

A G E N D A

REGULAR MEETING OF THE PLAN COMMISSION OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON WEDNESDAY, JULY 1, 2015 AT 7:00 P.M. AT THE VILLAGE HALL, 7760 QUINCY STREET, IN THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER
2. ROLL CALL
3. OMNIBUS VOTE AGENDA
 - A. Waive Reading of Minutes (APPROVE)
 - B. Minutes - Regular Meeting March 4, 2015 (APPROVE)
 - C. Minutes - Village Board Meeting March 9, March 16, March 23, April 13, April 27, May 11, May 26 and June 8, 2015
4. PLAN COMMISSION DISCUSSION: Concept plan review of the proposed PUD; (Pete's Fresh Market) 840 Plainfield Road.
5. VISITOR'S BUSINESS
6. COMMUNICATIONS
7. ADJOURNMENT

Meeting Date: July 1, 2015

Prepared By: Jo Ellen Charlton, Planning Consultant

Case Title: PUD Concept Plan Review; The Willows (Pete's Fresh Market; 840 Plainfield Road

Petitioner: Pete's Fresh Market

Action Requested by Applicant: Concept Review of proposed PUD

Location: Northeast corner of Plainfield and Route 83

Purpose: Reuse of K-mart building and new outlot development

Existing Zoning: B-2 Community Shopping

Existing Land Use: Vacant Building and Property

Property Size: 10.68 Acres

| Surrounding Land Use: | Use | Zoning |
|------------------------------|--|---------------|
| <i>North</i> | 69 th Street Single Family | R-1 |
| <i>South</i> | Willowbrook Town Center | B-2 PUD |
| <i>East</i> | Chase Bank/Office | LOP |
| <i>West</i> | Citgo, Binny's, Burger King, Strip Commercial, Shell | B-2/B-3 |

- Documents Attached:**
1. Landscape Plan
 2. Site Plan
 3. Monument Sign Details
 4. Wall Sign and Elevation Details

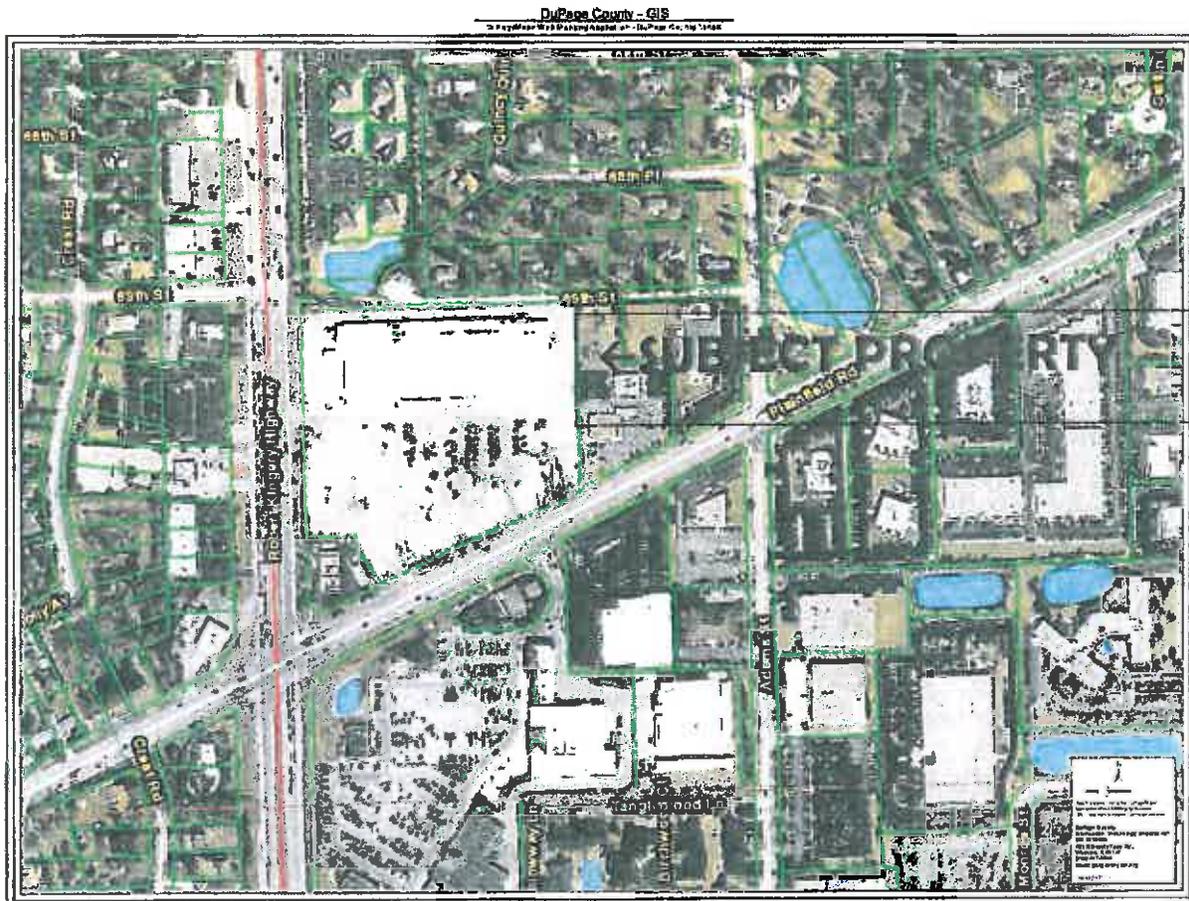
Necessary Action by Plan Commission: The Zoning Ordinance allows the Plan Commission to review a proposed PUD plan to informally discuss the merits and/or problems of the proposed development. A summary of the discussion is to be forwarded to the Village Board via minutes. No formal action is to be taken.

Request:

After two years of coordinating on site plan modifications with prospective national tenants, and navigating the required off-site roadway improvements with both IDOT and DuPage County (who control Route 83 and Plainfield Road respectively), grocery store operator Pete's Fresh Market is close to finalizing their PUD application for consideration by the Village. While there is still some obstacles with regard to off-site improvements they need to overcome with the State, Pete's has decided to take advantage of the opportunity provided by the Zoning Ordinance to obtain informal feedback from the Plan Commission with regard to their project. Their intent is to give the Village a semi-official "first look" and incorporate any ideas the Plan Commission may have into their plan before the plan is finalized for formal presentation as part of the required public hearing process.

Site Description:

The development site is located on the northeast corner of Plainfield and Route 83. It totals 10.68 acres and currently contains one large building, previously occupied by K-Mart, with a large parking field located on the south side of the building. The site has existing non-conforming building and parking lot setbacks.



Development Proposal: The developer wishes to reconfigure the existing building, slightly reducing its size by removing part of the building on the west end to provide more parking in that area. Proposed tenants include a 43,500 square foot Pete's Fresh Market grocery store at the west end, with a 31,000 square foot Steinmart department store and a 10,600 square foot Ulta cosmetic store at the building's east end. As part of the building's upgrade, a new enclosed loading dock and garbage facility for the grocery store is planned. Steinmart and Ulta will share loading and garbage areas that will be screened with new 8' tall masonry screen walls.

In addition to the reuse of the existing building, a roughly 15,000 square foot outlet building is planned near and parallel to Plainfield Road. This multi-use building is currently planned to become home to six (6) new retail, service and restaurant tenants. Primary visibility to these stores will be from Plainfield Road, however internal auto and pedestrian access links are planned to facilitate multi destinations with one stop.

Circulation to the center will be provided with one full access point on Plainfield Road that will align with the existing Town Center access and will become fully signalized as part of this project. Two access points along Route 83 are planned. A right-in/right-out access is planned roughly central to the site. Another access at the north end of the site is proposed to have full access into the site, with right-out only out of the site. This access point is actually proposed to be located on property currently owned by the office condominium project to the north. This requires their approval and an amendment to their previously approved PUD, which will be handled by Pete's at the same time.

History:

The original construction on this property was done under the jurisdiction of DuPage County before the property was annexed to Willowbrook. This K-Mart pre-dated many of the existing commercial projects in the area.

