINUTES 11 SECONDS WEST, ALONG SAID EAST LINE, 119.47 FEET, TO THE NORTH LINE OF LOT 1 IN BLOCK 4 OF SAID ORIGINAL VILLAGE OF BREMEN; THENCE SOUTH 88 DEGREES 25 MINUTES 15 SECONDS WEST, ALONG SAID NORTH LINE AND THE NORTH LINE OF LOT 2 IN BLOCK 4 OF SAID ORIGINAL VILLAGE OF BREMEN, 200.16 FEET, TO THE SOUTHWEST LINE OF SAID LOT 2. THENCE NORTH 29 DEGREES 12 MINUTES 24 SECONDS WEST, ALONG THE NORTHWESTERLY PROLONGATION OF THE SOUTHWEST LINE OF LOT 2 IN BLOCK 4 OF SAID ORIGINAL VILLAGE OF BREMEN, 18.37 FEET, TO THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 39 IN SAID NIELSEN'S SUBDIVISION; THENCE NORTH 01 DEGREES 55 MINUTES 26 SECONDS WEST, ALONG SAID SOUTHERLY PROLONGATION, 49.72 FEET, TO THE POINT OF BEGINNING.

OWNER AND NOTARY CERTIFICATE

STATE OF ILLINOIS) COUNTY OF) S

THIS IS TO CERTIFY THAT ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

PURSUANT TO SECTION 1.005 OF THE PLAT ACT, 765 ILCS 205, THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND BELIEVES SAID PROPERTY IS, TO THE BEST OF THEIR KNOWLEDGE, IN THE FOLLOWING SCHOOL DISTRICTS:

ELEMENTARY SCHOOL DISTRICT 146 CONSOLIDATED HIGH SCHOOL DISTRICT 228 MORAINE VALLEY COMMUNITY COLLEGE DISTRICT 510

DATED AT ______ DAY OF

_____A.D., 20_____

BY:_____ TITLE:______

ATTEST:

TITLE:

STATE OF ILLINOIS) COUNTY OF) SS

, A NOTARY PUBLIC IN AND FOR

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT _____, ILLINOIS,

THIS ______ DAY OF ______ A.D., 20____.

NOTARY PUBLIC

MY COMMISSION EXPIRES

VILLAGE ENGINEER

STATE OF ILLINOIS) COUNTY OF COOK) SS

APPROVED BY THE VILLAGE ENGINEER FOR THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF ______, 2023.

VILLAGE ENGINEER

VILLAGE OF TINLEY PARK VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK) SS

I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST ANY OF THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS _____ DAY OF _____, 2023.

VILLAGE COLLECTOR

AS SHOWN BY THE ANNEXED PLAT, ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

WE FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF TINLEY PARK, WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

WE FURTHER CERTIFY THAT BY SCALE MEASUREMENT ONLY, BASED UPON THE FLOOD INSURANCE RATE MAP FOR COOK COUNTY, ILLINOIS, AND INCORPORATED AREAS, MAP NUMBER MAP NUMBER 17031C0708J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008. THE SURVEYED PROPERTY LIES WITHIN NO SPECIAL FLOOD HAZARD AREA.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND CORPORATE SEAL AT WHEATON, ILLINOIS, THIS ______

DAY OF , A.D., 20 .

WEBSTER, McGRATH AND AHLBERG, LTD.

For Review

IL. PROF. LAND SURVEYOR NO. 3561 LICENSE EXPIRATION DATE: NOVEMBER 30, 2024 2100 MANCHESTER ROAD, SUITE 203, WHEATON, ILLINOIS 60187 PHONE: (630) 668-7603

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK, COMMONWEALTH EDISON COMPANY, SBC TELEPHONE COMPANY, AUTHORIZED C.A.T.V. FRANCHISE, GRANTEES, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT". "UTILITY EASEMENT". "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS"IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS" "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING"AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS"INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER. UPON WRITTEN REQUEST.

MUNICIPAL UTILITY EASEMENTS

NON-EXCLUSIVE, PERPETUAL EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK, ILLINOIS, ITS SUCCESSORS AND ASSIGNS OVER ALL AREAS MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT" ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, INSTALL, REMOVE, REPAIR, INSPECT, MAINTAIN, AND OPERATE OVERLAND DRAINAGE SERVICES AND STORM WATER VOLUME CONTROL ROUTES, STORM AND/OR SANITARY SEWERS AND SERVICES, AND WATER MAINS AND SERVICES, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE IN. OVER. UPON. ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT. TOGETHER WITH RIGHT OF ACCESS ACROSS AND UPON THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN AND TRIM OR REMOVE ANY FENCES, TEMPORARY STRUCTURES, TREES, SHRUBS, ROOTS OR OTHER PLANTS AND APPURTENANCES WITHOUT OBLIGATION TO RESTORE OR REPLACE AND WITHOUT NEED FOR PROVIDING COMPENSATION THEREFORE ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS, MAINS, AND SERVICES PROVIDED, NO PERMANENT BUILDINGS, STRUCTURES OR OTHER OBSTRUCTIONS SHALL BE PLACED ON SAID EASEMENTS WITHOUT THE PRIOR WRITTEN CONSENT OF THE VILLAGE, BUT SAME MAY BE USED AT THE RISK OF THE OWNER FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF TINLEY PARK AND TO VILLAGE APPROVAL AS TO DESIGN AND LOCATION. AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TΟ

NI-COR GAS COMPANY

ITS RESPECTIVE SUCCESSORS AND ASSIGNS ("NI-COR") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "PUBLIC UTILITY AND DRAINAGE EASEMENT," "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS." TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER NI-COR FACILITIES. OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NI-COR. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(E) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(E)) AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS. PARCELS OR AREAS WITHIN THE PROPERTY. EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THIS PLAT BY OTHER TERMS.

Rev	Date	Description	Ву				
1	7-18-23	REVISED PER VILLAGE REVIEW	JCV	PLAT OF SUBDIVISION		VISION	
				LOCATIO	DN:		
				1	/ b جیر ایر ا	12 NORTH STR	
					TINLE	Y PARK, ILLINO	15 60477
				PREPAR	ED FOR:	TINLEY PARK MAIN S	TREET, LLC
			5277 TRILLIUM BLVD.			II 60192	
V	VEBST	er, McGrath & Ahlberg Li	D.				
				JOB #:		DATE:	SCALE:
VVIVA				44741	6-15-2023	1"=50'	
LA	ND SURVEY	'ING - CIVIL ENGINEERING - LANDSCAPE ARCHITECT	URE	SURV:		DRAWN:	DESIGN:
2100 Manchester Road, Building A, Suite 203				JCV	JCV	XXX	
		Wheaton, Illinois 60187		FILE #:	<u> </u>	(00 . 20 26 12	SHEET #:
		Design Firm License No. 184-003101		2 COUR CO. 30-36-13 2 C		2 of 2	

That part of Hickory Street (commonly known as 173rd Street) along with that part of North Street heretofore dedicated in the Original Village of Bremen (being a subdivision in the Southeast Quarter of Section 30 and in the Northeast Quarter of Section 31, all in Township 36 North, Range 13 East of the Third Principal Meridian, Cook County, Illinois, as per plat thereof recorded June 9, 1853 as document number 42671 in Book of Maps 49 Page 70) described as follows:

Beginning at the southwest corner of Lot 39 in Nielsen's Subdivision (being a subdivision of Block 2 in Original Village of Bremen (except the south 200 feet of the west 266 feet thereof) in the Southeast Quarter of Section 30, Township 36 North, Range 13 East of the Third Principal Meridian, Cook County, Illinois, as per plat thereof recorded October 16, 1894 as document number 2118155; thence North 88 degrees 25 minutes 15 seconds East (bearings as referenced to the Illinois State Plane Eastern Zone Coordinate System (NAD '83 (2011)), along the south line of said Lot 39 and the south line of Lot 38 in said Nielsen's Subdivision, to the east line of said Lot 38; thence South 01 degrees 51 minutes 59 seconds East, along the southerly prolongation of the east line of said Lot 38, a distance of



DISCLAIMER:

Robinson Engineering, Ltd., and its employees do not warrant or guarantee the accuracy of the information relative to the ownership of the property covered by this instrument.

A thorough search of the title should be made prior to any reliance on the ownership indicated herein. Use of this instrument as evidence of title is done at the user's risk.

PLAT OF VACATION



155.43 feet, to the northeasterly prolongation of the southeasterly line of Lot 1 in Block 4 of said Original Village of Bremen; thence South 59 degrees 43 minutes 17 seconds West, along said northeasterly prolongation, 62.54 feet, to the east line of Lot 1 in Block 4 of said Original Village of Bremen; thence North 02 degrees 04 minutes 11 seconds West, along said east line, 119.47 feet, to the north line of Lot 1 in Block 4 of said Original Village of Bremen; thence South 88 degrees 25 minutes 15 seconds West, along said north line and the north line of Lot 2 in Block 4 of said Original Village of Bremen, 200.16 feet, to the southwest line of said Lot 2; thence North 29 degrees 12 minutes 24 seconds West, along the northwesterly prolongation of the southwest line of Lot 2 in Block 4 of said Original Village of Bremen, 18.37 feet, to the southerly prolongation of the west line of Lot 39 in said Nielsen's Subdivision; thence North 01 degrees 55 minutes 26 seconds West, along said southerly prolongation, 49.72 feet, to the Point of Beginning.

Containing 0.531 acres or 23129 square feet, more or less

50 0 50 0 SCALE 1"	- 50 = 50'				
Ordinance No	adopted the	e	day c	of 20	2
Approved by the President and Board of Ti	rustees of the	VILLAGE C	F TINLEY	PARK, ILLINOIS	S
held this day of			:	20	
D	11 1.				
3y: At Village President	ttest:	Village	Clerk		
The hereon described vacation is subject and across the property described hereon. The Village of Tinley Park, Illinois reserves any public utility, their successors or ass respective facilities in, under, across and herein vacated, with the right of access such purposes as may be reasonably requ	to utility and a signs, the right d along those thereto at any ired for the eff	access ea a corpo t to mair parts of y and all ficient ope	sements o rate munic itain and the pub times fo eration of	of record ove cipality and to relocate thei lic streets a r any and a said facilities.	r cr sII
State of Illinois SS County of Cook					
Randell E Cann an Illinaia Destantion	al Land Survey	vor, do h ating publi Park, Illinoi	ereby stat c streets	te that I hav	/e
prepared the hereon drawn plat for the p shown hereon. I hereby designate the Villo	age of Tinley F		s to reco	rd this Plat o	er Sf
shown hereon. I hereby designate the Vilk Vacation.	age of Tinley F				er of
repared the hereon drawn plat for the p shown hereon. I hereby designate the Vilk Vacation. South Holland, Illinois June 7, 2023 Certificate No. 035–03241 / Expires No	age of Tinley F)24 ·····	s to reco	COO3241	er
Do not fold original plat. Upon recordation of this document, return signed original or copy thereof	age of Tinley F)24 ·····	s to reco	COO3241	er of
Do not fold original plat. Upon recordation of this document, return signed original or copy thereof to the following: Robinson Engineering, Ltd. 17000 South Park Avenue South Holland, Illinois	age of Tinley F)24 •••••••••••	s to reco	COO3241	er of
 Notice E. Guni, an innois Profession prepared the hereon drawn plat for the p shown hereon. I hereby designate the Vilk Vacation. South Holland, Illinois June 7, 2023 Certificate No. 035–03241 / Expire: Not Do not fold original plat. Upon recordation of this document, return signed original or copy thereof to the following: Robinson Engineering, Ltd. 17000 South Park Avenue South Holland, Illinois (708) 331–6700 Attention: Survey Department 	age of Tinley F	024 ····	s to reco	COURCE OF	er of
 Robinson Engineering, Ltd. 17000 South Holland, Illinois Do not fold original plat. Upon recordation of this document, return signed original or copy thereof to the following: Robinson Engineering, Ltd. 17000 South Park Avenue South Holland, Illinois (708) 331–6700 Attention: Survey Department 	ovember 30, 20	024 ····	s to reco	COURCE OF CONTRACT	
Do not fold original plat. Do not fold original plat. Upon recordation of this document, return signed original or copy thereof to the following: Robinson Engineering, Ltd. 17000 South Holland, Illinois (708) 331–6700 Attention: Survey Department	Divember 30, 20 NG, LTD. AL ENGINEERS EYORS), ILLINOIS 60473 AV (708) 201 2000	024 No.	s to reco	rd this Plat of the second sec	

VILLAGE OF TINLEY PARK 16250 SOUTH OAK PARK AVENUE TINLEY PARK, ILLINOIS 60477

Date: 9-6-18

Scale: 1"=50'

Drawn by: KM

Checked by: REG

18-R0616.01-VACATIONS.DWG Sheet 1 of 1 Project No. 18-R0616.01



UNITS = 62 28,127 sq-ft BUILDING AREA = EXISTING IMPERVIOUS AREA= 0.36 acres PROPOSED IMPERVIOUS AREA= 1.15 acres 0.59 acres PROPOSED PERVIOUS AREA = DISTURBED AREA = 1.74 acres SURFACE PARKING = 70 Spaces (4 ADA) PAVEMENT LEGEND: CONCRETE SIDEWALK 5" Concrete (8" at drives) 4" CA-6 Base (6" at drives) HMA PAVEMENT 1.5" HMA Surface, N50 2.5" HMA Binder, N50 10" CA-6 Base, Type B CONCRETE PAVEMENT 8" Concrete 6" CA-6 Base PERMEABLE PAVERS Type and Layout as Provided by the Village VILLAGE ROADWAY IMPROVEMENTS

2.98 acres

52,308 sq-ft

0.42 acres

2.28 acres

0.71 acres

2.98 acres

1.74 acres

63

LOT 1 SITE DATA

UNITS =

PROPERTY AREA =

BUILDING AREA =

DISTURBED AREA =

LOT 2 SITE DATA

PROPERTY AREA =

EXISTING IMPERVIOUS AREA=

PROPOSED IMPERVIOUS AREA=

PROPOSED PERVIOUS AREA =



GENERAL NOTES:

1. Unless otherwise noted in the special project specifications, the Project shall be built in accordance with the "Standard Specifications for Road and Bridge Construction for Illinois" latest edition, and "Supplemental Specifications and Recurring Special Provisions" latest edition by the Illinois Department of Transportation.

