

A G E N D A

REGULAR MEETING OF THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON MONDAY, MARCH 22, 2021, AT 6:30 P.M. AT THE WILLOWBROOK POLICE DEPARTMENT TRAINING ROOM, 7760 QUINCY STREET, WILLOWBROOK, IL, DUPAGE COUNTY, ILLINOIS

**DUE TO THE COVID 19 PANDEMIC THE VILLAGE WILL BE UTILIZING A CONFERENCE CALL FOR THIS MEETING.**

**THE PUBLIC CAN UTILIZE THE FOLLOWING CALL IN NUMBER:**

**Dial in Phone Number: 312-626-6799**

**Meeting ID: 821 0852 6405**

**Written Public Comments Can Be Submitted By 5:15 pm on March 22, 2021 to [cmardegan@willowbrook.il.us](mailto:cmardegan@willowbrook.il.us)**

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. VISITORS' BUSINESS - Public Comment is Limited to Three Minutes Per Person
5. OMNIBUS VOTE AGENDA:
  - a. Waive Reading of Minutes (APPROVE)
  - b. Minutes - Regular Board Meeting - March 8, 2021 (APPROVE)
  - c. Minutes - Special Joint Meeting of the Finance & Administration, Laws & Ordinances, Municipal Services, and Public Safety Committees - February 15, 2021 (APPROVE)
  - d. Warrants - \$142,015.68 (APPROVE)
  - e. ORDINANCE NO. 21-O-13 - An Ordinance Extending Temporary Executive Powers Pursuant to 65 ILCS 5/11-1-6 (PASS)
  - f. ORDINANCE NO. 21-O-14 - An Ordinance Providing for the Official Zoning Map of the Village of Willowbrook, DuPage County, Illinois (PASS)

- g. RESOLUTION NO. 21-R-13 - A Resolution Appointing A Delegate to the Intergovernmental Risk Management Agency (ADOPT)
- h. RESOLUTION NO. 21-R-14 - A Resolution Approving and Authorizing the Design and Placement of a Memorial to Passengers and Crew of TWA Flight 529 (ADOPT)
- i. RESOLUTION NO. 21-R-15 - A Resolution Approving a Plat of Easement - 114 79<sup>th</sup> Street (ADOPT)
- j. RESOLUTION NO. 21-R-16 - A Resolution Approving a Plat of Easement - 5936 Bentley Avenue (ADOPT)
- k. RESOLUTION NO. 21-R-17 - A Resolution Approving a Plat of Easement - 500 Ridgemoor Drive (ADOPT)
- l. RESOLUTION NO. 21-R-18 - A Resolution Approving a Final Plat of Planned Unit Development - 625 Joliet Road (ADOPT)

NEW BUSINESS

- 6. ORDINANCE NO. 21-O-15 - An Ordinance Amending Chapter 13 Entitled "Solicitors" of Title 3 Entitled "Business Regulations" of the Village Code of Ordinance of The Village of Willowbrook (PASS)
- 7. RESOLUTION NO.21-R-19 - A Resolution of the Village of Willowbrook Under the Provisions of the Illinois Highway Code Appropriating the Sum of \$350,000 of Motor Fuel Tax Funds (ADOPT)
- 8. RECIEVE - Receive Plan Commission Recommendation for Public Hearing Case 21-03: Consideration of a petition requesting approval of a special use permit for a planned unit development, including a financial institution with drive through, fast-food establishment with drive through, an automobile washing and cleaning facility, including certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; approval of a Preliminary Plat of Subdivision; and approval of a Preliminary Plat of PUD. The applicant for this petition is Alex Katz of G.W. Property Group LLC, 2211 N. Elston Avenue, Suite 304, Chicago IL 60614. The property owner is Viren-Gill Ltd., LLC, 735 Plainfield Road, Willowbrook IL 60527. (RECEIVE)