Staff Analysis:

Use:

The grocery, department, cosmetic, restaurant, retail and personal service store uses are appropriate in a B-2 Zoning District. The grocery and restaurant uses are special uses and can be accommodated as part of the Planned Development process, which must be utilized in order to allow more than one principal building on the lot.

Variations:

All relevant bulk requirements in question are provided in the table below, along with an exact or estimated setback if one is not clearly marked on the plan. The Plan Commission is being asked to consider its informal position as to these possible requests for relief. It is important to keep in mind that many of the variations are necessary to accommodate the existing non-conforming locations of the building and parking lot

Proposed Variations

| Ordinance Section | Description of Requirement | Ordinance Requirement | Proposed and Restrictions |
|--------------------------|--|--|---|
| 9-3-7 | Specific Setback from Plainfield Road | 100' | 82'11" (although it appears some parts of building closer) |
| 9-6-1B | All sales/service indoors | Outdoor seating not allowed | Allow in designated areas with proper enclosure |
| 9-6-1B | All sales/service indoors | Outdoor "market" display not allow | Allow on west side of building in designated area |
| 9-6-1C | Commercial Truck Parking | Required in rear but not within 150' of residential without approval | Accept trucks within 150' of residential with improved screening |
| 9-1-1C | Commercial Truck Parking | Not in front of Principal Structure | Identify designated area where commercial vehicles can park as condition of PUD |
| 9-6-B3-E5 | Transitional Setback from Residential | 100' Required | 31'7" to accommodate enclosed truck dock for existing building. Provide appropriate fence and landscaping |
| 9-10-4A | Location of Loading Berths not within 100' of residential property | 100' | 31' for unenclosed screening and 31'7" for enclosed loading area |
| 9-10-5G | Parking lot setback from Route 83 and Plainfield | 25' | Mostly 10', but as little as 9'3" (Previously 0). Provide improved landscaping |
| 9-10-5G | Parking Lot setback from east "interior" property line | 10' | 0' |
| 9-10-5G | Parking Lot Setback from residential to north | 40' | 10'10" |
| 9-10-5G3 | Interior Parking Lot Landscaping Islands/Landscaping | 1 every 20, each one with 1 tree and shrubs | Mostly complies, but will acknowledge landscaping as part of PUD approval as shown in plan |

North Property Line Setbacks.

Some of the most significant variations are those that already exist. Both the building and parking lot setbacks from the north property line do not meet the requirements of being next to residentially zoned property. These locations, however, are fixed. In an effort to address possible concerns and meet the spirit of the ordinance, the applicant located its grocery store operation as far away from residents as possible at the west end of the building, and is proposing to fully enclose its loading and garbage areas. Deliveries and garbage for the department store and the cosmetic store are much less frequent and intense, so the area is not being fully enclosed, but is being screened with new loading area screen walls. In addition, the applicant is proposing to replace the existing slatted 5' tall chain link fence with a new 8' tall screen wall. The existing fence is shown in the two pictures below. Note the higher elevation of the fence at the east end of the property, which is closer to the residents. The fence at the west end of the property gets closer to matching the grade of the property to the north.

North Property Line



West End of Property



East End of Property

Again, the existing fence is on the property line as opposed to being set back ten feet (10') as the Ordinance would now require for new conditions. The applicant has agreed to provide new landscaping on both sides of the fence to provide additional screening and buffer the visual impact of a tall fence. Staff is also recommending that the fence be modified from its current proposed wooden board on board styled fence to either a "wood-like" solid composite or a simulated stone fence similar to one of the fences in the pictures below. These will not only be more attractive visually, but will also require less maintenance over time.



Parking Lot Setbacks

Parking lot setbacks are also being varied in all four yards, although it is important to note that the existing parking lot is on the property line. The north, west and south yards all have a nearly ten foot landscape setback instead of a 40' setback as required by ordinance. This seems reasonable given existing conditions and assuming they proceed with heavy landscaping in these areas as planned.

Parking.

One of the most notable variations that is NOT seen is a parking variation. The number of parking spaces provided meets the requirements generated by the proposed individual uses. This hasn't always been the case throughout the planning process. Earlier proposals included a second outlot building just south of the south Route 83 entrance for a drive-through and secondary tenant. While this area provided perimeter parking around the building, it was not enough to accommodate the needs of the site and staff advised of the difficulties of proving parking hardships in the Village. The applicant has removed this outlot at this time, and it is understood that a future amendment to add another outlot building may be supported if there is excess parking once the center is up and fully operational.

Deliveries and Truck Parking

Deliveries to the principal building are planned as a one-way west to east movement. Trucks will access the site from Route 83 and will travel east behind the building to a designated loading or garbage area. Delivery trucks will not be allowed to stop, stage or park in the north delivery drive aisle, and the area will be signed and regulated as such in the ordinance regulating the PUD. Hours for deliveries will be proposed by the developer and regulated by the PUD ordinance as well so that residents to the north do not have overnight disturbances. Trucks exiting the area will travel east, then south along the east side of the building, and will exit at the signalized Plainfield access. Semis and large trucks will not be allowed to park on the site except when off-loading merchandise, and in no instance longer than is necessary to complete the job. Specific details will be proposed by the developer and incorporated by staff into the ordinance.

The parking of other commercial vehicles (vans, small box truck, etc) on the site will also be regulated in the ordinance given that the site's design does not allow for the parking/staging of trucks behind the principal building as required by Ordinance. Staff recommends that commercial vehicles of any kind be allowed to park only in designated areas, and that the best areas for these vehicles would be in the parking field east of the principal building, but no closer than 100' from the north property line. Another area that might make sense is behind (north) of the outlot commercial building. The applicant will be asked to designate sufficient space for such commercial vehicles to be allowed to park. Staff will also be recommending that parking of any commercial vehicle will be expressly prohibited anywhere within 150' of the Route 83 or Plainfield rights-of-way.

Summary of required and proposed right-of-way improvements

Negotiating the off-site roadway improvements between a state and county government is not an easy task. Making one entity happy often involves changing a plan that has already been submitted to the other agency, requiring additional reviews. Both the State and the County are requiring roadway improvements in addition to the Plainfield Road signal, which was a given going into the project. A summary of the proposed improvements along each roadway are provided below. As possible, both the applicant and the Village have tried to coordinate with impacted business and property owners. It is important to remember that while the State and County are requiring improvements that will be an "overall" improvement to the roadway network, local impacts to individuals or groups of properties are not always viewed as positive.

Plainfield Road (starting at east end and moving west)

1. Add new sidewalk north side of Plainfield all the way to Route 83.
2. Add west bound to north right turn into new shopping center. Developer is coordinating with bank property on possible relocation/consolidation of their driveway entrances since the taper for this improvement begins in front of their property. The bank property currently has two entrances, neither of which operates without interference from the signal that already exists as Route 83. The proposed new signal will be much close to their entrances.
3. Add traffic and pedestrian signals and crosswalks at Town Center/Willows entrance.
4. West bound Plainfield to north bound Route 83 right turn lane to be expanded so that it begins at new signalized Plainfield Road entrance. This new lane will impact the corner gas station property adjoining the development site.
5. West bound Plainfield to south bound Route 83 turn lane to be increased from one lane to two lanes with roughly the same queue length. Increased pavement width required on north in front of gas station to accommodate new lanes.
6. East bound Plainfield to north bound Route 83 turn lane to be increased from one lane to two lanes with queue length extended west past Crest. The County is requiring a new barrier median which will no longer allow north bound Crest to west bound Plainfield left turning movements. Increased pavement width required on north in front of gas station to accommodate new lane. New taper extends west all the way past first two houses on the north side of Plainfield