2. Sewer and Water Main Construction shall be in accordance with the Standard Specifications for Sewer and Water Main Construction in Illinois, latest edition.

3. Any reference to "supervision" by the Engineer in the Illinois Department of Transportation, Standard Specifications for Road and Bridge Construction or any other referenced documents shall be changed to "observation". 4. The Engineer shall not advise on, issue directions regarding or assume control over safety

precautions and programs in connection with the work. The Engineer shall not have authority over or responsibility for safety precautions and programs incident to the work of Contractor(s) or any failure of Contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to Contractor(s) furnishing and performing the work.

5. The Contractor shall be responsible for the general supervision of the work and assume sole responsibility for the job site conditions during the course of construction including the safety of all persons and property. This requirement shall apply continuously and shall not be limited to normal working hours.

6. It shall be the Contractor's responsibility to provide necessary signs, barricades, fences, etc. as required to insure the safety of vehicles and the general public during all phases of construction. 7. Contractors shall use appropriate equipment to expedite completion of the Project while avoiding any encroachment of neighboring property with any materials, equipment or excavation.

8. Overflow drainage routes and swales must be installed when shown. 9. Surface drainage shall be maintained during all phases of construction.

10. Erosion control practices shall be constructed in accordance with standard specifications for soil erosion and sediment control as contained in IEPA/WCP/87-012 or current issue.

11. All areas disturbed by construction shall be restored to their original condition at no additional cost to the Owner. 12. It shall be the Contractor's responsibility to properly dispose of any and all excess excavation material. This shall be considered as an incidental expense.

13. Elevations shown are NAVD-1988 datum. 14. Return radii are as shown.

15. Disposal of debris from clearing and tree removal shall be the Contractor's responsibility and considered as an incidental expense.

16. Natural plant covering and trees shall be retained and protected during construction where practical. 17. Topsoil replacement for landscaping is six [6] inches.

18. Final seeding and finishing shall be done as soon as possible in accordance with Section 250, Illinois Department of Transportation Standard Specifications. 19. All existing sewers and water mains shall be protected during construction by the Contractor. Any damages shall be repaired at the Contractor's expense.

20. The Contractor shall utilize a laser for all sewer main construction, except those locations waived by the Engineer. 21. All trenches under or within the zone of influence (1:1 slope) of existing or proposed pavement or

sidewalks shall be backfilled with selected granular backfill. 22. All trenches shall be water jetted or mechanically compacted to the satisfaction of the Engineer.

23. The Contractor shall notify the Village of Tinley Park and all Utility Companies two [2] working days before construction is started in any work area. 24. Any field tile encountered during the course of construction must be reconnected or connected to the

storm sewer system. Notify the Village of Tinley Park field inspector if any field tile is found. 25. The Contractor shall be responsible for locating all utilities [Northern Illinois Gas, Ameritech, and Commonwealth Edison Company]. Call J.U.L.I.E. 1-800-892-0123 prior to construction for location of utilities. All utilities damaged and/or disturbed by the Contractor shall be repaired at no additional cost to the Owner. Locations as shown on the plans are approximate and are based on the

best available information. 26. All reinforced concrete pipe (RCP) shown herein shall be ASTM C-76 Class IV with gasketed joints complying with ASTM C-443 or C-361 27. All asphalt and concrete mixtures shall be IDOT approved.

CONTRACTOR'S INSURANCE:

occurrence including explosion, collapse and underground exposures.

1. Prior to the commencement of the work, the Owner shall require the Contractor and any Subcontractors to submit evidence to the Owner, Municipality and Engineer the he (they) have obtained for the period of the Construction Contract and the guarantee period comprehensive general liability insurance coverage (including completed operations coverage) and comprehensive automobile liability (including non-ownership and hired car coverage, as well as all owned vehicles). This coverage shall provide for bodily injury and property damage arising directly or indirectly out of, or in connection with, the performance of the work under the Construction Contract, and have a limit of not less than \$500,000.00 for all damages arising out of bodily injury, sickness or death of one person and an aggregate of \$5,000,000.00 for damages arising out of bodily injury, sickness or death of two or more persons in any one occurrence. The property damage portion will provide for a limit of not less than \$1,000,000.00 for all damages arising out of injury to or destruction of property of others arising directly or indirectly out of or in connection with the performance of the work under the Construction Contract and in any one

2. In addition, the Contractor shall carry the necessary public liability and workers' compensation insurance to protect the Village of Tinley Park, the City Engineer, Owner, and the Engineer/Resident Project Representative and their consultants from any claims which may arise during construction and to submit two (2) acceptable certificates of insurance naming the Village of Tinley Park , the City Engineer, the Engineer/Resident Project Representative and their consultants as additional insured.

3. In the event of accidents of any kind, the Contractor shall furnish the City with copies of all reports of such accidents at the same time that the reports are forwarded to any other interested parties. 4. The City Attorney shall review and approve the insurance contract to the satisfaction of the City of Elmwood Park

INDEMNIFICATION:

1. To the fullest extent permitted by laws and regulations, the Contractor shall indemnify and hold harmless the Owner, the City and the Engineer and their consultants, agents and employees from and against all claims, damages, losses and expenses, direct, indirect or consequential (including, but not limited to, fees and charges of engineers, architects, attorneys and other professionals and court and arbitration costs) arising out of or resulting from the performance of the work, provided that any such claim, damage, loss or expense (a) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including the loss of use resulting therefrom and (b) is caused in whole or in part by any negligent act or omission of the Contractor, any Subcontractor, any person or organization directly or indirectly employed by any of them to perform or furnish any of the Work or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder or arises by or is imposed by law and regulations regardless of the negligence of any such party. 2. In any and all claims against the Owner, the City or Engineer or any of their consultants, agents or employees by

any employee of the Contractor, any Subcontractor, any person or organization directly or indirectly employed by any of them to perform or furnish any of the work or obligation under not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any such Subcontractor or other person or organization under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts. 3. The obligations of the Contractor shall not extend to the liability of the Engineer, the Engineer's consultants, agents

or employees arising out of the preparation or approval of maps, drawings, opinions, reports, surveys, change orders, designs or specifications. 4. To the fullest extent permitted by law, the Contractor shall indemnify and hold harmless the Owner, Engineer, and the Engineer's consultants and their respective agents and employees (indemnities) from and against any and all claims, damages, losses, economic losses and expenses, including but not limited to attorneys' fees, arising out of or

specifically claims arising under the Illinois Structural Work Act), provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself), including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the Contractor, a Subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a party or person described in the paragraph.

5. In claims against any person or entity indemnified under this paragraph by an employee of the Contractor, a Subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they be liable, the indemnification obligation under the paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or a Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts.

SAFETY AND PROTECTION:

of construction.

A. CONTRACTOR shall be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. CONTRACTOR shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to: 1. all persons on the Site or who may be affected by the Work:

2. all the Work and materials and equipment to be incorporated therein, whether in storage on or off the Site; and 3. other property at the Site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadway structures, utilities, and Underground Facilities not designated for removal, relocation, or replacement in the course

B. CONTRACTOR shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or to the protection of persons or property from damage, injury, or loss; and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR shall notify owners of adjacent property and of underground facilities and other utility owners when prosecution of the Work may affect them, and shall cooperate with them in the protection, removal, relocation, and replacement of their property. All damages, injury, or loss to any property referred to in paragraph A.2 of A.3 caused, directly or indirectly, in whole or in part, by

CONTRACTOR, any Subcontractor, Supplier, or any other individual or entity directly or indirectly employed by

any of them to perform any of the work, or anyone for whose acts any of them may be liable, shall be remedied by

CONTRACTOR (except damage or loss attributable to the fault of Drawings or Specifications or to the acts or omissions of OWNER or ENGINEER or ENGINEER's Consultant, or any one employed by any of them, or anyone

for whose acts any of them may be liable and not attributable, directly or indirectly, in whole or in part, to the fault

or negligence of CONTRACTOR or any Subcontractor, Supplier, or other individual or entity directly or indirectly

employed by any of them). CONTRACTOR's duties and responsibilities for safety and for protection of the Work

HARMC 172nd Street and

SE 1/4

EXISTING SANITARY PROPOSED SANITAR O_{CO} SANITARY CLEANOUT EXISTING STORM MAN PROPOSED STORM N EXISTING STORM CAT PROPOSED STORM C EXISTING STORM INLE PROPOSED STORM I FLARED END SECTIO DOWNSPOUT TRANSFORMER ELECTRIC MANHOLE C ELECTRICAL BOX CABLE T.V. BOX TELEPHONE BOX TELEPHONE MANHOL ELECTRIC METER GAS METER GAS VALVE DB B-BOX DV WATER VALVE V EXISTING WATER VAL PROPOSED WATER EXISTING FIRE HYDRA YROPOSED FIRE HYD POST INDICATOR VALV ତ SIGN ∽ FLAG POLE MAILBOX TRAFFIC SIGNAL POLE

TRAFFIC SIGNAL VAULT

shall continue until such time as all the Work is completed.

	Final	Engineer	ring Plans for:	
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LOT 1 SOUT PRINC	IN HARMONY SQL HEAST 1/4 OF SEC CIPAL MERIDIAN, IN	JARE RESUBDIVISION BEI CTION 30, TOWNSHIP 36 N COOK COUNTY, ILLINOIS	ING A SUBDIVISION IN THE WEST HALF OF THE IORTH, RANGE 13 EAST OF THE THIRD S.	SANI
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TCH BASIN	ø	UTILITY POLE		
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NLET -	G	UNDERGROUND GAS	IEPA GENERAL NOTES:	
N -	T		Sewer construction, as a minimum, must comply with the following requirements:	
-	C I	WATER MAIN	shall govern all sanitary sewer construction on this project except as modified by the Special Provisions.	
	· — – • •		 Horizontal and or vertical separation between sanitary sewer or sanitary services and water main or water services shall be as described in Section 370.350 of the Illinois Recommended Standards for Seware Works or Section 41.2.01 of the Standard 	
-		PROPOSED SANITARY SEWER	Specifications for Water and Sewer main Construction in Illinois, latest edition.	
- F	>	EXISTING STORM SEWER	shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works.	
	,	EXISTING COMBINED SEWER	4. All flexible gravity thermoplastic sanitary sewer pipe shall be installed in accordance with ASTM 2321-89. Embedment material for bedding, haunching and initial backfill shall extend from at least 4 inches below the pipe to at least 6 inches above the pipe and a shall be Clease to all set the pipe to at least 6 inches above the pipe and a shall be clease to all set to all set to all be clease to all set to al	
-	XX	FENCE LINE GUARD RAIL	shall be Class IA, IB, II or III. Processed materials produced for highway construction should be classified in accordance with ASTM 2321-89, Section 5 and Table 1 according to particle size, shape and gradation.	
	\bigcirc	DECIDUOUS TREE	 Sanitary sewer bedding for rigid pipe sanitary sewers shall be class A, B or C in accordance with ASTM C 12-95. 	
			6. All sanitary sewers shall be tested for either infiltration, extiltration or exfiltration of air under pressure, and for deflection of flexible thermoplastic pipe as described in Section	Call
ALVE VLT	~	DROVE IRON PIPE	31-1.11 of the Standard Specifications for Water and Sewer Main construction in Illinois, latest edition.	Before
ANT	•	FOUND IRON PIPE	7. Precast manhole inlet and outlet connections fitted with "O" rings or equally watertight connection shall be provided.	10u Dig
DRANT	R	RECORD DIMENSION	8. All manholes shall be inspected and leakage tested for water tightness in accordance with ASTM C 969.94 or ASTM C 1244-93, prior to being placed into service.	
	FE	FLOOR ELEVATION	9. Pick holes in sanitary sewer manhole covers shall not be larger than 1 inch in diameter or shall be of the concealed type.	LIE
	TW	TOP OF WALL	10 Watertight manhole covers shall be used whenever the manhole tops are buried or may be	ILLINOIS
	TC	TOP OF CURB	nooded by surface runoπ or nigh water. ONE - CA	LL SYSTEM

11 A drop pipe shall be provided for a sanitary sewer entering a manhole where its invert is

Simply Call 81[°]

24 inches or greater above the manhole invert

CURB FLOW LINE



FLOOD ZONE CLASSIFICATION

AS DEPICTED ON FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR COOK COUNTY AND INCORPORATED AREAS, MAP NUMBER 17031C0708J WITH AN EFFECTIVE DATE OF AUGUST 19, 2019. THIS PROPERTY IS WITHIN ZONE "UNSHADED X " AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

BENCHMARK INFORMATION:

SITE BENCHMARK: CROSS CUT IN SIDEWALK ON SOUTH SIDE OF 172nd STREET NEAR MIDPOINT OF SUBJECT PROPERTY. ELEVATION = 694.64 (NAVD-88)



STATE OF ILLINOIS) COUNTY OF DUPAGE)SS

THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND ARE BASED UPON AVAILABLE INFORMATION. I HAVE REVIEWED AND IDENTIFIED ANY LOCAL TOPOGRAPHICAL DEPRESSION. TO THE BEST OF MY KNOWLEGE AND BELIEF, THE PROPOSED IMPROVEMENTS HAVE BEEN DESIGNED SO AS TO NOT DISPLACE ANY PONDING OR STANDING WATER, OR NOT CHANGE THE DRAINAGE OF SURFACE WATERS. OR THAT ADEQUATE PROVISIONS HAVE BEEN INCORPORATED INTO THE SITE GRADING PLAN SO AS TO NOT ADVERSELY AFFECT THE DRAINAGE OF STORMWATER TO, OR FROM, THE SITE AND



ABUTTING OR ADJACENT PROPERTIES.