9. MOTION- A Motion Directing the Village Mayor to Execute and Serve a Notice of Termination upon HR Simplified, Inc. Terminating an Agreement by and between the Village of Willowbrook and HR Simplified, Inc. to provide Third Party Administrative Services Regarding the Village's COBRA Services. (PASS)
10. MOTION- A Motion Approving an Agreement by and between the Village of Willowbrook and Benefit Solver to Provide Third Party Administrator Services to the Village Regarding the Village's COBRA Services. (PASS)
11. DISCUSS - Water Late Fees and Shutoffs During Covid-19 Restore Illinois Tier 1 Mitigation Phase (Receive)

PRIOR BUSINESS

12. TRUSTEE REPORTS
13. ATTORNEY'S REPORT
14. CLERK'S REPORT
15. ADMINISTRATOR'S REPORT
16. MAYOR'S REPORT
17. CLOSED SESSION
18. ADJOURNMENT

MINUTES OF THE REGULAR MEETING OF THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON MONDAY, MARCH 8, 2021 AT 6:30 P.M. AT THE WILLOWBROOK POLICE DEPARTMENT TRAINING ROOM, 7760 QUINCY STREET, WILLOWBROOK, DUPAGE COUNTY, ILLINOIS .

DUE TO THE COVID 19 PANDEMIC, THE VILLAGE WILL BE UTILIZING A ZOOM CONFERENCE CALL FOR THIS MEETING.

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Mayor Frank Trilla.

2. ROLL CALL

Those physically present at roll call were Mayor Frank A. Trilla, Trustees Umberto Davi, Michael Mistele, Gayle Neal, Greg Ruffolo and Deputy Clerk Mardegan.

Present Via conference call, due to the COVID-19 Pandemic, were, Trustee Sue Berglund, Paul Oggerino, Village Clerk Deborah Hahn, Village Attorney Thomas Bastian, Village Administrator Brian Pabst, Assistant Village Administrator Michael Mertens, Director of Finance Carrie Dittman, Chief Robert Schaller, Deputy Chief Lauren Kasper, Building Official Roy Giuntoli and Public Works Foreman Aj Passero.

Absent: None.

A QUORUM WAS DECLARED

3. PLEDGE OF ALLEGIANCE

Mayor Trilla asked Deputy Clerk Mardegan to lead everyone in saying the Pledge of Allegiance.

4. VISITORS' BUSINESS

Sandra Koutouvidis President of Lake Hinsdale Village Homeowners Association, which is a 22-acre private, residential complex on the NW corner of route 83 and 67<sup>th</sup> street. There are 539 condominiums and townhouses with approximately 850 residents. Residents have concerns about the potential Special Use Permit at Recency Center to construct a drive through at the location on the vacated by Juicy's O's Restaurant. I am requesting on behalf of the residents that the Willowbrook Board does not grant a Special Use Permit to Regency Centers to construct a drive though at this location. Thank you for letting me speak.

Keith Yearman a longtime professor at College of DuPage in Geography spoke about an upcoming 60<sup>th</sup> anniversary of the crash of TWA Flight 529 in what is today Willowbrook. This crash was the deadliest single-aircraft crash in U.S. history to that point. The plane had just departed Midway Airport when it went down. A two-inch bolt snapped, sending the plane into what was then farmland. The failure of that two-inch bolt cost 78 people their lives.

Nearly sixty years have elapsed and there is still no permanent memorial to the victims of this crash. I would like to see a marker installed at or near the crash site. This marker could provide a brief history of the crash, while also listing the victims. I would like to see a formal dedication on the 60<sup>th</sup> anniversary.

The victims deserve this tribute. It is a tragic moment in DuPage County's history that should no longer be ignored. I encourage the Village of Willowbrook to act for this anniversary. Thank you.

5. OMNIBUS VOTE AGENDA

Mayor Trilla read over each item in the Omnibus Vote Agenda for the record.

- a. Waive Reading of Minutes (APPROVE)
- b. Minutes - Regular Board Meeting - February 22, 2021 (APPROVE)
- c. Warrants - \$414,999.72 (APPROVE)
- d. Monthly Financial Report - February 2021 (APPROVE)
- e. ORDINANCE NO. 21-0-11 - An Ordinance Extending Temporary Executive Powers Pursuant to 65 ILCS 5/11-1-6 (PASS)

Mayor Trilla asked the Board if there were any items to be removed from Omnibus Vote Agenda.