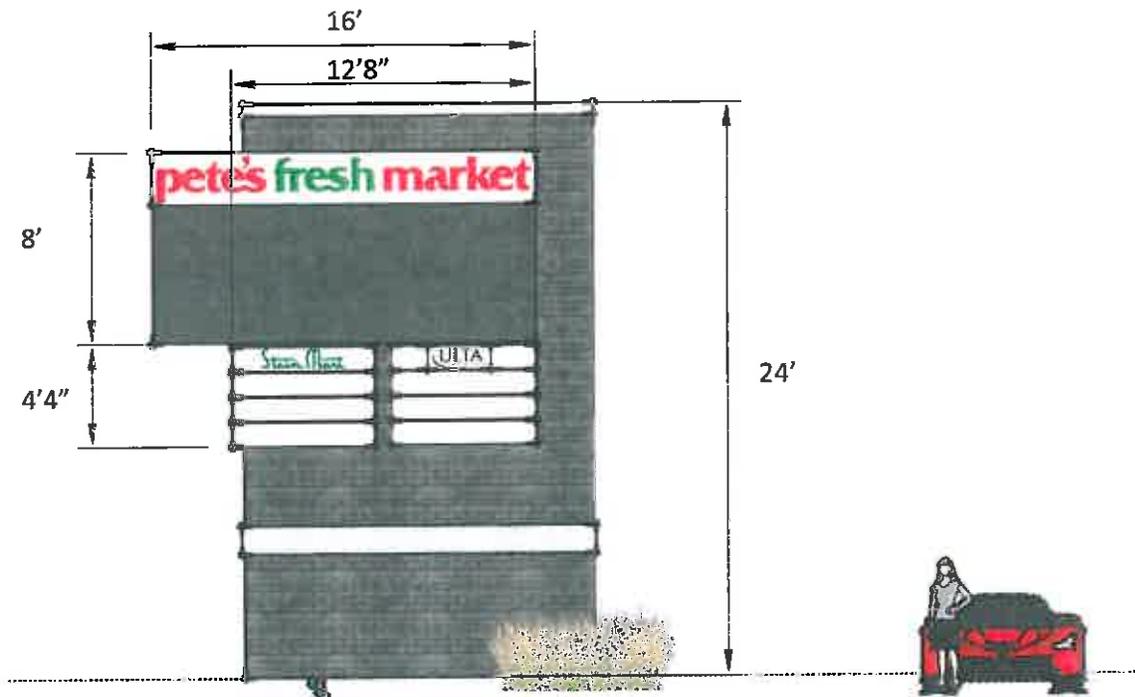
Route 83 (starting south and moving north)

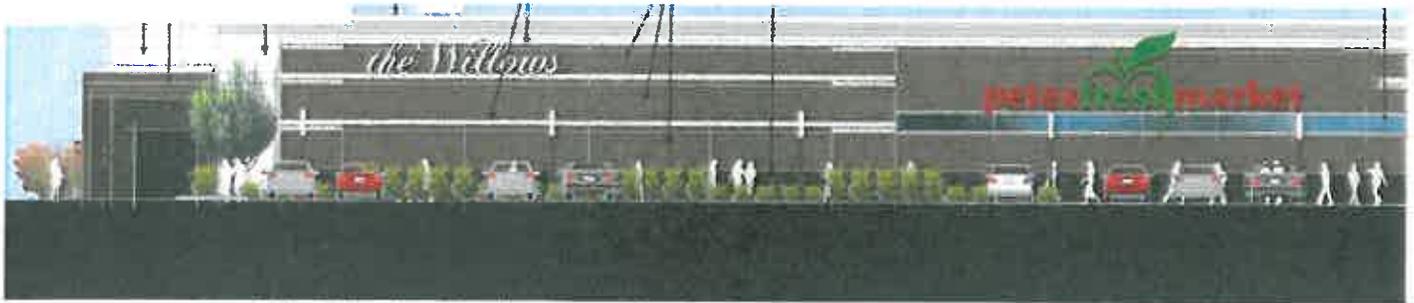
1. Developer proposing modification of the existing north bound Route 83 to east bound Plainfield right turn lane to become a through lane only, creating 3 through lanes of north bound Route 83 traffic along the entire project. Although not yet shown, IDOT correspondence is requesting/requiring the installation of a new north bound Route 83 to east bound Plainfield right turn lane. Applicant is working with IDOT to eliminate that requirement.
2. Slight modification to Route 83 median on south side of intersection to better accommodate west bound Plainfield to south bound Route 83 turning movements from new dual left turn lanes.
3. Installation of a new north bound to west bound turn lane to 69th.

4. Installation of a new south bound to east bound turn lane at 69th into the shopping center. This access is planned on property owned by the office condominium property to the north. Approval from that owner as well as an amendment to their PUD is required from the Village in order to implement this proposed improvement.

Monument Signage

Information regarding proposed signage is included as part of this review. The current monument signs are designed to meet the height and area requirements of the ordinance. It will be important that documentation is added that specifies that no part of the sign from top to bottom (including the portion of the sign that cantilevers out from the rest of the sign) is closer than five feet (5') to any lot line. Staff has recommended on more than one occasion that they not utilize the sign for all the small users, as squeezing that many sign panels into the sign makes them ineffective. Staff has instead encouraged the applicant to utilize the digital sign to advertise the smaller tenants in the outlot building. Given, however, that the sign meets size requirements, staff does not object to the multiple sign panels if that is how the applicant would like to proceed. The only other suggestion on the monument sign is to add a town and/or shopping center identifier. Adding "The Willows of Willowbrook" individual indirectly lit lettering at the top of the bottom of the sign on the brick would provide motorists with a common identifier for the shopping center. This would be identification in addition to what the applicant has proposed, which is to add "The Willow" on the west elevation facing Route 83 and the north end of the building.





West Elevation Shopping Center Identification Signage (Visible from Route 83)

The proposed monument sign incorporates digital technology, which is currently not allowed by the Sign Ordinance. The applicant would like to incorporate this technology as part of their PUD consideration, much like the shopping center recently approved for a digital sign on 63rd Street west of Route 83. Similar to that approval, language will be incorporated into the ordinance that will restrict brightness, how messages are displayed, and the length of time required between changing messages. These included restrictions that provided only for static messages (no animation of any kind), and 20 second intervals between messages. It is recommended that all digital technology be treated the same unless and until a comprehensive amendment is made to the code to regulate them village wide, as opposed to regulating them as part of PUD approvals.

Wall Signage:

Wall signs are generally limited by the sum of all gross square foot measurements; meaning the height and width dimensions used are to the farthest edges of the sign, which includes “dead” space. The use of capital letters in signs or graphics (such as the Pete’s apple) that extend beyond letters can limit overall signage based on the “gross square footage” calculation. As part of a PUD, this additional signage can be considered and is generally evaluated as to the quality of its design is incorporated into the building’s architecture.

The ordinance permits wall signs equal to 1.25 times the linear front footage of a businesses “business site frontage” to a maximum of 550 square feet. Based on the information provided in the attached documents, the following adjustments should be made:

1. Petes gets the maximum of 550 square feet based on “business site frontage”. Current net is 640.2. This absolute maximum should not be exceeded.
2. Steinmart gets 186 based on frontage. Current net is 189.
3. Ultra gets 140. Current net for both signs is 143.
4. The outlot building as a whole is within the overall square footage allowed, although the nails, the Smoothie King and Firehouse Subs are all larger than allowed by their frontage. Given the relative uniformity of the signs, this will be supported, however no “irregularities” will be allowed. Each tenant space will be limited to the square footage indicated in “gross” figures only.
5. No tenant ID signs will be allowed on the rear entrance door of the outlot building as indicated on the Building Signage Plans.