7/20/2023 DATE

REFERENCED SPECIFICATIONS				
. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:	VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425	E. EROSION AND SEDIME
* STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION:	REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443	I. THE CONTRACTOR SHAL APPROVED EROSION AN
* STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;	CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564	2. EROSION AND SEDIMEN DISTURBANCE OF THE S
 * VILLAGE OF <u>Tinley Park</u> MUNICIPAL CODE; * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL; 	POLYVINYL CHLORIDE (PVC) PIPE	ANSI AZI.51	ANSI AZI.II	3. ALL DESIGN CRITERIA, S PRACTICES SHALL BE IN
* IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.	6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212	4. A COPY OF THE APPROV
B. NOTIFICATIONS	HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)	5. INSPECTIONS AND DOC
. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO <u>WMOJOBSTART@MWRD.ORG</u>).	WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139	a) UPON COMPLETION SOIL DISTURBANC b) ONCE EVERY SEVE WITH GREATER TH
THE VILLAGE OF <u>Tinley Park</u> ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOUR PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.	S THE FOLLOWING MATERIALS ARE ALLOW APPROVAL PRIOR TO PERMIT ISSUANCE.	ED ON A QUALIFIED BASIS A SPECIAL CONDITION WI	SUBJECT TO DISTRICT REVIEW AND ILL BE ADDED TO THE PERMIT WHEN	6. SOIL DISTURBANCE SHA IF STRIPPING, CLEARIN SHALL PLAN FOR APPRO
THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.	PIPE MATERIAL BELOW IS USED FOR	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS	7. A STABILIZED MAT OF C SHALL BE INSTALLED A SITE. SEDIMENT OR SO
. GENERAL NOTES	POLYPROPYLENE (PP) PIPE	ASTM F-2736	D-3212, F-477	TRANSPORTED TO A CC
ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS NA FT.	30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477	8. CONCRETE WASHOUT F URBAN MANUAL AND SH
. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.				9. MORTAR WASHOUT FAC
. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS,	8 ALL CANITADY CEMED CONCEDUCTION			FACILITIES FOR ANY BR
ON THE PROJECT.	REQUIRES STONE BEDDING WITH STO TO 1/4 THE OUTSIDE DIAMETER OF TH	NE ¼ ″ TO 1″ IN SIZE, WI E SEWER PIPE, BUT NOT LI	TH MINIMUM BEDDING THICKNESS EQUAL ESS THAN FOUR (4) INCHES NOR MORE	HYDROLOGICALLY DIS CONTROL FACILITIES S
THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS MUST	THAN EIGHT (8) INCHES. MATERIAL SH ABOVE THE TOP OF THE PIPE WHEN U	HALL BE CA-7, CA-11 OR CA SING PVC.	A-13 AND SHALL BE EXTENDED AT LEAST 12"	11. DISTURBED AREAS OF PERMANENTLY CEASF
BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.	9. NON-SHEAR FLEXIBLE-TYPE COUPLING OF DISSIMILAR PIPE MATERIALS.	S SHALL BE USED IN THE (CONNECTION OF SEWER PIPES	SEVEN (7) DAYS.
THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.	10. ALL MANHOLES SHALL BE PROVIDED A CONSTRUCTED WITH A CONCEALED P CAST INTO THE LID.	WITH BOLTED, WATERTIGH ICKHOLE AND WATERTIGH	HT COVERS. SANITARY LIDS SHALL BE IT GASKET WITH THE WORD "SANITARY"	12. ALL FLOOD PROTECTIO PROTECTED WITH A D 13. VOLUME CONTROL FA(
ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR	11. WHEN CONNECTING TO AN EXISTING	SEWER MAIN BY MEANS C	THER THAN AN EXISTING WYE, TEE, OR	DRAINAGE AREA HAS 14. SOIL STOCKPILES SH/
MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS	a) A CIRCULAR SAW-CUT OF SEWER AND PROPER INSTALLATION OF F	MAIN BY PROPER TOOLS (HUBWYE SADDLE OR HUB-	("SHEWER-TAP" MACHINE OR SIMILAR) TEE SADDLE.	SOIL STOCKPILES SH
OF THE MUNICIPALITY, MWRD, AND OWNER. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL	 b) REMOVE AN ENTIRE SECTION OF A WYE OR TEE BRANCH SECTION c) WITH PIPE CUTTER. NEATLY AND 	PIPE (BREAKING ONLY TH ACCURATELY CUT OUT OF	E TOP OF ONE BELL) AND REPLACE WITH	
INSPECTION AGENCIES.		ND SEAL" OR SIMILAR COU	PLINGS TO HOLD IT FIRMLY IN PLACE.	16. STORM SEWERS THAT BY APPROPRIATE SEE
SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.	DISTANCE FROM THE TOP OF THE SEV FURTHERMORE, A MINIMUM HORIZON	VVER CROSSES UNDER A V WER TO THE BOTTOM OF T VTAL DISTANCE OF 10 FEE	THE MATERMAIN, THE MINIMUM VERTICAL THE WATERMAIN SHALL BE 18 INCHES. T BETWEEN SANITARY/COMBINED	17. THE CONTRACTOR SH THEM INTO THE DRA SANITARY OR COMBI
. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.	SEWERS AND WATERMAINS SHALL BE TRENCH, KEEPING A MINIMUM 18" VE TRENCH WITH THE WATERMAIN LOCA EARTH, KEEPING A MINIMUM 18" VER DISTANCES DESCRIBED CANNOT BE M	MAINTAINED UNLESS: THI RTICAL SEPARATION; OR 7 ATED AT THE OPPOSITE SII TICAL SEPARATION. IF ET MAINTAINED. OR THE SEWI	E SEWER IS LAID IN A SEPARATE THE SEWER IS LAID IN THE SAME DE ON A BENCH OF UNDISTURBED THER THE VERTICAL OR HORIZONTAL ER CROSSES ABOVE THE WATER MAIN	GREEN INFRASTRUCT 18. IF DEWATERING SERV BE PROTECTED FROM
. SANITARY SEWER	THE SEWER SHALL BE CONSTRUCTED WATER MAIN QUALITY CARRIER PIPE	TO WATER MAIN STANDAR WITH THE ENDS SEALED.	RDS OR IT SHALL BE ENCASED WITH A	DAILY DURING OPERA COMMENCEMENT OF
THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.	13. ALL EXISTING SEPTIC SYSTEMS SHALL GRANULAR MATERIAL OR REMOVED.	- BE ABANDONED. ABANDC	ONED TANKS SHALL BE FILLED WITH	19. THE CONTRCTOR SHA INSTALLATION OF SA AND OTHER APPLIRTE
A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.	14. ALL SANITARY MANHOLES, (AND STOP MINIMUM INSIDE DIAMETER OF 48 IN CONCRETE.	RM MANHOLES IN COMBINI ICHES, AND SHALL BE CAST	ED SEWER AREAS), SHALL HAVE A 「 IN PLACE OR PRE-CAST REINFORCED	THROUGH A SEDIMEN ALTERNATIVES MAY I UPSLOPE AREA. SEDI PROTECTION AREAS
. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF	15. ALL SANITARY MANHOLES, (AND STOP PRECAST "RUBBER BOOTS" THAT CON	RM MANHOLES IN COMBINI FORM TO ASTM C-923 FOF	ED SEWER AREAS), SHALL HAVE R ALL PIPE CONNECTIONS. PRECAST	20. ALL PERMANENT ERO: FOLLOWING THE COM
FROM THE MUNICIPALITY OR MWRD. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS	16. ALL ABANDONED SANITARY SEWERS S	SHALL BE PLUGGED AT BO	TH ENDS WITH AT LEAST 2 FEET LONG	21. ALL EROSION AND SE ON A YEAR-ROUND B
ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.	NON-SHRINK CONCRETE OR MORTAR	PLUG.	TECT BUILDINGS. OR PERFORATED PIDES	
ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.	ASSOCIATED WITH VOLUME CONTROL PIPES ARE NOT ALLOWED TO BE CON	- FACILITIES, DRAIN TILES	/FIELD TILES/UNDERDRAINS/PERFORATED (TO COMBINED SEWERS, SANITARY	THIRTY (30) DAYS AF
ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:	CONSTRUCTION OF NEW FACILITIES (PERFORATED PIPES ENCOUNTERED W	JF THIS TYPE IS PROHIBIT	S IN COMBINED SEWER AREAS. ED; AND ALL EXISTING DRAIN TILES AND SHALL BE PLUGGED OR REMOVED, AND	23. THE ERUSION AND S REQUIREMENTS. ADD SITE INSPECTOR, OR
	SHALL NOT BE CONNECTED TO COMB TO COMBINED SEWERS.	INED SEWERS, SANITARY S	SEWERS, OR STORM SEWERS TRIBUTARY	
	18. A BACKFLOW PREVENTER IS REQUIRE REQUIRED BACKFLOW PREVENTERS S	D FOR ALL DETENTION BA	SINS TRIBUTARY TO COMBINED SEWERS. EXERCISED ANNUALLY BY THE PROPERTY	
	OWNER TO ENSURE PROPER OPERATI ENSURE FUNCTIONALITY. IN THE EVE TRIBUTARY TO COMBINED SEWERS, T	ON, AND ANY NECESSARY NT OF A SEWER SURCHAR(THE PERMITTEE SHALL ENS	MAINTENANCES SHALL BE PERFORMED TO GE INTO AN OPEN DETENTION BASIN SURE THAT CLEAN UP AND WASH OUT OF	
	SEWAGE TAKES PLACE WITHIN 48 HO	URS OF THE STORM EVENT	Г.	
		TECHI	NICAL GUIDANC	CE MANUA
		 \ Л	WRD CENERAI	
		$ \vee $	VVIND ULINLINAL	$\square \cup \square \cup$

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E. EROSION AND SEDIMENT CONTROL 1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

DRAINAGE AREA HAS BEEN STABILIZED.

GREEN INFRASTRUCTURE PRACTICES.

BY APPROPRIATE SEDIMENT CONTROL MEASURES.

COMMENCEMENT OF DEWATERING ACTIVITIES.

UNTIL PERMANENT STABILIZATION IS ACHIEVED.

SITE INSPECTOR, OR MWRD.

PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM: a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER,

10/13/2022

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	GE OF BREMEN		FOUND IRON PIPE - (HELD)
VILLA LOT 4	SUBDIVISION RECORDED JUNE 3, 1853 AS DOC. NO. 42671 AS DOC. NO. 42671 LOT 3	5 Lot 2	LOT 1
			FOUND IRON PIPE





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	I	DEMOLITION NOTES:
	FOUND CROSS 5.13' SOUTH	 PUBLIC STREETS SHALL BE REPT FREE OF CONSTRUCTION / DEMOLITION RELATE AT ALL TIMES. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING A APPROPRIATE TRAFFIC CONTROL MEASURES DURING THE ENTIRE DEMOLITION FOR TRAFT IS DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL MEANS AND METHODS OF I AND SHALL ENSURE THAT THERE IS NO DAMAGE TO ADJACENT PROPERTY DURIN DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL MEANS AND METHODS OF I AND SHALL ENSURE THAT THERE IS NO DAMAGE TO ADJACENT PROPERTY DURIN DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL MEANS AND METHODS OF I AND SHALL ENSURE THAT THERE IS NO DAMAGE TO ADJACENT PROPERTY DURIN DEMOLITION CONTRACTOR IS RESPONSIBLE INFORMATION. HOWEVER, THE OWNECTION WORK. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS DETERMINED FROM THE BEST AVAILABLE INFORMATION. HOWEVER, THE OWNECTION WORK. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN NHEREON. CONT, ENGINEER DO NOT ASSUME RESPONSIBILITY IN THE EVENT THAT UNDERGROUND ARE ENCOUNTERED IN DIFFERENT LOCATIONS THAN AS SHOWN HEREON. CONT, ENGINEER IMMEDIATELY IF DIFFERENT LOCATIONS THAN AS SHOWN HEREON. CONT, ENGINEER IMMEDIATELY IF DIFFERENT LOCATIONS THAN AS SHOWN HEREON. CONT, ENGINEER IMMEDIATELY IF DIFFERENCES ARE FOUND. NOTIFY THE OWNER AND THE PERMITTING AUTHORITY AT LEAST 48 HOURS IN AD PERFORMING ANY WORK. DEMOLITION CONTRACTOR SHALL COORDINATE SHUT DOWN OF ALL UTILITIES IN ELECTRIC, TELEPHONE, INTERNET, CABLE, GAS, WATER, SEWER, ETC. WITH THE UTILITY COMPANIES AND THE MUNICIPALITY AS APPLICABLE. ALL SERVICES SHAL CAPPED AND TERMINATED PER APPLICABLE CODE REQUIREMENTS. ALL EROSION CONTROL MEASURES SHALL BE FUNCTIONING PRIOR TO ANY DISTI WEEKLY INSPECTIONS & MAINTENANCE OF EROSION CONTROL MEASURES SHAL CAPPED AND TERMINATED PER APPLICABLE CODE REQUIREMENTS. ALL LOSTURED AREAS SHALL BE STABILIZED WITH G' TOPSOIL & IDOT CLASS 1 SI WITHIN 7 DAYS OF COMPLETION OF SEEDING REQUIREMENTS.
	FOUND CROS	SS 3.00' EAST
	FOUND CROSS (HELD)	
	-FOUND MAG	NAIL U. 18' EAST
ав.		
69 ⁵ .		