MOTION: Made by Trustee Mistele and seconded by Trustee Ruffolo to approve the Omnibus Vote Agenda.

ROLL CALL VOTE: AYES: Trustees, Berglund , Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

NEW BUSINESS

6. RESOLUTION NO. 21-R-07 - A Resolution Declaring the Lowest Responsible and Responsive Bidder and Approving and Authorizing the Mayor and Village Clerk to Execute an Agreement with NJ Ryan Tree & Landscape, LLC for the 2021/2022 Landscape Maintenance Program (ADOPT)

Public Works Foreman Passero shared, in April 2018, the Village Contracted with Hanson Landscape Design & Installation for landscape maintenance. The Village continued this service agreement for one-year in May of 2020. On January 7, 2021, the Village advertised for bid landscape maintenance services for Fiscal 2021 / 2022 contract period. The Village received three bids as follows:

Bid #1 Serenity Landscape Group*	\$63,150
Bid #2 NJ Ryan Tree & Landscape LLC	\$76,500
Bid #3 Hanson Landscape	\$80,900

Please note that the Bid #1 for Serenity Landscape Group was non-conforming to the bid standards as they supplied numbers for Plant Bed Maintenance on a per occurrence basis vs. the per season basis as required by the specifications. Attached is a copy of the public bid document, summary page from the three bidders and a bid summary.

After consulting with the Village Attorney, staff would recommend that the Village reject Bid #1 from Serenity Landscape Group due to non-conformance with the bid specifications for the Plant Bed Maintenance section. Staff would recommend the Committee consider Bid #2 from NJ Ryan Tree & Landscape LLC as the most responsive and responsible bidder for the 2021 Landscape Maintenance program.

MOTION: Made by Trustee Mistele and seconded by Trustee Ruffolo to adopt Resolution No. 21-R-07 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

7. RESOLUTION NO. 21-R-08 - A Resolution Approving and Authoring the Execution of a Three-Year Contract with Clark Environmental Mosquito Management, Inc. for Mosquito Abatement at a Cost Not-To-Exceed \$26,450.00 Per Year (ADOPT)

Public Works Foreman Passero stated, the three-year contract with Clarke to provide mosquito abatement services for the Village expired after the 2020 season. Therefore, staff has met with representatives from Clarke to discuss the terms of renewal contract provisions and to ensure that the contract price remains competitive with surrounding towns that receive the same or similar services from Clarke. The result is that Clarke has agreed to offer continued services to the Village for a new three (3) year term. We have surveyed other communities to see who they are using and found that the surrounding communities are using Clarke as well.

Trustee Mistele suggested we coordinate our service with surrounding communities.

Trustee Neal added that it would be great if you could notify us so, we can post alerts to the residents through civic alerts and water bills.

Public Works Foreman Passero said that Clarke had their own website.

MOTION: Made by Trustee Mistele and seconded by Trustee Davi to adopt Resolution No. 21-R-08 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

8. RESOLUTION NO. 21-R-09 - A Resolution Approving and Authorizing the Mayor to Execute, On Behalf of the Village of Willowbrook, A Four-Year Extension Amendment to the Illinois Elevator Safety Program Agreement (ADOPT)

Building Official Giuntoli explained, this last year the elevator safety board decided to grant a one-year extension for the elevator program that we currently have. This year they sent everyone a new contract to sign for the next calendar year. We have been using Thomas Elevator for many years and would like to continue using their services.

Trustee Mistele asked if you can confirm that it is a four -year agreement.

It is a four-year agreement per the Village Attorney.