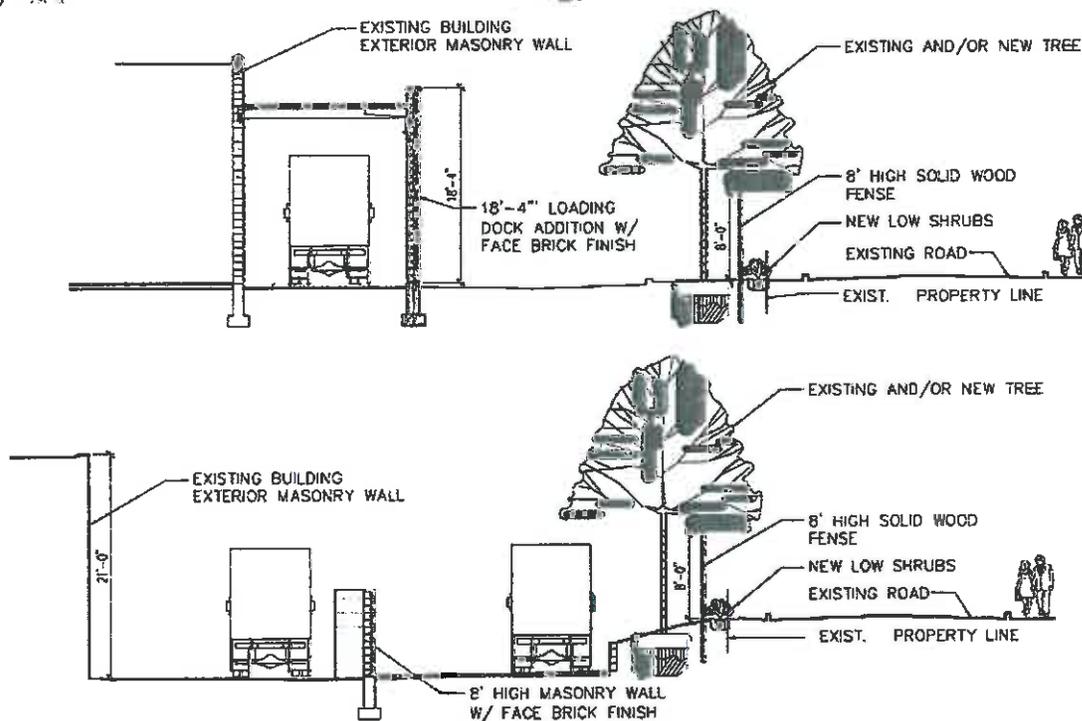
6. Additional information is required for the "Retail Center Graphic Panels". These may or may not be allowed.
7. Plans will not be accepted for the public hearing with any reference TBD or to be determined. The plans will need to be modified to provide specific data for the proposed "retail center identity sign" on the west and east elevations. The top and bottom elevation of these signs should fit within (not cover) the boundaries of any architectural banding. In other words, the light colored "Willows" sign should be sized to fit within the darker brick area.
8. Additional information is needed for the meshy panels utilized on the southwest corner of the Pete's building. Is this signage?
9. The plans must be revised to provide height and width dimensions for all components of odd shaped signs. For example, the height of the Pete's letters must be provided separate from the overall gross height for the two sizes.

Landscaping

Generally, the landscape plan has been reviewed and has been found to comply as possible given the setbacks provided. Additional improvements and screening still need to be received for the 69th Street entrance, and will be reviewed at that time. Staff will be forwarding comments requiring certain documentation for the proposed landscaping be added to the plans. Additional details are needed for the proposed "water fountain pool" shown at the central Route 83 entrance.

Note the detail provided in the bottom right section of Sheet L1, also provided below.

6 SECTION THRU REAR DRIVEWAY



At the west end, shown in the top picture, the grades on the north and south sides of the fence are nearly the same, which is why the loading dock for Pete’s grocery store in that area is enclosed. Pete’s also gets more deliveries than Steinmart or Ulta. At the east end, shown in the bottom picture, the elevation of the street on the north side of the fence is higher, so the proposed fence screens trucks without having to enclose the loading areas.

Other Issues

Outdoor sales. The applicant is proposing to incorporate an “outdoor market” area on the west side of the grocery store. The area will appear similar to a farmers market area. The space will be designated as a permitted outdoor sales area. All other areas within the shopping center must comply with the ordinance, which does not allow for outdoor sales of merchandise.

Outdoor dining. The Pete’s grocery store includes a restaurant, and an outdoor dining area is proposed approximately central to the existing building. Similarly, the outlet building includes outdoor dining areas for its planned restaurant tenants on each end of the building. These areas will be identified as permitted outdoor dining areas and no others will be allowed without approval. Details must be added to the plans showing an appropriate enclosure for the area.

Rooftop mechanicals. The applicant must provide details on how rooftop mechanical equipment will be screened for sound and visually.

Off-site Improvement approvals and implementation. The process to secure approvals for off-site improvements from two government entities is challenging and once achieved, may generate concern from affected nearby businesses and property owners. Traffic in this area is challenging already for many and while the roadway improvements will be designed to handle system wide traffic, they may not necessarily address individual property or business owner needs. The applicant has offered to meet with all nearby owners and has been communicating with those that have chosen to be involved. Ultimately, the decisions with regard to the required improvements to Route 83 and Plainfield Road rest with the State and DuPage County, however the Village may need to play a role mediating certain improvements. The Plan Commission and Village Board should expect nearby owners to have comments on how proposed roadway improvements will impact them.



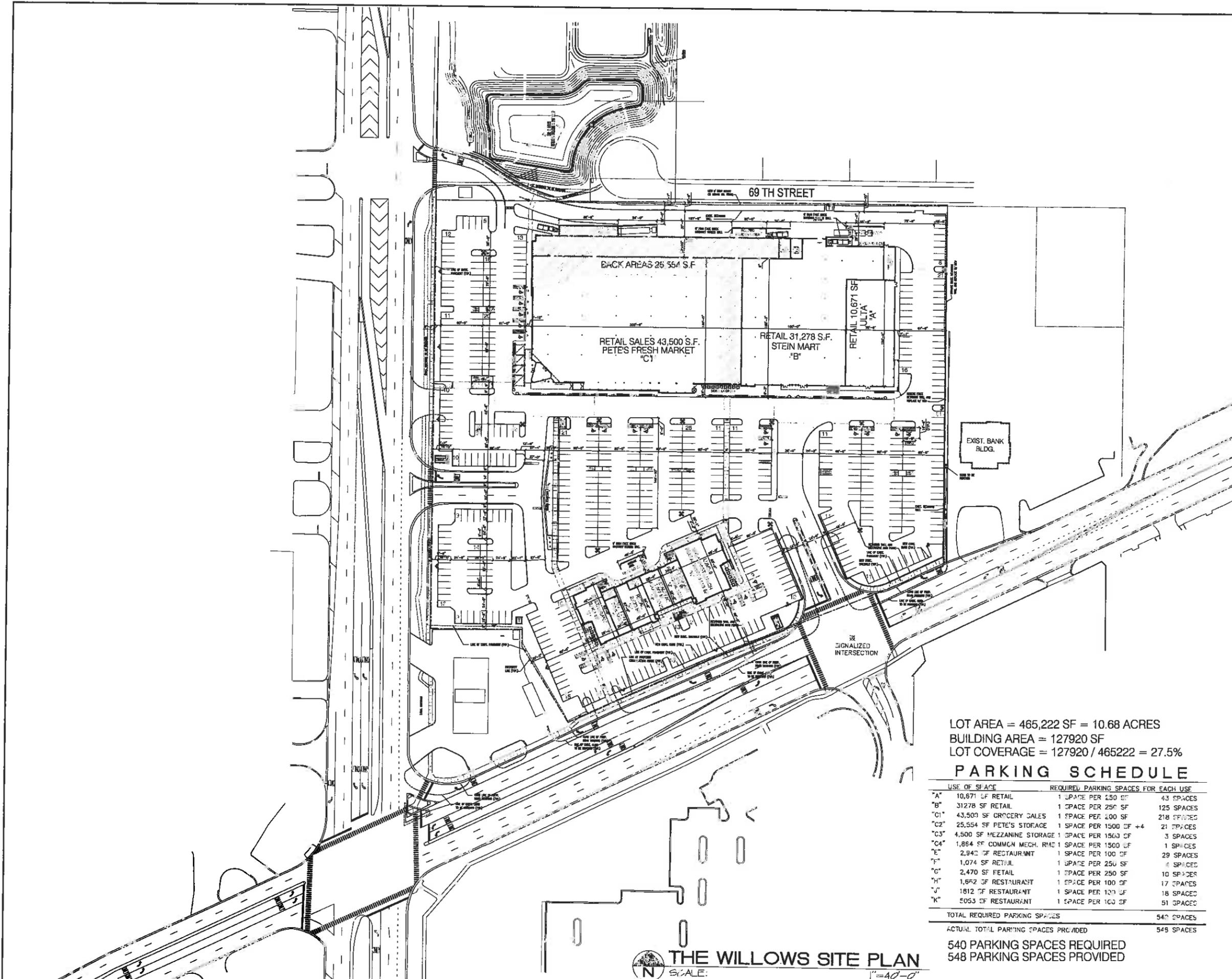
Historic Plainfield Road Photo?