VILLAGE OF BREMEN VILLAGE OF BREMEN SUBDIVISION SUBDIVISION ECORDED JUNE 3, 185 RECORDED JUNE 3, 185 RECORDED JUNE 3, 185 ECORDED JUNE 3, 185 LOT 4 LOT 3 LOT 2 LOT 1 BLOCK







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CONCRETE SIDEWALK

PAVEMENT LEGEND:



LOT 1 SITE DATA

PROPERTY AREA =
UNITS =
BUILDING AREA =
EXISTING IMPERVIOUS AREA=
PROPOSED IMPERVIOUS AREA=
PROPOSED PERVIOUS AREA =
DISTURBED AREA =

2.98 acres 63 52,308 sq-ft 0.42 acres 2.28 acres 0.71 acres 2.98 acres

LOT 4	LOT 3	LOT 2	LOT 1





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LOT 4	LOT 3	LOT 2	LOT

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STORM SEWER TABLE	DRY WELL TABLE	STORM SEWER TABLE
ST-1	ALL DRY WELLS SHALL	1 - 39-FT 36" RCP @ 0.70%
RIM = 697.7	BE 2' DIAMETER	
INV = 687.27 6' DIA. CB	WITH OPEN BOTTOMS	2 - 93-FT 36" RCP @ 0.70%
TYPE I O.L.	DW 1	3 - 76-FT 36" RCP @ 0.70%
ST-2	RIM = 697.9 INV = 693.1	4 - 75-FT 24" RCP @ 0.70%
RIM = 699.0	D W 0	
INV = 687.60 6' DIA. CB	DW 2 RIM = 697.55	5 - 24-FT 24" RCP @ 1.5%
TYPE I O.L.	INV = 693.3	6 - 64-FT 24" RCP @ 0.30%
ST-3	DW 3	7 - 58-FT 18" RCP @0.40%
RIM = 698.0	RIM = 697.1	
INV = 688.02 6' DIA- CB	INV = 693.5	8 - 158-FT 15" RCP @ 0.40%
TYPE I O.L.	DW 4	9 - 59-FT 15" RCP @ 0.40%
ST-4	RIM = 697.1 INV = 694.1	10 - 78-FT 12" RCP @ 0.50%
RIM = 698.0		
INV = 688.78 6' DIA. CB	DW 5 RIM = 697.5	11 - 59-FT 12" RCP @ 0.50%
TYPE I O.L.	INV = 694.5	12 - 159-FT 12" RCP @ 0.50%
ST-5	DW 6	13 - 162-FT 12" RCP @ 0.50%
RIM = 698.0	RIM = 697.4	
INV = 689.33 5' DIA_CB	INV = 694.4	14 - 158-FT 12" RCP @ 0.50%
TYPE I O.L.	DW 7	15 - 62-FT 12" RCP @ 0.50%
8T_6	RIM = 696.8	16 - 80-ET 12" PCP @ 0 50%
RIM = 697.95	1110 -092.0	10 - 30-F1 12 KGF @ 0.30 %
INV = 689.52	DW 8 BIM = 606 6	
TYPE I O.L.	INV = 690.0	
077	D W 0	
SI-7 RIM = 697.65	DW 9 RIM = 696.2	
INV = 689.75	INV = 692.7	
4° DIA. CB TYPE I O.L.	DW 10	
	RIM = 696.2	
ST-8 RIM = 696.85	INV = 693.2	
INV = 690.38	DW 11	
E INV = 692.49 4' DIA. CB	RIM = 696.3 INV = 693.3	
TYPE I O.L.		
ST-9	DW 12 RIM = 696.0	
RIM = 696.1	INV = 691.0	
INV = 690.62 4' dia. CB	DW 13	
TYPE I O.L.	RIM = 695.0	
ST-10	INV = 691.3	
RIM = 694.65	DW 14	
S,E INV = 691.01 N INV = 691 11	RIM = 695.0 INV = 691.6	
4' DIA. CB		
TYPE I O.L.	DW 15 RIM = 695 0	
ST-11	INV = 692.0	
RIM = 694.4 INV = 691 4	DW 16	
TYPE A INLET	RIM = 694.6	
TYPE I O.L.	INV = 691.1	
ST-12	DW 17	
RIM = 697.2	RIM = 694.6	
TYPE A INLET	1117 - 091.4	
TYPE I O.L.	DW 18 BIM = 604 7	
ST-13	INV = 691.7	
RIM = 697.0		
TYPE A INLET		
TYPE I O.L.		
ST-14		
RIM = 697.0		
TYPE B INLET		
TYPE I O.L.		
ST-15		
RIM = 696.3		
INV = 691.8 Type a inlet		
TYPE I O.L.		

ST-16 RIM = 694.8 INV = 691.8 TYPE A INLET TYPE I O.L.

--- = Downspout Connection

173rd STREET

NOTES:

1. Watermain shall be constructed with a minimum 5.5 feet of cover. Ductile Iron Pipe with push-on joints, Class 52 ANSI/AWWA, C151/A21.51

DRAIN TILE TABLE

FABRIC

1 - 64-FT

2 - 57-FT

3 - 56-FT

4 - 60-FT

5- 67-FT

6- 73-FT

7- 56-FT

8- 26-FT

9- 59-FT

10- 67-FT

11- 25-FT

12- 28-FT

13- 69-FT

14- 36-FT

15- 49-FT

16- 73-FT

17- 91-FT

18- 64-FT

19- 35-FT

20- 40-FT

SANITARY STRUCTURES

SAN-1 Rim = 694.4

SAN-2 Rim = 695.1 Inv = 688.98

SAN-3 Rim = 697.1

Inv = 689.71

SAN-4 Rim = 698.0

Inv = 690.81

SAN-5 Rim = 698.2

Inv = 692.2

SAN-6 Rim = 694.9

Inv = 689.92

4-ft Sanitary MH

SAN-7 Rim = 696.4 Inv = 691.21 4-ft Sanitary MH

SAN-8 Rim = 697.3

Inv = 692.31

4-ft Sanitary MH

E-W Inv = 687.4 S Inv = 687.6 4-ft Sanitary MH

ALL DRAIN TILE SHALL BE 6" PERFORATED PVC WRAPPED IN

- 2. Village inspector must be present for the watermain pressure test and chlorination test". 3. An external chimney seal is required on all sanitary manholes.
- 4. All Storm Sewer RCP shall be ASTM C-76 with ASTM C-361 or C-443 Joints or PVC SDR 26 ASTM D-3034 with ASTM D-3212 joints. 5. Upon completion of construction, the owner shall cause to be furnish two paper sets of "as-
- constructed" plans as well as a CD with PDF and CAD "as-constructed" plans, to the Village Engineer." 6. 6" Perforated Drain Tile shall be HDPE or PVC wrapped in geotextile fabric.
- 7. PVC Sanitary sewer pipe shall be PVC SDR 26 ASTM D-3034, ASTM D-3212 Fittings or watermain quality ASTM D - 2241 with ASTM D-3139 joints. 8. Water encasement shall be D.I.P. and sealed at each end.
- 9. Pipe to Manhole Connections shall conform to ASTM-923
- 10. Any water service lines under pavemetn shall be augered.

E:\ACTIVE-PROJECTS\44741-303613-Cook\ENGR-BMB\44741 Civil-Lot 1 Townhomes.dgn, Model: C-5.1, Date: 7/28/2023

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
TEMPORARY SEEDING & MULCHING												
PERMANENT SEEDING												
DORMANT SEEDING												

EROSION CONTROL NOTES

- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS DISTURBED ON THE SITE. MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, AS AMENDED.
- 2. SOIL DISTURBANCE SHALL BE CONDUCTED IN A MANNER THAT MINIMIZES EROSION. AREAS OF THE DEVELOPMENT SITE THAT WILL NOT BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE.
- 3. CHANNELS AND ADJOINING PROPERTIES SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. WHERE CONCENTRATED FLOW LEAVES A DEVELOPMENT SITE, EFFECTIVE ENERGY DISSIPATION SHALL BE PLACED ONSITE AT DISCHARGE LOCATIONS.
- 4. THE USE OF STRAW BALES AS A FILTER BARRIER OR DITCH CHECK IS PROHIBITED. SILT FENCES CAN BE USED TO INTERCEPT SHEET FLOW ONLY. SILT FENCES CANNOT BE USED AS VELOCITY CHECKS IN DITCHES OR SWALES, NOR CAN THEY BE USED WHERE THEY WILL INTERCEPT CONCENTRATED FLOWS.
- 6. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF THE STABILIZATION WORK IN AN AREA. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED. PUMPING SEDIMENT LADEN WATER INTO ANY STORM WATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
- 8. ALL DISCHARGES TO UNDISTURBED AREA, STABILIZED AREA OR WATERCOURSE SHALL BE DESIGNED AT A NON-EROSIVE VELOCITY CORRESPONDING TO THE SOIL AND VEGETATIVE COVER OF THE UNDISTURBED AREA.
- 9. ALL STORM SEWERS, STORM DRAIN INLETS AND CULVERTS THAT ARE, OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY SEDIMENT CONTROL MEASURES. THE SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED.
- 10. A STABILIZED CONSTRUCTION ENTRANCE OF AGGREGATE UNDERLAIN WITH FILTER CLOTH, OR GRAVELED ROAD, OR ACCESS DRIVE, OR PARKING AREA OF SUFFICIENT WIDTH AND LENGTH, AND/OR VEHICLE WASH DOWN FACILITIES, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED OR DEPOSITED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED IMMEDIATELY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- 11. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED, AS NECESSARY, TO DIRECT ALL RUNOFF THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN OR OTHER APPROPRIATE MEASURE).
- 12. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER.
- 13. STOCKPILES TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE PROVIDED WITH SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- 14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
- 15. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

173rd STREET

				SITE CLEARING AND DEMOLITION - 09/23 MASS GRADING - 09/23
	LOT 3	LOT 2	LOT 1	BUILDING FOUNDATIONS - 10/23 SITE UTILITIES - 11/23 - 02/24
LOT 4				CURB AND PAVEMENT - 04/24 LANDSCAPE RESTORATION - 05/24

EDING & MULCHING RATES EMPORARY SEEDING 5/LBS/ ACRE PERENNIAL RYEGRASS MPORARY MULCHING LBS OF STRAW PER 1,000 S.F. PERMANENT SEEDING 100 LBS/ACRE KENTUCKY BLUEGRASS 60 LBS/ACRE PERENNIAL RYEGRASS 40 LBS/ACRE CREEPING RED FESCUE

DORMANT SEEDING 110 LBS/ACRE KENTUCKY BLUEGRASS 70 LBS/ACRE PERENNIAL RYEGRASS 50 LBS/ACRE CREEPING RED FESCUE

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED INTO THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BYTHE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE DETAILS.

SITE DESCRIPTION:

A. DESCRIPTION OF CONSTRUCTION ACTIVITIES:

- 1. THE PROJECT CONSISTS OF SITE CLEARING AND CONSTRUCTION OF 63 NEW TOWNHOMES
- CONSTRUCTION ACTIVITIES INCLUDE:
- EARTH EXCAVATION AND EMBANKMENT. а.
- TRENCHING FOR UTILITY AND STORM SEWER INSTALLATION.
- VARIOUS PAVEMENT ITEMS, INCLUDING SIDEWALKS, STREETS AND DRIVEWAYS
- BUILDING FOUNDATIONS AND SUPERSTRUCTURES.
- LANDSCAPING.
- OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.

B. DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB MAJOR PORTIONS OF THE CONSTRUCTION SITE: 1. CLEAR VEGETATION.

- 2. MASS GRADING.
- 3. TRENCHING FOR UTILITIES.
- 4. FINE GRADING FOR ROAD IMPROVEMENTS
- 5. FINAL LOT GRADING.

C. AREA OF THE CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.98 ACRES WHICH WILL ALL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

D. OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. THE ESTIMATED RUNOFF COEFFICIENTS OF THE VARIOUS AREAS OF THE SITE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED ARE CONTAINED IN THE PROJECT DRAINAGE STUDY WHICH IS HEREBY INCORPORATED BY REFERENCE INTO THIS PLAN.

2. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.

3. PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

E. DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM CONSTRUCTION SITE: THE LOTS IN THIS PROPOSED SUBDIVISION DRAIN TO AN EXISTING REGIONAL DETENTION BASIN AND OUTLET THROUGH A FLOW RESTRICTING CONTROL STRUCTURE TO AN MIDLOTHIAN CREEK

CONTROLS: EROSION AND SEDIMENT CONTROLS

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

- 1. THE DRAWINGS. SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- a. AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
- b. DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL. AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY
- FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
- d. BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- e. IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- f. AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE PROPERTY LINE.
- ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS O THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

- 1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BYTHE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION AND EROSION CONTROL.
- THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.
- 4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON SITE.
- 5. SURFACES OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS ACHIEVED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN EXPOSED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
- 6. IF AN EARTH STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION CONTROL DEVICES SHALL BE PROVIDED FOR SAID STOCKPILE.
- 7. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- 8. ANY SOIL, MUD, OR DEBRIS WASHED, TRACKED, OR DEPOSITED ONTO THE STREETS SHALL BE REMOVED IMMEDIATELY.