Access to Garbage in northwest corner of building. Staff has expressed concerns with regard to access to the compactor equipment proposed at the northwest corner of the building as it may significantly interfere with a major access point that handles a lot of traffic. The applicant must provide additional written documentation as to how and when the area will be serviced and that the area will never be considered or utilized for the delivery of merchandise.

69th Street Improvement. As part of the Subdivision process that applicant will be required to add curb to the south side of 69th Street as was required on properties that were developed to the east of here.

Summary

The applicant is interested in hearing preliminary feedback from the Plan Commission with regard to their proposed improvement of the K-Mart property. Many of the major issues have been resolved with staff. Final submittal documents for the public hearing must be received and should incorporate any of the comments in this report as well as any comments received from the Plan Commission. Please come prepared with any listed questions or concerns you would like to have addressed, or ideas you would like considered.



LOT AREA = 465,222 SF = 10.68 ACRES
 BUILDING AREA = 127,920 SF
 LOT COVERAGE = 127,920 / 465,222 = 27.5%

PARKING SCHEDULE

| USE OF SPACE | REQUIRED PARKING SPACES FOR EACH USE | |
|---------------------------------|--------------------------------------|------------|
| "A" 10,671 SF RETAIL | 1 SPACE PER 250 SF | 43 SPACES |
| "B" 31,278 SF RETAIL | 1 SPACE PER 250 SF | 125 SPACES |
| "C1" 43,500 SF GROCERY SALES | 1 SPACE PER 200 SF | 218 SPACES |
| "C2" 25,564 SF PETE'S STORAGE | 1 SPACE PER 1500 SF +4 | 21 SPACES |
| "C3" 4,500 SF MEZZANINE STORAGE | 1 SPACE PER 1500 SF | 3 SPACES |
| "C4" 1,864 SF COMMON MECH. RM. | 1 SPACE PER 1500 SF | 1 SPACES |
| "E" 2,940 SF RESTAURANT | 1 SPACE PER 100 SF | 29 SPACES |
| "F" 1,074 SF RETAIL | 1 SPACE PER 250 SF | 4 SPACES |
| "G" 2,470 SF RETAIL | 1 SPACE PER 250 SF | 10 SPACES |
| "H" 1,662 SF RESTAURANT | 1 SPACE PER 100 SF | 17 SPACES |
| "J" 1812 SF RESTAURANT | 1 SPACE PER 100 SF | 18 SPACES |
| "K" 5053 SF RESTAURANT | 1 SPACE PER 100 SF | 51 SPACES |

TOTAL REQUIRED PARKING SPACES 540 SPACES
 ACTUAL TOTAL PARKING SPACES PROVIDED 548 SPACES

540 PARKING SPACES REQUIRED
548 PARKING SPACES PROVIDED

THE WILLOWS SITE PLAN
 SCALE: 1"=40'-0"

REGISTERED ARCHITECT
 ANGELO STAMATOUCOS - ARCHITECT
 113 CENTRAL WILLOWBROOK, ILLINOIS 60157
 Telephone: (630) 298-0314 Fax: (630) 298-0314
 Email: angelo@stamatoucos.com

SITE PLAN
 PROPOSED DEVELOPMENT
 THE WILLOWS OF WILLOWBROOK
 NORTH-EAST CORNER OF ROUTE 63 AND PLAINFIELD ROAD, WILLOWBROOK, IL

Date: 5/11/15
 File: NCTD
 Draw:
 Job: 15425
 Sheet:

A-1

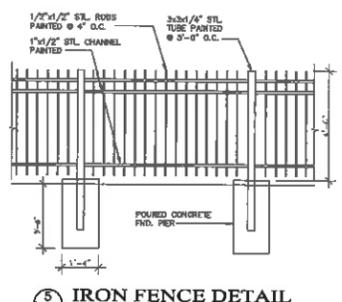
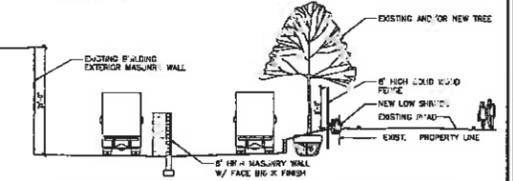
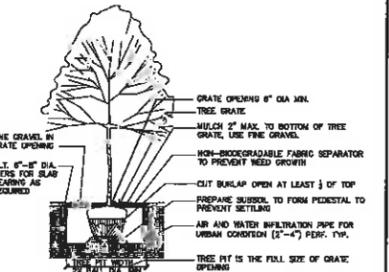
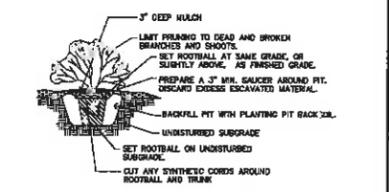
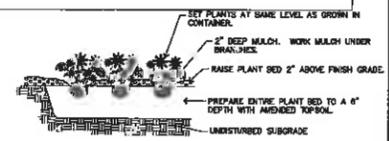
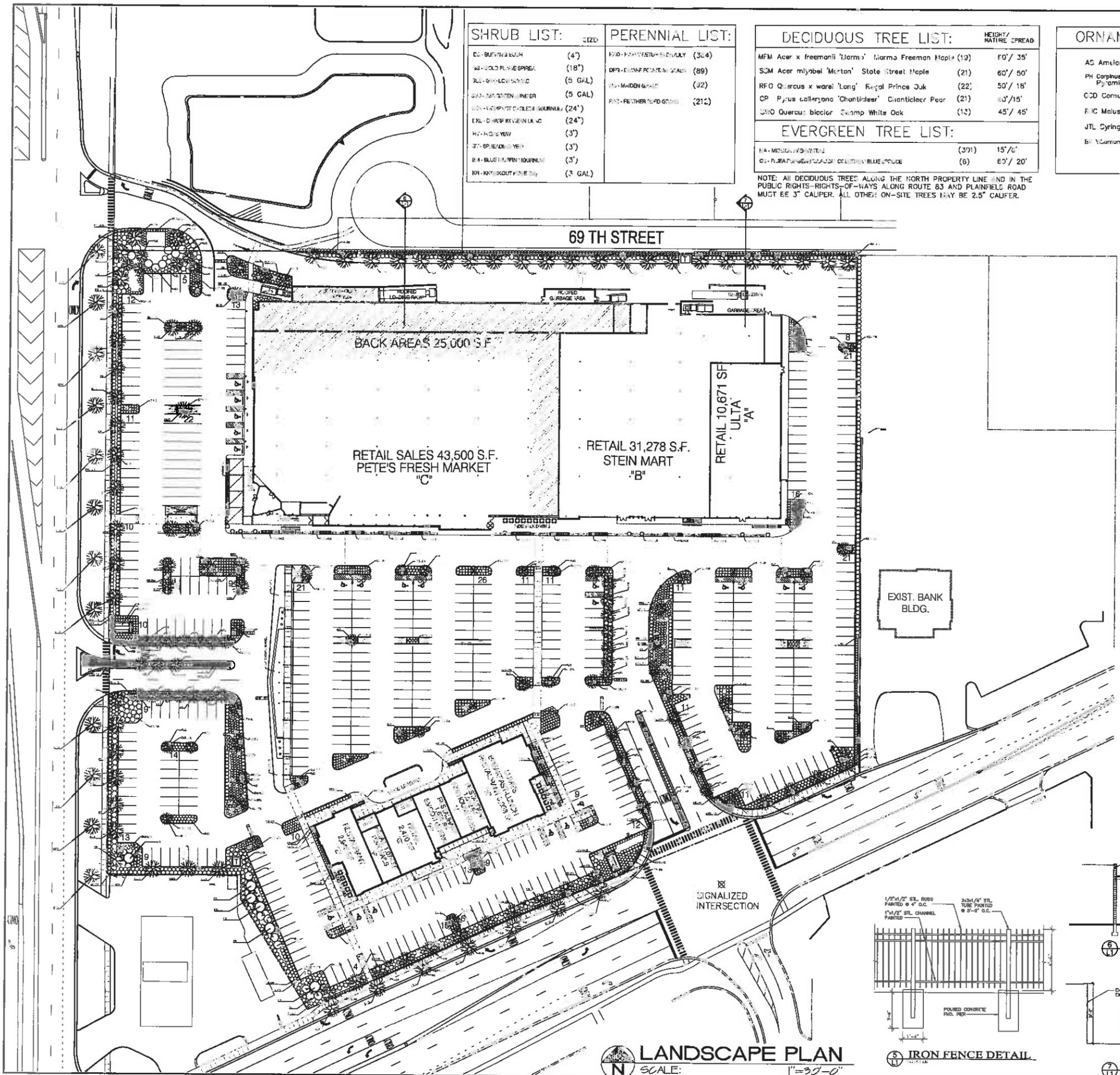
| SHRUB LIST: | PERENNIAL LIST: |
|------------------------------|--------------------------------|
| DC-BURNING BUSH (4) | RD-FORMY FETTERED CLOVER (304) |
| NS-HOLD FLOWER SPREA (18) | DPF-DEWAR FORTNIGHT SEAS (89) |
| BL-BLUE HOLEY SAGE (5 GAL) | MS-MIDNIGHT GRASS (32) |
| QZ-QUINCY QUINCY (5 GAL) | RD-REITHER TROPIC GRASS (212) |
| WH-WHITE HOLEY SAGE (24) | |
| EXL-ORANGE KISS IN LIND (24) | |
| HT-HOLD VIEW (3) | |
| ST-SPREADER YEL (3) | |
| B-BLUE HOLEY SAGE (3) | |
| RI-RIVERBANK FOLIAGE (3 GAL) | |

| DECIDUOUS TREE LIST: | HEIGHT/MATURE SPREAD: |
|---|-----------------------|
| MFM Acer x freemontii 'Norma' Norma Freeman Maple (19) | 60' / 35' |
| SJM Acer glabrum 'Merton' State Street Maple (21) | 60' / 50' |
| RFO Quercus x warei 'Lang' Royal Prince Oak (22) | 50' / 15' |
| CP Pyrus calleryana 'Chanticleer' Chanticleer Pear (21) | 40' / 15' |
| SWO Quercus bicolor Swamp White Oak (12) | 45' / 45' |

| EVERGREEN TREE LIST: | HEIGHT/MATURE SPREAD: |
|----------------------------|-----------------------|
| HA-MEDICAL HONEYDEW (37) | 15' / 0' |
| CB-FLORIDA BLUE SPRUCE (6) | 60' / 20' |

| ORNAMENTAL TREE LIST: | HEIGHT/MATURE SPREAD: |
|---|-----------------------|
| AC Amelanchier x grandiflora Apple Serviceberry (18) | 30' / 20' |
| PH Cornus betulus 'Fastigiata' Pyramidal European Hornbeam (32) | 25' / 15' |
| CCD Cornus mas 'Cornelian Cherry' Dogwood (13) | 20' / 20' |
| FIC Malus x Red Jewel Red Jewel Crab (25) | 15' / 12' |
| JTL Cydonia reticulata Japanese Tree Lilac (2) | 20' / 15' |
| BL Yucca Primitiva Blackthorn (17) | 10' / 15' |

NOTE: ALL DECIDUOUS TREES ALONG THE NORTH PROPERTY LINE AND IN THE PUBLIC RIGHTS-OF-WAYS ALONG ROUTE 83 AND PLAINFIELD ROAD MUST BE 3" CALIBER. ALL OTHER ON-SITE TREES MAY BE 2.5" CALIBER.



LANDSCAPE PLAN
SCALE: 1"=30'-0"

ANGELO STAMATOULOS ARCHITECT
113 CENTER ST., ALDIBROOK, ILLINOIS 60137
Tel: (630) 399-2514 Fax: (630) 399-2515 Email: info@angelo-stamatoulos.com

LANDSCAPE PLAN AND DETAILS
PROPOSED DEVELOPMENT
THE WILLOWS OF WILLOWBROOK
NORTH-EAST CORNER OF ROUTE 83 AND PLAINFIELD ROAD, WILLOWBROOK, IL

DATE: 6/5/15
SCALE: NOTED
DRAWN: [Name]
CHECKED: [Name]
DATE: 10/23/15

L-1



Market entry - viewing northerly



south elevation - Bldg A



north elev - Bldg A
Regional Retail Center

the Willows Willowbrook

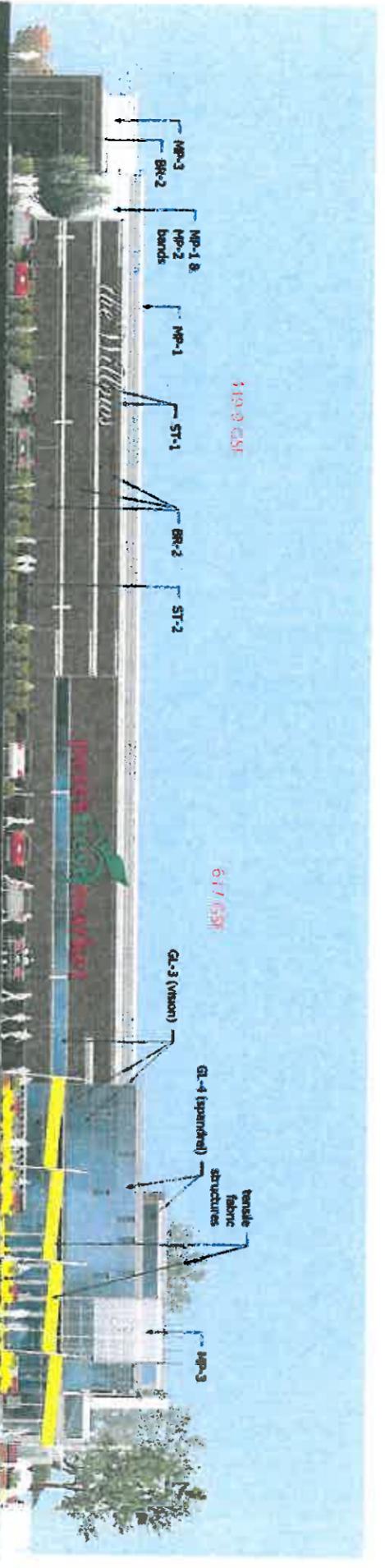


www.douglasdesign.com

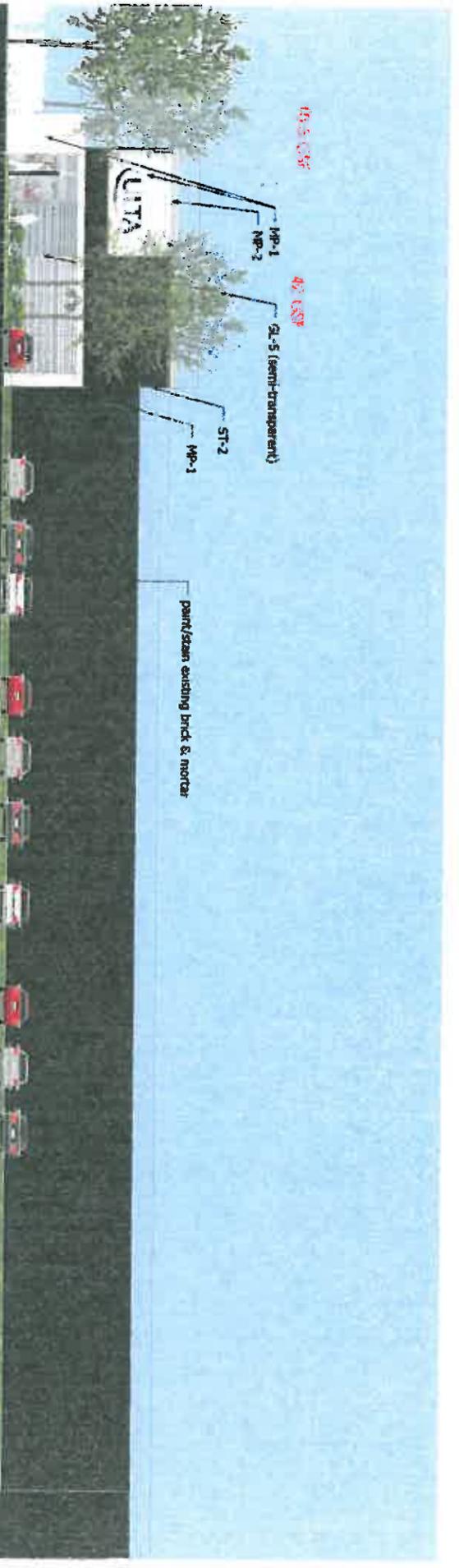
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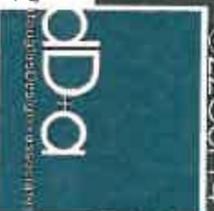
viewing easterly - Route 83