DESCRIPTION OF STRUCTURAL PRACTICES DURING CONSTRUCTION:

- 1. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
- SILT FENCES SHALL BE ESTABLISHED AT THE LIMITS OF CONSTRUCTION TO PROTECT AGAINST DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE.
- VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL STABILIZED CONSTRUCTION ENTRANCE DRIVE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL INSPECTION AND ACCEPTANCE THE VILLAGE OF TINLEY PARK. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS:

1. TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

INSPECTIONS:

Qualified personnel (provided by the permittee) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or equivalent snowfall. Qualified personnel means a person knowledgeable in the principles and practices of erosion and sediment controls measures, such as a licensed Professional Engineer (P.E.), a Certified Professional in Erosion and Sediment Control (CPESC), a Certified Erosion Sediment and Storm Water Inspector (CESSWI) or other knowledgeable person who possesses the skills to assess conditions at the construction site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment

Based on the results of the inspection, the description of potential pollutant sources identified in the plan in accordance with Part IV.D.1 (Site Description) of this permit and pollution prevention measures identified in the plan in accordance with Part IV.D.2 (Controls) of this permit shall be revised as appropriate as soon as practicable atter such inspection. Such modifications shall provide for timely implementation of any changes to the plan within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the storm water pollution prevention plan, and actions taken in accordance with paragraph b above shall be made and retained as part of the storm water pollution prevention plan for at least three years from the date that the permit coverage expires or is terminated. All inspection reports shall be retained at the construction site. The report shall be signed in accordance with Part VI.G (Signatory Requirements) of this permit.

The permittee shall notify the appropriate Agency Field Operations Section office by email at: epa.swnoncomp@illinois.gov, telephone or fax within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. The permittee shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. Submission shall be on forms provided by the Agency and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance.

e. All reports of noncompliance shall be signed by a responsible authority as defined in Part VI.G (Signatory Requirements).

After the initial contact has been made with the appropriate Agency Field Operations Section Office, all reports of noncompliance shall be mailed to the Agency at the following address: Illinois Environmental Protection Agency

Division of Water Pollution Control Compliance Assurance Section

1021 North Grand Avenue East Post Office Box 19276

Springfield, Illinois 62794-9276

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Inspections must commence when construction activities are conducted, if there is a 0.5 inches or greater rain event, or if discharge due to snowmelt occurs.

NON-STORM WATER DISCHARGES:

Except for flows from fire fighting activities, there shall be no sources of non-storm water combined with the storm water discharge.

FOR NPDES eREPORTING HELP CONTACT THE HELP DESK AT 877-227-8965 OR NPDESeREPORTING@EPA.GOV

		e	
FORM	RESPONSIBILITY	WHEN	WHERE TO SEND
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND EROSION CONTROL PLAN:	DESIGN ENGINEER	DURING DESIGN	SUBMIT ELECTRONICALLY TO IEPA ALONG WITH NOI AND KEEP IN PROJECT EROSION CONTROL FILE
CONTRACTOR CERTIFICATION STATEMENT (Included on this sheet)	CONTRACTORS AND ALL SUBCONTRACTORS INVOLVED IN EROSION CONTROL	AT PRECONSTRUCTION MEETING	SUBMIT IT WITH PLANS OR SPECIAL PROVISIONS AND KEEP IN PROJECT EROSION CONTROL FILE
NOTICE OF INTENT (N.O.I.)	OPERATOR OF THE CONSTRUCTION SITE	30 DAYS BEFORE CONSTRUCTION BEGINS	EPA NeT on the Central Data Exchange (CDX) https://cdxnodengn.epa.gov/net-cgp/action/login
NPDES/EROSION CONTROL INSPECTION REPORT	QUALIFIED EROSION CONTROL INSPECTOR OR P.E. HIRED BY OPERATOR OF THE SITE	WEEKLY AND AFTER MORE THAN 0.5 IN. PRECIPITATION	KEEP IN PROJECT EROSION FILE (3 YEARS) COPY TO CONTRACTOR
INCIDENCE OF NON-COMPLIANCE (I.O.N.) IL 532 2105 WPC 624 Rev. 10/2011 https://www2.illinois.gov/epa/Documents/epa-forms/water/ storm-water/incidence-non-compliance-construction.pdf	OPERATOR OF THE CONSTRUCTION SITE	WITHIN 5 DAYS OF ANY INCIDENCE OF NON-COMPLIANCE	ORIGINAL BY CERTIFIED MAIL TO IEPA DIVISION OF WATER POLLUTION CONTROL COPY TO CONTRACTOR
NOTICE OF TERMINATION (N.O.T.)	OPERATOR OF THE CONSTRUCTION SITE	FINAL STABILIZATION	EPA NeT on the Central Data Exchange (CDX) https://cdxnodengn.epa.gov/net-cgp/action/login

THE FORMS SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY AND ARE TO PROVIDE INFORMATION FOR THE ASSISTANCE OF THE OWNER IN PREPARING THE SUBMITTALS REQUIRED UNDER NPDES PERMIT No. ILR10. THE OWNER MUST SIGN THE N.O.I. FORM ON THE EPA NeT ON THE CENTRAL DATA EXCHANGE (CDX) ONCE THE FORM HAS BEEN SUCCESSFULLY SUBMITTED AND SIGNED, OWNER MUST PRINT A COPY OF THE NOI

AND SEND ALONG WITH THE FEE CHECK TO THE ADDRESS SHOWN BELOW. ILLINOIS ENVIRONMENTAL PROTECTION AGENCY DIVISION OF WATER POLLUTION CONTROL ATTENTION: PERMIT SECTION POST OFFICE BOX 19276 SPRINGFIELD, ILLINOIS 62794-9276

FEE AMOUNT: LESS THAN 5 ACRES: \$250 MORE THAN 5 ACRES: \$750

IN ORDER TO SATISFY THE EROSION CONTROL REQUIREMENTS AS OUTLINED IN THE NPDES PERMIT (ILRIO), THE FOLLOWING FORMS ARE REQUIRED:

Bureau of Water 1021 N. Grand Avenue E. P.O. Box 19276 Springfield Illing	bis 62794-9276	GUIDE
Division of Water Pollution Control		Complete and submit this form
Construction Site Storm Water Discharge Incidence of Non-Compliance (IO	N)	any inspection conducted, incl
This fillable form may be completed online, a copy saved locally, printed and signed before	e it is submitted to the	Initial submission within 24 ho
Compliance Assurance Section at the above address. You may email this completed form pa.swnoncomp@illinois.gov	to:	compliance for any violation. S submit signed original ION with
ermittee Information:	For Office Use Only	
Name:	Permit No. ILR10	Illinois Environmental Protecti
Street Address: I	P.O. Box:	Division of Water Pollution Co
City: County: State: Zip Code: County:		Compliance Assurance #19 Post Office Box 19276
Phone: Email:		Springfield, Illinois 62794-927
onstruction Site Information:		
Site Name:		FIELD OPERATIONS HEADQU
Street Address:		Bruce Yurdin, Manager
City: State: IL Zip Code:		Phone: 21//782-3362 Fax: 217/7 FMAIL: ena swnoncomn@illinois
atitude: Longitude:		
(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section	Township Range	Region 1 - ROCKFORD
Cause of Non-Compliance	······	Chuck Corley, Manager
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6
Cause of Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782 2262 Fax: 217/2
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance		Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in wr commits a Class 4 felory. A second or subsequent offense after conviction is a Class 3 felory. (41)	ting, to the Illinois EPA	Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 7 - MARION
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in wr. commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (41)	ting, to the Illinois EPA 5 ILCS 5/44(h))	Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 7 - MARION Byron Marks, Manager
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in write sommits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (41 Owner Signature:	ting, to the Illinois EPA 5 ILCS 5/44(h))	Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/9 Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 7 - MARION Byron Marks, Manager Phone: 618/993-7200 Fax: 618/9
Cause of Non-Compliance ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in wr commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (41 Owner Signature: Date:	ting, to the Illinois EPA 5 ILCS 5/44(h))	Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 7 - MARION Byron Marks, Manager Phone: 618/993-7200 Fax: 618/9
Cause of Non-Compliance Cause of Non-Compliance Ctions Taken to Prevent Any Further Non-Compliance Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance Ctions	ting, to the Illinois EPA 5 ILCS 5/44(h))	Chuck Corley, Manager Phone: 815/987-7760 Fax: 815/§ Region 2 - DESPLAINES Jay Patel, Manager Phone: 847/294-4000 Fax: 847/2 Region 3 - PEORIA Jim Kammueller, Manager Phone: 309/693-5463 Fax: 309/6 Region 4 - CHAMPAIGN Joe Koronowski, Manager Phone: 217/278-5800 Fax: 217/2 Region 5 - SPRINGFIELD Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 6 - COLLINSVILLE Bruce Yurdin, FOS Manager Phone: 217/782-3362 Fax: 217/7 Region 7 - MARION Byron Marks, Manager Phone: 618/993-7200 Fax: 618/9
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NOTICE OF INTENT:

EPA NeT.

or after the start of construction.

Water Act.

conditions are met:

Copy of General NPDES Permit No. ILR10 located at:

Site Name/Address: General Contractor: Address: Phone No.

Name: Title: Date:

To receive authorization under this general permit (ILR10), a discharger must submit a completed Notice of Intent (NOI) in sufficient time to allow a 30 day review period after the receipt of the NOI by the Illinois Environmental Protection Agency. The NOI form must be completed and signed in the US EPA NPDES eReporting Tool which is part of the Central Data Exchange (CDX). Owner must create a CDX account at https://cdxnodengn.epa.gov/net-cgp/action/login and verify their identity as required.

An electronic copy of the storm water pollution prevention plan (SWPPP) that has been prepared for the site shall be submitted electronically to the EPA NeT at the time of NOI submission. Any changes to the SWPPP must be uploaded to the

A discharger may submit an NOI after the start of construction. In such instances, the IEPA may bring an enforcement action for any discharges of storm water associated with industrial activity from a construction site that have occured on

Dischargers who fail to notify the IEPA / EPA NeT of their intent to be covered, and discharge storm water associated with construction site activity to Waters of the State without an NPDES permit, are in violation of the Environmental Protection Act and Clean

NOTICE OF TERMINATION:

Where a site has been finally stabilized and all storm water discharges from construction sites that are authorized by this permit (ILR10) are eliminated, the permittee of the facility must submit a completed Notice of Termination

Final Stabilization means that all soil disturbing activities at the site have been completed, and either of the two following (i) A uniform (e.g., evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or

(ii) Equivalent permanent stabilization measures (such as the use of riprap, gabions, or geotextiles) have been employed.

MAKE DOCUMENTS PUBLICLY AVAILABLE:

All storm water pollution prevention plans (SWPPP) and all completed inspection forms/ reports required under this permit are considered reports that shall be available to the public at any reasonable time upon request. A copy of the letter of notification of coverage along with the General NPDES Permit for Storm Water Discharges from Construction Site Activities or other indication that storm water discharges from the site are covered under an NPDES permit shall be posted at the site in a prominent place for public viewing.

RETENTION OF RECORDS:

A. The permittee shall retain copies of storm water pollution prevention plans and all reports and notices required by this permit, and records of all data used to complete the Notice of Intent to be covered by this permit, for a period of at least three years from the date that the permit coverage expires or is terminated. This period may be extended by request of the Illinois Environmental Protection Agency at any time.

B. The permittee shall retain a copy of the storm water pollution prevention plan and any revisions to said plan required by this permit at the construction site from the date of project initiation to the date of final stabilization.

SEE NPDES PERMIT No. ILR10 FOR FULL REQUIREMENTS:

https://www2.illinois.gov/epa/Documents/iepa/permits-forms-fees/storm-water/ilr10-general-permit-08-03-2018.pdf

CONTRACTOR SIGNATURE:

"I certify under penalty of law that I understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification."

signature

DIVISION OF WATER POLLUTION CONTROL ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FIELD OPERATIONS SECTION

GUIDELINES FOR COMPLETION OF INCIDENCE OF NON-COMPLIANCE (ION) FORM

lete and submit this form for any violation of the Storm Water Pollution Prevention Plan observed during spection conducted, including those not required by the SWPPP. Please adhere to the following guidelines: submission within 24 hours by email, telephone or fax (see region fax numbers) of any incidence of noniance for any violation. Submit email copy to: epa.swnoncomp@illinois.gov. After 24 hour notification, t signed original ION within 5 days to the following address:

linois Environmental Protection Agency Division of Water Pollution Control Compliance Assurance #19 ost Office Box 19276

OPERATIONS HEADQUARTERS Yurdin, Manager

217/782-3362 Fax: 217/785-1225 : epa.swnoncomp@illinois.gov

: 815/987-7760 Fax: 815/987-7005 n 2 - DESPLAINES

tel, Manager 847/294-4000 Fax: 847/294-4058

: 309/693-5463 Fax: 309/693-5467

ronowski, Manager 217/278-5800 Fax: 217/278-5808

Yurdin, FOS Manager : 217/782-3362 Fax: 217/785-1225

: 217/782-3362 Fax: 217/785-1225

Marks, Manager : 618/993-7200 Fax: 618/997-5467

OGLE HITESIDE VILLIAMSON SALINE UNION JOHNSON POPE HARDIN

Page 2 of 2

E:\ACTIVE-PROJECTS\44741-303613-Cook\ENGR-BMB\44741 Civil-Lot 1 Townhomes.dgn, Model: C-6.1, Date: 7/28/2023

				TABLE		
D	Т	D _o "MIN."	t	<u>reinforcement</u> "A's" w.w.f. Each direction	R BAR	N <u>B</u> LENGT
36"	ABLE		6"	0.20 SQ. INCH/FT.	NO. 4	4'-0
4'-0"	APPLIC	+	8"	0.35 SQ. INCH/FT.	NO. 5	4'-0
5'-0'	SEE		8"	0.35 SQ. INCH/FT.	NO. 5	5'-0

FLAT SLAB TOP NOTES:

- CONCRETE SHALL BE CLASS SI FOR CAST-IN-PLACE CONSTRUCTION (OR PC FOR PRECAST) AND MEET THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, UNITED FORTION. LATEST EDITION.
- 2. REINFORCEMENT BARS SHALL HAVE A YIELD STRENGTH OF F_y =60,000 PSI, AND MEET THE REQUIREMENTS OF ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. 3. TIE WIRE SHALL BE EPOXY COATED.
- 4. THE ACCESS HATCHES SHALL BE CAST INTO THE SLABS. 5. BARS SHALL BE FIELD CUT SUCH THAT THERE WILL BE 2" OF COVER FROM THE END OF THE BARS ON THE OUTSIDE EDGES. BARS SHALL BE TRIMMED TO 1/2" FROM HATCH FRAME.
- 6. IF THE FLAT SLAB TOPS ARE TO BE CAST-IN-PLACE (ON THE EXISTING WET WELL AND PROPOSED VALVE VAULT) THEN POLYETHYLENE SHEETS SHALL BE USED AS BOND-BREAKERS BETWEEN THE BARREL SECTIONS OF THE STRUCTURES AND THE SLABS.
- 7. THE ANCHOR BOLTS FOR THE UPPER GUIDE RAIL SUPPORTS SHALL BE INSTALLED BETWEEN THE TOP AND BOTTOM REINFORCEMENTS MATS SUCH THAT NO REBAR IS DAMAGED DURING THEIR INSTALLATION.