west elev Bldg A - Route 83



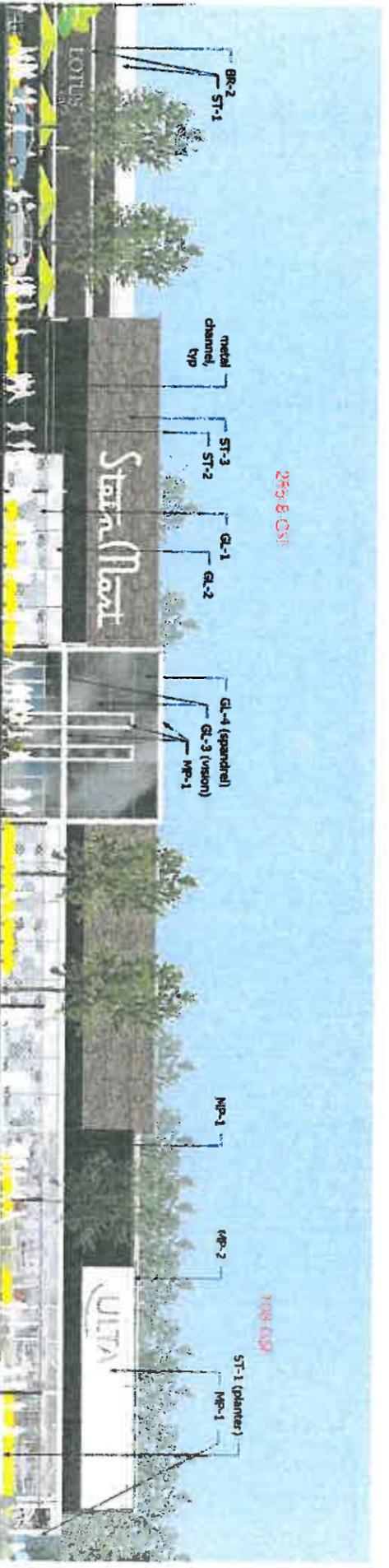
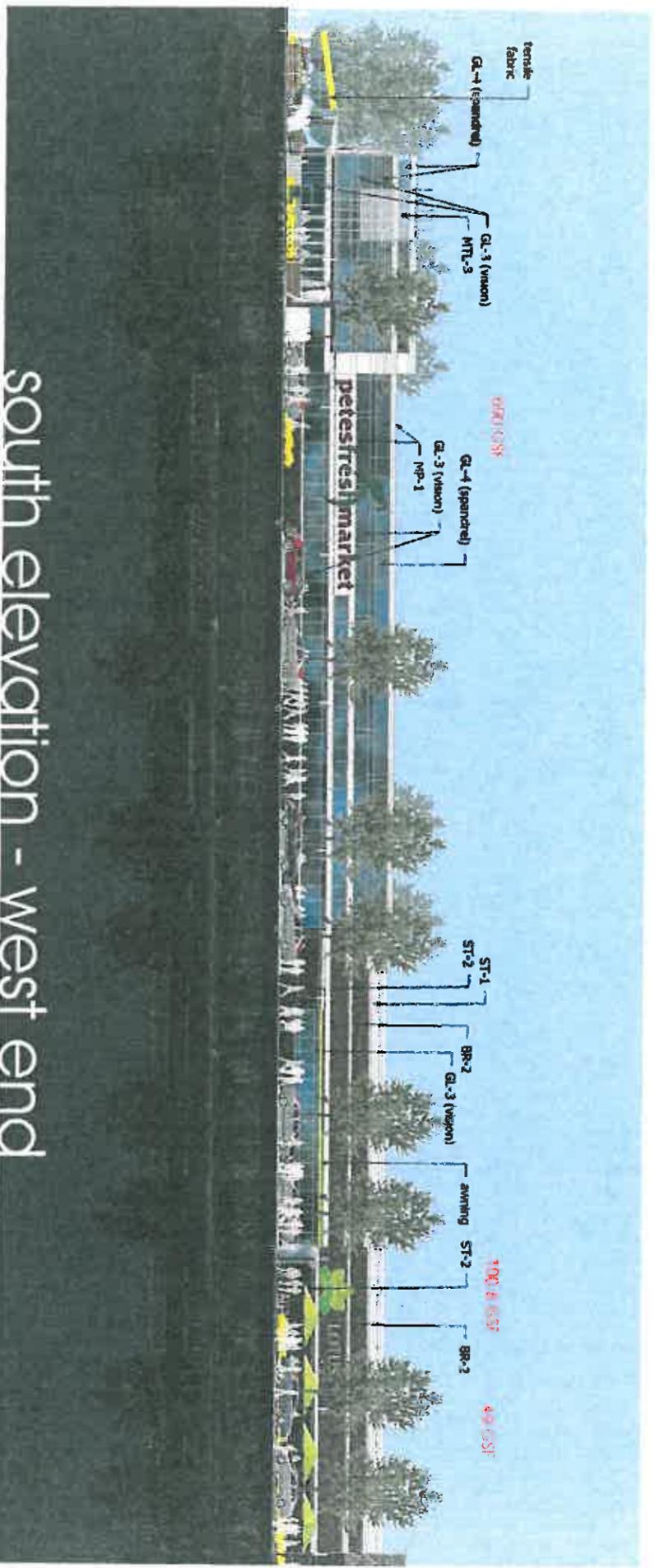
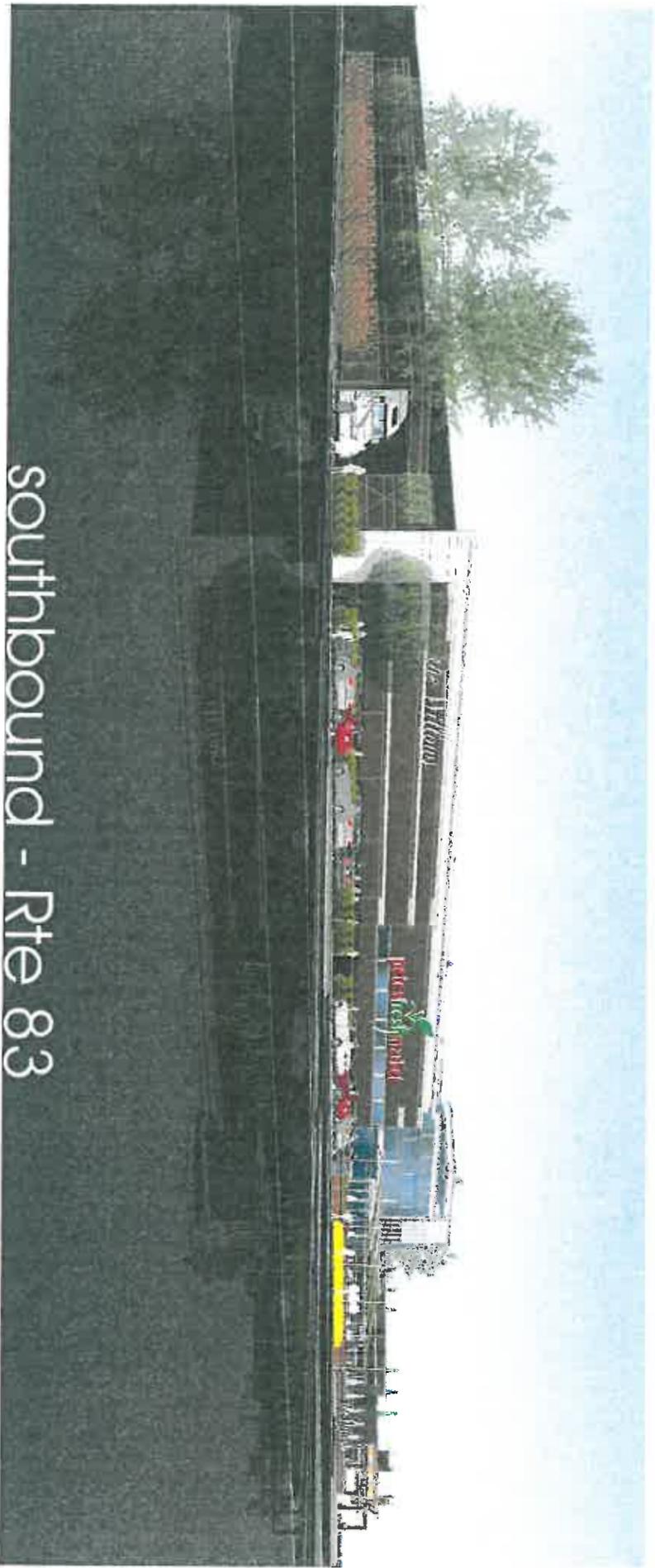
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east elev - Bldg A
Regional Retail Center