REVISION DATE: 9/13/22

PRECAST REINFORCED CONCRETE FLAT SLAB TOP (SHEET 2 OF 2)

REVISION DATE: 9/13/22

1. Unless otherwise noted in the special project specifications, the Project shall be built in accordance with the "Standard Specifications for Road and Bridge Construction for Illinois" latest edition, and "Supplemental Specifications and Recurring Special Provisions" latest edition by the Illinois Department of Transportation.

2. Sewer and Water Main Construction shall be in accordance with the Standard Specifications for Sewer and Water Main Construction in Illinois, latest edition.

3. Any reference to "supervision" by the Engineer in the Illinois Department of Transportation, Standard Specifications for Road and Bridge Construction or any other referenced documents shall be changed to "observation".

4. The Engineer shall not advise on, issue directions regarding or assume control over safety precautions and programs in connection with the work. The Engineer shall not have authority over or responsibility for safety precautions and programs incident to the work of Contractor(s) or any failure of Contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to Contractor(s) furnishing and performing the work.

5. The Contractor shall be responsible for the general supervision of the work and assume sole responsibility for the job site conditions during the course of construction including the safety of all persons and property. This requirement shall apply continuously and shall not be limited to normal working hours.

6. It shall be the Contractor's responsibility to provide necessary signs, barricades, fences, etc. as required to insure the safety of vehicles and the general public during all phases of construction.

7. Contractors shall use appropriate equipment to expedite completion of the Project while avoiding any encroachment of neighboring property with any materials, equipment or excavation.

8. Overflow drainage routes and swales must be installed when shown.

9. Surface drainage shall be maintained during all phases of construction. 10. Erosion control practices shall be constructed in accordance with standard specifications for soil

erosion and sediment control as contained in IEPA/WCP/87-012 or current issue

11. All areas disturbed by construction shall be restored to their original condition at no additional cost to the Owner.

12. It shall be the Contractor's responsibility to properly dispose of any and all excess excavation material. This shall be considered as an incidental expense.

13. Elevations shown are NAVD-1988 datum.

14. Return radii are as shown.

15. Disposal of debris from clearing and tree removal shall be the Contractor's responsibility and considered as an incidental expense

16. Natural plant covering and trees shall be retained and protected during construction where practical.

17. Topsoil replacement for landscaping is six [6] inches. 18. Final seeding and finishing shall be done as soon as possible in accordance with Section 250.

Illinois Department of Transportation Standard Specifications.

19. All existing sewers and water mains shall be protected during construction by the Contractor. Any damages shall be repaired at the Contractor's expense. 20. The Contractor shall utilize a laser for all sewer main construction, except those locations waived by

the Engineer. 21. All trenches under or within the zone of influence (1:1 slope) of existing or proposed pavement or sidewalks shall be backfilled with selected granular backfill.

22. All trenches shall be water jetted or mechanically compacted to the satisfaction of the Engineer.

23. The Contractor shall notify the Village of Tinley Park and all Utility Companies two [2] working days before construction is started in any work area.

24. Any field tile encountered during the course of construction must be reconnected or connected to the storm sewer system. Notify the Village of Tinley Park field inspector if any field tile is found.

25. The Contractor shall be responsible for locating all utilities [Northern Illinois Gas, Ameritech, and Commonwealth Edison Company]. Call J.U.L.I.E. 1-800-892-0123 prior to construction for location of utilities. All utilities damaged and/or disturbed by the Contractor shall be repaired at no additional cost to the Owner. Locations as shown on the plans are approximate and are based on the best available information

26. All reinforced concrete pipe (RCP) shown herein shall be ASTM C-76 Class IV with gasketed joints complying with ASTM C-443 or C-361

27. All asphalt and concrete mixtures shall be IDOT approved.

CONTRACTOR'S INSURANCE:

1. Prior to the commencement of the work, the Owner shall require the Contractor and any Subcontractors to submit evidence to the Owner, Municipality and Engineer the he (they) have obtained for the period of the Construction Contract and the guarantee period comprehensive general liability insurance coverage (including completed operations coverage) and comprehensive automobile liability (including non-ownership and hired car coverage, as well as all owned vehicles). This coverage shall provide for bodily injury and property damage arising directly or indirectly out of, or in connection with, the performance of the work under the Construction Contract, and have a limit of not less than \$500,000.00 for all damages arising out of bodily injury, sickness or death of one person and an aggregate of \$5,000,000 00 for damages arising out of bodily injury, sickness or death of two or more persons in any one occurrence. The property damage portion will provide for a limit of not less than \$1,000,000.00 for all damages arising out of injury to or destruction of property of others arising directly of indirectly out of or in connection with the performance of the work under the Construction Contract and in any one occurrence including explosion, collapse and underground exposures.

2. In addition, the Contractor shall carry the necessary public liability and workers' compensation insurance to protect the Village of Tinley Park, the City Engineer, Owner, and the Engineer/Resident Project Representative and their consultants from any claims which may arise during construction and to submit two (2) acceptable certificates of insurance naming the Village of Tinley Park, the City Engineer, the Engineer/Resident Project Representative and their consultants as additional insured.

3. In the event of accidents of any kind, the Contractor shall furnish the City with copies of all reports of such accidents at the same time that the reports are forwarded to any other interested parties.

4. The City Attorney shall review and approve the insurance contract to the satisfaction of the City of Elmwood Park

INDEMNIFICATION:

1. To the fullest extent permitted by laws and regulations, the Contractor shall indemnify and hold harmless the Owner, the City and the Engineer and their consultants, agents and employees from and against all claims, damages, losses and expenses, direct, indirect or consequential (including, but not limited to, fees and charges of engineers, architects, attorneys and other professionals and court and arbitration costs) arising out of or resulting from the performance of the work, provided that any such claim, damage, loss or expense (a) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including the loss of use resulting therefrom and (b) is caused in whole or in part by any negligent act or omission of the Contractor, any Subcontractor, any person or organization directly or indirectly employed by any of them to perform or furnish any of the Work or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder or arises by or is imposed by law and regulations regardless of the negligence of any such party.

2. In any and all claims against the Owner, the City or Engineer or any of their consultants, agents or employees by any employee of the Contractor, any Subcontractor, any person or organization directly or indirectly employed by any of them to perform or furnish any of the work or obligation under not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any such Subcontractor or other person or organization under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts.

3. The obligations of the Contractor shall not extend to the liability of the Engineer, the Engineer's consultants, agents or employees arising out of the preparation or approval of maps, drawings, opinions, reports, surveys, change orders, designs or specifications.

4. To the fullest extent permitted by law, the Contractor shall indemnify and hold harmless the Owner, Engineer, and the Engineer's consultants and their respective agents and employees (indemnities) from and against any and all claims, damages, losses, economic losses and expenses, including but not limited to attorneys' fees, arising out of or specifically claims arising under the Illinois Structural Work Act), provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself), including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the Contractor, a Subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a party or person described in the paragraph.

5. In claims against any person or entity indemnified under this paragraph by an employee of the Contractor, a Subcontractor, anyone directly or indirectly employed by them or anyone for whose acts they be liable, the indemnification obligation under the paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or a Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts.

SAFETY AND PROTECTION:

A. CONTRACTOR shall be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. CONTRACTOR shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to:

1. all persons on the Site or who may be affected by the Work:

2. all the Work and materials and equipment to be incorporated therein, whether in storage on or off the Site; and 3. other property at the Site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways,

structures, utilities, and Underground Facilities not designated for removal, relocation, or replacement in the course of construction.

B. CONTRACTOR shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or to the protection of persons or property from damage, injury, or loss; and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR shall notify owners of adjacent property and of underground facilities and other utility owners when prosecution of the Work may affect them, and shall cooperate with them in the protection, removal, relocation, and replacement of their property. All damages, injury, or loss to any property referred to in paragraph A.2 of A.3 caused, directly or indirectly, in whole or in part, by CONTRACTOR any Subcontractor Supplier or any other individual or entity directly or indirectly employed by any of them to perform any of the work, or anyone for whose acts any of them may be liable, shall be remedied by CONTRACTOR (except damage or loss attributable to the fault of Drawings or Specifications or to the acts or omissions of OWNER or ENGINEER or ENGINEER's Consultant, or any one employed by any of them, or anyone for whose acts any of them may be liable and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of CONTRACTOR or any Subcontractor, Supplier, or other individual or entity directly or indirectly employed by any of them). CONTRACTOR's duties and responsibilities for safety and for protection of the Work shall continue until such time as all the Work is completed.

IEPA GENERAL NOTES: Sewer construction, as a minimum, must comply with the following requirements:

- 1. Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, shall govern all sanitary sewer construction on this project except as modified by the Special Provisions.
- 2. Horizontal and or vertical separation between sanitary sewer or sanitary services and water main or water services shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer main Construction in Illinois, latest edition.
- 3. Protection of water works structures including basins, wells and other treatment units shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works.
- 4. All flexible gravity thermoplastic sanitary sewer pipe shall be installed in accordance with ASTM 2321-89. Embedment material for bedding, haunching and initial backfill shall extend from at least 4 inches below the pipe to at least 6 inches above the pipe and shall be Class IA, IB, II or III. Processed materials produced for highway construction should be classified in accordance with ASTM 2321-89, Section 5 and Table 1 according to particle size, shape and gradation.
- 5. Sanitary sewer bedding for rigid pipe sanitary sewers shall be class A, B or C in accordance with ASTM C 12-95.
- 6. All sanitary sewers shall be tested for either infiltration, extiltration or exfiltration of air under pressure, and for deflection of flexible thermoplastic pipe as described in Section 31-1.11 of the Standard Specifications for Water and Sewer Main construction in Illinois, latest edition.
- 7. Precast manhole inlet and outlet connections fitted with "O" rings or equally watertight connection shall be provided.
- 8. All manholes shall be inspected and leakage tested for water tightness in accordance with ASTM C 969.94 or ASTM C 1244-93, prior to being placed into service.
- 9. Pick holes in sanitary sewer manhole covers shall not be larger than 1 inch in diameter or shall be of the concealed type.
- 10 Watertight manhole covers shall be used whenever the manhole tops are buried or may be flooded by surface runoff or high water.
- 11 A drop pipe shall be provided for a sanitary sewer entering a manhole where its invert is 24 inches or greater above the manhole invert.