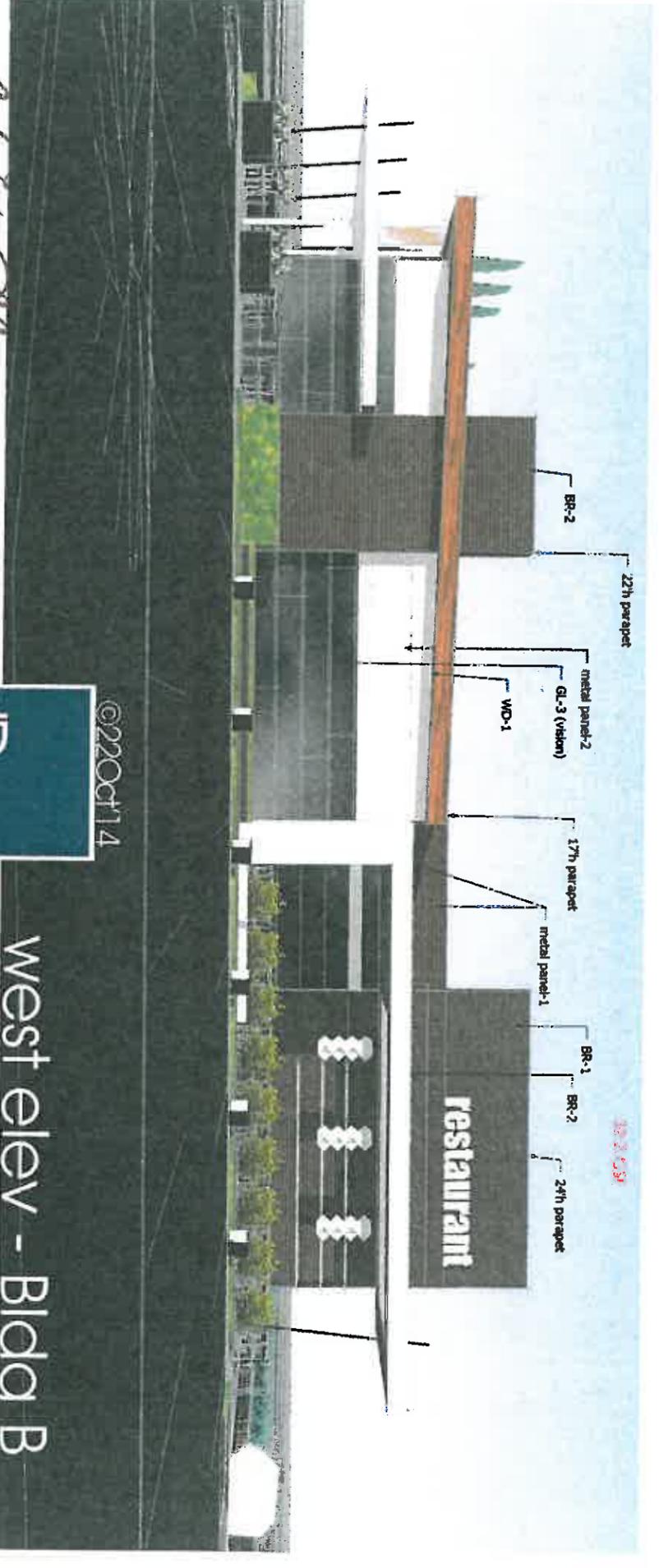
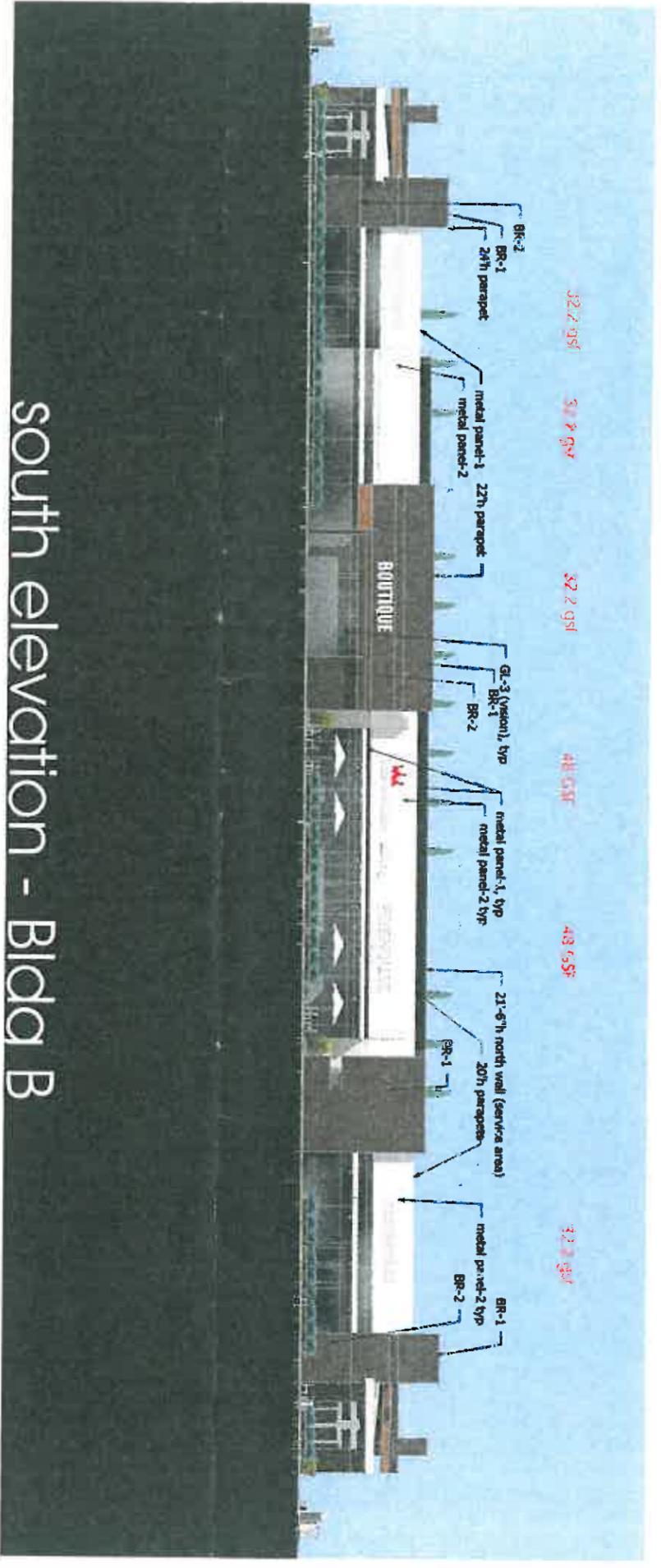
the Meadows 'Meadowbrook'



the Wilsons Workbook



south elevation - east end
Regional Retail Center



the Williams *Willowbrook*