A. REFERENCED SPECIFICATIONS 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING	
EXCEPT AS MODIFIED HEREIN OR ON THE PLANS: * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (TOT CO) FOR ALL MARCOLEVEN FOR FOR THE FORMATION (TOT CO) FOR ALL MARCOLEVEN FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FOR FOR FORMATION (TOT CO) FOR FORMATION (TOT CO) FORMATION (TOT CO	REINFORCED CONCRETE SEWI
SEWER AND WATER MAIN CONSTRUCTION; * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST	CAST IRON SOIL PIPE
EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION; * VILLAGE OF <u>Tinley Park</u> MUNICIPAL CODE; * THE METROPOLITAN WATER RECLAMATION DISTRICT OF CREATER CUICACO (MUMPR) WATERCUICE	DUCTILE IRON PIPE
 * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL; * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION. 	POLYVINYL CHLORIDE (PVC) P 6-INCH TO 15-INCH DIAMETER 18-INCH TO 27-INCH DIAMETE
B. NOTIFICATIONS	HIGH DENSITY POLYETHYLEN
1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO <u>WMOJOBSTART@MWRD.ORG</u>).	WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH
2. THE VILLAGE OF <u>Tinley Park</u> ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.	THE FOLLOWING MATERIALS A APPROVAL PRIOR TO PERMIT I
23. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.	
C. GENERAL NOTES	12-INCH TO 24-INCH DOUBLE V
I. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS FT.	30-INCH TO 60-INCH TRIPLE W
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.	
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.	8. ALL SANITARY SEWER CONS REQUIRES STONE BEDDING TO ¼ THE OUTSIDE DIAME
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS	THAN EIGHT (8) INCHES. M ABOVE THE TOP OF THE PI 9. NON-SHFAR FI FXIBI F-TYDE
INDICATED ON THE PLANS.	OF DISSIMILAR PIPE MATER
b. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.	10. ALL MANHOLES SHALL BE F CONSTRUCTED WITH A CO CAST INTO THE LID.
5. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.	11. WHEN CONNECTING TO AN AN EXISTING MANHOLE, C
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.	AND PROPER INSTALL b) REMOVE AN ENTIRE S
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.	A WYE OR TEE BRANC c) WITH PIPE CUTTER, N OF PROPER ETTING
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION	12. WHENEVER A SANITARY/CO
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.	FURTHERMORE, A MINIMU SEWERS AND WATERMAIN TRENCH, KEEPING A MINIM TRENCH WITH THE WATER EARTH, KEEPING A MINIMU DISTANCES DESCRIBED CA THE SEWER SHALL BE CON
THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLILITED WATER, SUCH AS GROUND AND	WATER MAIN QUALITY CAR
SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.	GRANULAR MATERIAL OR F
CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.	MINIMUM INSIDE DIAMETÉ CONCRETE. 15. ALL SANITARY MANHOLES.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.	PRECAST "RUBBER BOOTS' SECTIONS SHALL CONSIST
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).	16. ALL ABANDONED SANITAR NON-SHRINK CONCRETE O
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.	17. EXCEPT FOR FOUNDATION ASSOCIATED WITH VOLUM
5. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM. 7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:	PIPES ARE NOT ALLOWED SEWERS, OR STORM SEWE CONSTRUCTION OF NEW F PERFORATED PIPES ENCOU SHALL NOT BE CONNECTED TO COMBINED SEWERS
	18. A BACKFLOW PREVENTER I REQUIRED BACKFLOW PRE OWNER TO ENSURE PROPE
	ENSURE FUNCTIONALITY. I TRIBUTARY TO COMBINED SEWAGE TAKES PLACE WIT
	I

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	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
	ASTM C-700	ASTM C-425
	ASTM C-76	ASTM C-443
	ASTM A-74	ASTM C-564
	ANSI A21.51	ANSI A21.11
46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212
	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION ASTM D-3212,F-477 (GASKETED)
	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139

OWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND CE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
ASTM F-2736	D-3212, F-477
ASTM F-2764	D3212, F-477

ION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), STONE ¼ ″ TO 1″ IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAĹ THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE L SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" N USING PVC.

INGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES

ED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE ED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY"

ING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR THE FOLLOWING METHODS SHALL BE USED: WER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) OF HUBWYE SADDLE OR HUB-TEE SADDLE.

I OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH ION. AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION 'BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

D SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. ZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE VERTICAL SEPARATION: OR THE SEWER IS LAID IN THE SAME OCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, TED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A IPE WITH THE ENDS SEALED.

HALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH

STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A 8 INCHES, AND SHALL BE CAST IN PLACE OR PRÉ-CAST REINFORCED

STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST DIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

RS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG far plug.

NG DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY BUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. IES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND D WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND MBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY

JIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. RS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY ATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN S, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF HOURS OF THE STORM EVENT.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE. 3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE

E. EROSION AND SEDIMENT CONTROL

BLANKET.

APPROVED EROSION AND SEDIMENT CONTROL PLAN.

- 4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE
- SITE AT ALL TIMES. 5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM: a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY
- SOIL DISTURBANCE. b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT
- WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- 6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- 7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- 8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
- 9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
- 10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
- 11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
- 12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT). 13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING
- DRAINAGE AREA HAS BEEN STABILIZED. 14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS.
- SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS. 15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL
- 16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
- 17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
- 18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- 19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
- 20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
- 21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
- 22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
- 23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

0 GRAPHIC SCALE -	20 40 FEET
HARMONY SQUARE APARTMENTS	Prepared For: West Point Builders 120 E. Ogden, Suite23 Hinsdale, 1L 60192 Phone 630-321-1616
WEBSTER, MCGRATH & AHLBERG, LTD.	LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE $ \begin{split} & \bigcirc \nabla v \varepsilon \tau \ 100 \ \int \mathcal{I} \varepsilon a \tau s \ of \ \mathcal{I} \varepsilon r v i \varepsilon \varepsilon \ i \varepsilon h t s \ 100 \ i \varepsilon h t s \ 000 \ Manchester Road, BLDG A, SUITE 203 \ WHEATON, ILLINOIS 60187 \ PH: (630)668-7603 \ WEB: WWW.WMALTD.COM \ DESIGN FIRM LICENSE NO. 184003101 \ \end{split}$
Image: Note of the sector o	Image: Survey and Survey
SCALE: 1" = 20' SHEET NAME MV NC SHEET #	DATE: 06-20-2023

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	RM WATER POLLUTION PREVENTION PLAN	
THE THE PRE	FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED INTO THE PROJECT TO DIRECT THE CONTRACTOR IN PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION /ENTION PLAN FOR COMPLIANCE UNDER NPDES.	
THE FROI PRO	PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS VI LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND VIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.	
CER CON CASI EXPI	TAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF STRUCTION. OTHER ITEMS SHALL BE INSTALLED BYTHE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A E BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND ECTED WEATHER CONDITIONS.	
THE SPEC SUSC IF AN TEMI CON	CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME CIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA CEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING.THE ENGINEER WILL DETERMINE IY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL PORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE TRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE DETAILS.	
<u>sit</u>	E DESCRIPTION:	
A. DE	ESCRIPTION OF CONSTRUCTION ACTIVITIES:	
1.	THE PROJECT CONSISTS OF SITE CLEARING AND CONSTRUCTION OF 63 NEW TOWNHOMES	
2.	CONSTRUCTION ACTIVITIES INCLUDE:	
a.	EARTH EXCAVATION AND EMBANKMENT.	
b.	TRENCHING FOR UTILITY AND STORM SEWER INSTALLATION.	
c.	VARIOUS PAVEMENT ITEMS, INCLUDING SIDEWALKS, STREETS AND DRIVEWAYS.	
d.	BUILDING FOUNDATIONS AND SUPERSTRUCTURES.	
e.	LANDSCAPING.	
f.	OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.	
B. D POR	ESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB MAJOR TIONS OF THE CONSTRUCTION SITE:	
1. CI	_EAR VEGETATION.	
2. M	ASS GRADING.	
3. TF	RENCHING FOR UTILITIES.	
4. FI	NE GRADING FOR ROAD IMPROVEMENTS.	
5. Fl	NAL LOT GRADING.	
C ^	REA OF THE CONSTRUCTION SITE:	
	TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.98 ACRES WHICH WILL ALL BE DISTURBED BY	
EXC	AVATION, GRADING AND OTHER ACTIVITIES.	
D. O PRE	THER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION /ENTION PLAN AS REFERENCED DOCUMENTS:	
1. TH ARE	IE ESTIMATED RUNOFF COEFFICIENTS OFTHE VARIOUS AREAS OF THE SITE AFTER CONSTRUCTION ACTIVITIES COMPLETED ARE CONTAINED IN THE PROJECT DRAINAGE STUDY WHICH IS HEREBY INCORPORATED BY ERENCE INTO THIS PLAN.	
REFE	FORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND BORINGS THAT WERE UTILZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL FEMS.	
2. IN SOIL		
2. IN SOIL SYST 3. PF DRAI THE	ROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING NAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.	
2. IN SOIL SYST 3. PF DRAI THE E. D	ROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING INAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS. RAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM CONSTRUCTION SITE:	
2. IN SOIL SYST 3. PF DRAI THE E. D THE	ROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING INAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS. RAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM CONSTRUCTION SITE: LOTS IN THIS PROPOSED SUBDIVISION DRAIN TO AN EXISTING REGIONAL DETENTION BASIN AND OUTLET	

3

ROLS: EROSION AND SEDIMENT CONTROLS

RIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF NSTRUCTION:

E DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS ESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. BILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION. TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO SE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS IPORARILY OR PERMANENTLY CEASED.

- AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
- DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
- AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
- BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE PROPERTY LINE.

ABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD EDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE MPLETED.

IPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

RING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN ALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS SCRIBED ON THE PLANS AND DIRECTED BYTHE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION JIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

DIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS ALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. E COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION AND **DSION CONTROL.**

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER E IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE LUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE TURBED ON SITE.

RFACES OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL DSION WITHIN 7 DAYS AFTER FINAL GRADE IS ACHIEVED. STRIPPED AREAS NOT AT FINAL GRADE THAT L REMAIN EXPOSED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM DSION.

N EARTH STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION NTROL DEVICES SHALL BE PROVIDED FOR SAID STOCKPILE.

FER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL FILTERED.

SOIL, MUD, OR DEBRIS WASHED, TRACKED, OR DEPOSITED ONTO THE STREETS SHALL BE REMOVED IEDIATELY.

EXIPTION OF STRUCTURAL PRACTICES DURING CONSTRUCTION:

DRM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES RING CONSTRUCTION.

FENCES SHALL BE ESTABLISHED AT THE LIMITS OF CONSTRUCTION TO PROTECT AGAINST DISCHARGE POLLUTANTS FROM EXPOSED AREAS OF THE SITE.

VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL STABILIZED CONSTRUCTION ENTRANCE DRIVE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL INSPECTION AND ACCEPTANCE THE TINLEY PARK. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS:

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT THE RATE OF 100 LBS./ACRE UNLESS OTHERWISE NOTED.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR 3 PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), AND /OR ANY OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.

4. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

INSPECTIONS:

Qualified personnel (provided by the permittee) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or equivalent snowfall. Qualified personnel means a person knowledgeable in the principles and practices of erosion and sediment controls measures, such as a licensed Professional Engineer (P.E.), a Certified Professional in Erosion and Sediment Control (CPESC), a Certified Erosion Sediment and Storm Water Inspector (CESSWI) or other knowledgeable person who possesses the skills to assess conditions at the construction site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activities.

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking

Based on the results of the inspection, the description of potential pollutant sources identified in the plan in accordance with Part IV.D.1 (Site Description) of this permit and pollution prevention measures identified in the plan in accordance with Part IV.D.2 (Controls) of this permit shall be revised as appropriate as soon as practicable atter such inspection. Such modifications shall provide for timely implementation of any changes to the plan within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the storm water pollution prevention plan, and actions taken in accordance with paragraph b above shall be made and retained as part of the storm water pollution prevention plan for at least three years from the date that the permit coverage expires or is terminated. All inspection reports shall be retained at the construction site. The report shall be signed in accordance with Part VI.G (Signatory Requirements) of this permit.

The permittee shall notify the appropriate Agency Field Operations Section office by email at: epa.swnoncomp@illinois.gov, telephone or fax within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. The permittee shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. Submission shall be on forms provided by the Agency and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance.

the Agency at the following address: Illinois Environmental Protection Agency Division of Water Pollution Control Compliance Assurance Section

1021 North Grand Avenue East Post Office Box 19276 Springfield, Illinois 62794-9276

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Inspections must commence when construction activities are conducted, if there is a 0.5 inches or greater rain event, or if discharge due to snowmelt occurs.

NON-STORM WATER DISCHARGES:

Except for flows from fire fighting activities, there shall be no sources of non-storm water combined with the storm water discharge.

e. All reports of noncompliance shall be signed by a responsible authority as defined in Part VI.G (Signatory Requirements).

After the initial contact has been made with the appropriate Agency Field Operations Section Office, all reports of noncompliance shall be mailed to

0 GR/	APHI	C SC		2 2 2 2	20 365)		2	
	HADMONY SOLLADE		Å D A DTMFNITC		Prenared For:		West Point Builders	120 E. Orrden Stilte23	Hinsdale, IL 60192	Phone 630-321-1616
WEBSTER, MCGRATH & AHLBERG, LTD.					LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE	Marrie of Samira to Mirut	Coer to deals of Dervice to Citates	2100 MANCHESTER ROAD, BLDG A, SUITE 203	WHEATON, ILLINOIS 60187 PH: (630)668-7603 WEB: WWW.WMALTD.COM	DESIGN FIRM LICENSE No. 184-003101
B	BM									
Definition of the second secon	1 07-19-2023 Village Review	Sec Coo 447	ection k: S	1-Tov	vnsh 30 S	ip-R; -36N URV	ange J-13			

IN ORDER TO SATISFY THE EROSION CONTROL REQUIREMENTS AS OUTLINED IN THE NPDES PERMIT (ILRIO), THE FOLLOWING FORMS ARE REQUIRED: FOR NPDES eREPORTING HELP CONTACT THE HELP DESK AT 877-227-8965 OR NPDESeREPORTING@EPA.GOV

FORM	RESPONSIBILITY	WHEN	WHERE TO SEND
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND EROSION CONTROL PLAN:	DESIGN ENGINEER	DURING DESIGN	SUBMIT ELECTRONICALLY TO IEPA ALONG WITH NOI AND KEEP IN PROJECT EROSION CONTROL FILE
CONTRACTOR CERTIFICATION STATEMENT (Included on this sheet)	CONTRACTORS AND ALL SUBCONTRACTORS INVOLVED IN EROSION CONTROL	AT PRECONSTRUCTION MEETING	SUBMIT IT WITH PLANS OR SPECIAL PROVISIONS AND KEEP IN PROJECT EROSION CONTROL FILE
NOTICE OF INTENT (N.O.I.)	OPERATOR OF THE CONSTRUCTION SITE	30 DAYS BEFORE CONSTRUCTION BEGINS	EPA NeT on the Central Data Exchange (CDX) https://cdxnodengn.epa.gov/net-cgp/action/login
NPDES/EROSION CONTROL INSPECTION REPORT	QUALIFIED EROSION CONTROL INSPECTOR OR P.E. HIRED BY OPERATOR OF THE SITE	WEEKLY AND AFTER MORE THAN 0.5 IN. PRECIPITATION	KEEP IN PROJECT EROSION FILE (3 YEARS) COPY TO CONTRACTOR
INCIDENCE OF NON-COMPLIANCE (I.O.N.) IL 532 2105 WPC 624 Rev. 10/2011 https://www2.illinois.gov/epa/Documents/epa-forms/water/ storm-water/incidence-non-compliance-construction.pdf	OPERATOR OF THE CONSTRUCTION SITE	WITHIN 5 DAYS OF ANY INCIDENCE OF NON-COMPLIANCE	ORIGINAL BY CERTIFIED MAIL TO IEPA DIVISION OF WATER POLLUTION CONTROL COPY TO CONTRACTOR
NOTICE OF TERMINATION (N.O.T.)	OPERATOR OF THE CONSTRUCTION SITE	FINAL STABILIZATION	EPA NeT on the Central Data Exchange (CDX) https://cdxnodengn.epa.gov/net-cgp/action/login

THE FORMS SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY AND ARE TO PROVIDE INFORMATION FOR THE ASSISTANCE OF THE OWNER IN PREPARING THE SUBMITTALS REQUIRED UNDER NPDES PERMIT No. ILR10.

THE OWNER MUST SIGN THE N.O.I. FORM ON THE EPA NeT ON THE CENTRAL DATA EXCHANGE (CDX) ONCE THE FORM HAS BEEN SUCCESSFULLY SUBMITTED AND SIGNED, OWNER MUST PRINT A COPY OF THE NOI AND SEND ALONG WITH THE FEE CHECK TO THE ADDRESS SHOWN BELOW.

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY DIVISION OF WATER POLLUTION CONTROL ATTENTION: PERMIT SECTION POST OFFICE BOX 19276 SPRINGFIELD, ILLINOIS 62794-9276

FEE AMOUNT: LESS THAN 5 ACRES: \$250 MORE THAN 5 ACRES: \$750

NOTICE OF INTENT:

To receive authorization under this general permit (ILR10), a discharger must submit a completed Notice of Intent (NOI) in sufficient time to allow a 30 day review period after the receipt of the NOI by the Illinois Environmental Protection Agency. The NOI form must be completed and signed in the US EPA NPDES eReporting Tool which is part of the Central Data Exchange (CDX). Owner must create a CDX account at https://cdxnodengn.epa.gov/net-cgp/action/login and verify their identity as required. An electronic copy of the storm water pollution prevention plan (SWPPP) that has been prepared for the site shall be submitted electronically to the EPA NeT at the time of NOI submission. Any changes to the SWPPP must be uploaded to the EPA NeT. A discharger may submit an NOI after the start of construction. In such instances, the IEPA may bring an enforcement action for any discharges of storm water associated with industrial activity from a construction site that have occured on or after the start of construction. Dischargers who fail to notify the IEPA / EPA NeT of their intent to be covered, and discharge storm water associated with construction site activity to Waters of the State without an NPDES permit, are in violation of the Environmental Protection Act and Clean Water Act. NOTICE OF TERMINATION: Where a site has been finally stabilized and all storm water discharges from construction sites that are authorized by this permit (ILR10) are eliminated, the permittee of the facility must submit a completed Notice of Termination Final Stabilization means that all soil disturbing activities at the site have been completed, and either of the two following conditions are met: (i) A uniform (e.g., evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or (ii) Equivalent permanent stabilization measures (such as the use of riprap, gabions, or geotextiles) have been employed. MAKE DOCUMENTS PUBLICLY AVAILABLE:

All storm water pollution prevention plans (SWPPP) and all completed inspection forms/ reports required under this permit are considered reports that shall be available to the public at any reasonable time upon request. A copy of the letter of notification of coverage along with the General NPDES Permit for Storm Water Discharges from Construction Site Activities or other indication that storm water discharges from the site are covered under an NPDES permit shall be posted at the site in a prominent place for public viewing.

RETENTION OF RECORDS:

A. The permittee shall retain copies of storm water pollution prevention plans and all reports and notices required by this permit, and records of all data used to complete the Notice of Intent to be covered by this permit, for a period of at least three years from the date that the permit coverage expires or is terminated. This period may be extended by request of the Illinois Environmental Protection Agency at any time.

The permittee shall retain a copy of the storm water pollution prevention plan and any revisions to said plan required by this permit at the construction site from the date of project initiation to the date of final stabilization. В.

SEE NPDES PERMIT No. ILR10 FOR FULL REQUIREMENTS:

CONTRACTOR SIGNATURE:

Site Name/Address:	
General Contractor:	
Address:	
Phone No.	
Name	

Nume.	
Title:	
Date:	

	CIION AGENCY	
Bureau of Water 1021 N. Grand Avenue E. P.O. Box 19276 Springfi	ield Illinois 62794-9276	
Division of Water Pollution Control Construction Site Storm Water Discharge Incidence of Non-Compli	ance (ION)	Complete and sub any inspection co
This fillable form may be completed online, a copy saved locally, printed and sign Compliance Assurance Section at the above address. You may email this comple	ned before it is submitted to the eted form to:	Initial submission compliance for an
epa.swnoncomp@mmois.gov	For Office Use Only	submit signed ong
Name:	Permit No. ILR10	Illinois Environ
Street Address:	P.O. Box:	Division of Wat
City: State: Zip Code: Cour	nty:	Compliance As Post Office Box
Phone: Email:		Springfield, Illin
Construction Site Information:		
Site Name:		FIELD OPERATION
Citure State: II Zin Code:		Bruce Yurdin, Mana Phone: 217/782-33
		EMAIL: epa.swnone
Latitude: Longitude:		Basian 4 DOOKE
(Deg) (Min) (Sec) (Deg) (Min) (Sec) Cause of Non-Compliance	Section Iownship Range	Chuck Corley, Man Phone: 815/987-77
		Region 2 - DESPLA
		Jay Patel, Manager
Actions Taken to Drevent Any Eurther Nen Compliance		Phone: 847/294-40
Actions taken to Prevent Any Further Non-Compliance		Region 3 - PEORIA
		Jim Kammueller, M
		Phone: 309/693-54
		Region 4 - CHAMP
Environmental Impact Resulting From the Non-Compliance		Joe Koronowski, M
		Prione: 217/278-58
		Region 5 - SPRING
		Bruce Yurdin, FOS
Actions Taken to Reduce the Environmental Impact Resulting From the Non-Comp	pliance	- HUHe. 211/102-33
		Region 6 - COLLIN
		Bruce Yurdin, FOS
Any person who knowingly makes a false, fictitious, or fraudulent material statement, ora	ally or in writing, to the Illinois EPA	
commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 f	felony. (415 ILCS 5/44(h))	Region 7 - MARION
Owner Signature:	Data	Phone: 618/993-72
Owner Signature:	Dale.	
Printed Name:	Title:	

Copy of General NPDES Permit No. ILR10 located at: https://www2.illinois.gov/epa/Documents/iepa/permits-forms-fees/storm-water/ilr10-general-permit-08-03-2018.pdf

"I certify under penalty of law that I understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification."

signature

DIVISION OF WATER POLLUTION CONTROL ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

FIELD OPERATIONS SECTION

GUIDELINES FOR COMPLETION OF INCIDENCE OF NON-COMPLIANCE (ION) FORM

nit this form for any violation of the Storm Water Pollution Prevention Plan observed during ducted, including those not required by the SWPPP. Please adhere to the following guidelines:

vithin 24 hours by email, telephone or fax (see region fax numbers) of any incidence of nonviolation. Submit email copy to: epa.swnoncomp@illinois.gov. After 24 hour notification, nal ION within 5 days to the following address:



Page 2 of 2



ADJUST AND/OR SEAL MANHOLE FRAME



TO BE USED ON: RAISE MANHOLE FRAME, ADJUST AND/OR SEAL MANHOLE FRAME, REPLACE FRAME, AND INSTALL GASKET SEAL COVER.

NOTE

- 1) STEEL SHIMS SHALL BE 1/8" LESS IN HEIGHT THAN THE BUTYL ROPE TO ALLOW FOR COMPRESSION AND SEATING OF THE BUTYL ROPE. THE FRAME AND RUBBER ADJUSTMENT RING(S) SHALL BE POSITIVELY POSITIONED AND SECURELY FASTENED AND SHALL MATCH THE SURFACE GRADE AND SLOPE, AND PREVENT MOVEMENT UNDER TRAFFIC LOADING.
- 2) STEEL SHIMS SHALL NOT BE USED TO ADJUST THE HEIGHT OF THE FRAME MORE THAN 15/16 INCH. ADJUSTMENTS EQUAL TO OR GREATER THAN 1 INCH, AND LESS THAN 2 INCHES REQUIRE 1 INCH ADJUSTING RINGS.
- 3) THE CONTRACTOR SHALL USE THE LARGEST (IN HEIGHT) COMMERCIALLY AVAILABLE ADJUSTMENT RINGS, MINIMIZING THE NUMBER OF ADJUSTMENT RINGS USED TO ATTAIN THE DESIRED ELEVATION. MAXIMUM ADJUSTMENT RING HEIGHT IS 12 INCHES. NO MORE THAN THREE (3) ADJUSTING RINGS WILL BE PERMITTED.
- 4) STEEL SHIMS ARE TO BE USED ONLY ON MANHOLES IN PAVED AREAS, STREETS, ALLEYS, SIDEWALK, DRIVEWAYS, ETC. STEEL SHIMS ARE NOT REQUIRED IN PARKWAY AREAS.

ADJUST AND/OR SEAL MANHOLE FRAME

Tinley Park



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BAR BIZE	NO <u>BAF</u> LENGTH	. 4 <u>R C</u> RADIUS	L
0.4	4'-0"	19"	6"
0.5	4'-0"	26"	9"
0.5	5'-0"	32"	9"



 CONCRETE SHALL BE CLASS SI FOR CAST-IN-PLACE CONSTRUCTION (OR PC FOR PRECAST) AND MEET THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2. REINFORCEMENT BARS SHALL HAVE A YIELD STRENGTH OF F_y =60,000 PSI, AND MEET THE REQUIREMENTS OF ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

WET WELL AND PROPOSED VALVE VAULT) THEN POLYETHYLENE SHEETS SHALL BE USED AS BOND-BREAKERS BETWEEN THE BARREL SECTIONS OF THE STRUCTURES AND THE SLABS.

PRECAST REINFORCED CONCRETE FLAT SLAB TOP (SHEET 2 OF 2)

REVISION DATE: 9/13/22

	APHIC SO	CALE - F	20 EET		-	40
	HARMONY SQUARE	APARTMENTS	Prepared For:	West Point Builders	120 E. Ogden, Suite23	
BY WEBSTER, MCGRATH & AHLBERG, LTD.	BMB		LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE	Over 100 Years of Service to Clients	2100 MANCHESTER ROAD, BLDG A, SUITE 203 WHEATON, ILLINOIS 60187	PH: (630)668-7603 WEB: WWW.WMALTD.COM DESIGN FIRM LICENSE No. 184-003101
#EVISION DESCRIPTION REV# DATE REVISION DESCRIPTION REV# DATE	MN: BM → 1 02-19-2023 VIIIage Review → 447 → 44	ection-To k: SE½ 741 B = 20'	wwnshin 4 30- SU RE DA	p-Range 36N-13 JRV: SVIEW: ATE:		2023



E:\ACTIVE-PROJECTS\44741-303613-Cook\ENGR-BMB\44741 Civil-Lot 2 Apartments.dgn, Model: C-6.5, Date: 7/20/2023





E:\ACTIVE-PROJECTS\44741-303613-Cook\ENGR-BMB\44741 Civil-Lot 2 Apartments.dgn, Model: C-6.6, Date: 7/20/2023









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Luminaire Scheo	dule					
Symbol	Tag	Qty	LLF	Arrangement	Lum. Watts	Description
$\rightarrow \bigcirc$	W1	82	0.900	Single	9.5	ML4LE109SPLBK2
	P1	11	0.900	Single	65	GT1623-CA_G2LED65-T4
	P2	1	0.900	Single	65	GT1623-CA_G2LED65-T

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Max/N
PARKING LOT - 17 SPACES	Illuminance	Fc	2.23	5.8	0.2	29.00
PARKING LOT - 37 SPACES	Illuminance	Fc	1.68	5.5	0.2	27.50
PRIVATE DRIVE	Illuminance	Fc	0.41	1.9	0.0	N.A.
PROPERTY LINE	Illuminance	Fc	0.03	0.3	0.0	N.A.

NOTES:

MOUNTING HEIGHTS AS SHOWN

-4-40K 5-40K

/lin





ILLUMINATED SIGN FINAL SIGN COLORS TO BE DETERMINED

FABRICATED ALUMINUM TENANT SIGN PANEL (3" DEEP) WITH INTERNALLY ILLUMINATED DIMENSIONAL LETTERS

WESTPOINT BUILDERS

WEST STOREFRONT SIGNS

Drawing No. 23-127.10







FINAL SIGN COLORS TO BE DETERMINED

WESTPOINT B	UILDERS
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DOG PARK SIGN

By	ED			Drawing No.	05 107 7C
	7-27-23				20-127.70





FINAL SIGN COLORS TO BE DETERMINED

WESTPOINT BUILDERS								
MONUMENT TOWNHOMES SIGN								
Зy	ED 7-27-23					Drawing No.	23-127.100	