MOTION: Made by Trustee Davi and seconded by Trustee Mistele to adopt Resolution No. 21-R-09 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

9. RESOLUTION NO. 21-R-10 - A Resolution Approving and Authorizing the Execution of an Intergovernmental Agreement Between the Village of Willowbrook and the Tri-State Fire Protection District for the Installation of Certain Communication Equipment on a Village-Owned Water Tower (ADOPT)

Administrator Pabst explained, in 2015, the Illinois General Assembly adopted Public Act 99-0006 (Act), which significantly amended the Emergency Telephone System Act (50 ILCS 750) (ETSA) and repealed the Wireless Emergency Telephone Safety Act (50 ILCS 751/27), for the purpose of consolidating local 911 systems in preparation for a statewide conversion to a "Next Generation" 911 system (NG911). At the May 26, 2020, Village Board meeting Tri-State presented their concept to improve the communication system. Tri-State has constructed two communication towers and will utilize a tower already in place at Station 124 in Willow Springs

which will carry microwave antennas to provide a redundant ring of connectivity between those stations but lacks the last leg of connectivity to Station 123. The water tower at the Village Municipal Complex was identified as the ideal location to provide point to point microwave connectivity to Station 123. The ambulance crew and engine company that are located at Station 123 at 110 S Madison in Burr Ridge, respond to portions of Willowbrook. Allowing this placement of equipment on the Village water tower will ensure that vital emergency dispatch information will not delay response due to an antiquated network infrastructure. Upon discussion the consensus of the Village Board was to concur with the need and the future utilization of the Village Water tower for these communication devices.

The Village has determined that it is in the best interest of the health, safety, and welfare of Village residents to enter into an intergovernmental agreement with Tri-State, a copy of which is attached hereto as Exhibit "A", for the installation of certain communication equipment owned by Tri-State on the Village-owned water tower located at 7760 Quincy Street, Willowbrook, Illinois. The site plan and equipment description are highlighted in Exhibit "B".

Trustee Mistele asked if the equipment would be spot welded? These tanks have been re-coded. Will the spot welding interfere with the re-coding?

Public Works Foreman Passero stated we have a warranty on the painting, but I do not think there will be much welding. I think the dishes will be attached to the top. I can investigate this matter and get back to you with more details.

Sam Molinaro Fire Chief from Tri-State commented that he does not think they are welding anything. They would be clamping everything on.

Trustee Mistele stated that I am concerned with maintaining the warranty.

MOTION: Made by Trustee Mistele and seconded by Trustee Davi to adopt Resolution No. 21-R-10 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

10. RESOLUTION NO. 21-R-11 - A Resolution Approving and Authorizing the Village Administrator to Execute, On Behalf of the Village of Willowbrook, an Agreement with the Intergovernmental Personnel Benefit Cooperative (IPBC) For the Village's Dental insurance Plan (ADOPT)

Director Dittman stated, Willowbrook is a member of the Intergovernmental Personnel Benefit Cooperative (IPBC), which provides health and dental insurance to a pool of municipal members; the Village has only health insurance through IPBC. IPBC recently conducted a dental services Request for Proposal (RFP) and selected Delta Dental as the new dental carrier for IPBC members. The Village has its own individual dental insurance plan through Delta Dental through June 30, 2021.

The IPBC has several Delta Dental plan options that are equivalent to the Village's current dental PPO offering, but at a lower cost to both the Village and its employees.

The Village currently pays 100% of the single dental premium and about 80% of the dependent coverage premium; those percentages would remain the same. The attached exhibits show the current and proposed benefits and cost savings. The estimated annual cost savings to the Village, while offering a slightly better benefit to the employees, is \$11,503. Employees and retirees that are still on the Village's dental plan would also recognize a significant annual savings.

MOTION: Made by Trustee Mistele and seconded by Trustee Berglund to adopt Resolution No. 21-R-11 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

11. ORDINANCE NO.20-0-12 - An Ordinance Reserving and Transferring of Volume Cap in Connection with Private Activity Bond Issues and Related Matters (PASS)

Administrator Pabst advised that the Village of Willowbrook became a Home Rule Municipality through public referendum in April 2019. As such the Village of Willowbrook is now annually allocated an amount of private activity bond volume cap, pursuant to Federal Tax Reform Act of 1986, as amended, and the Illinois Private Activity Bond Allocation Act. The Village can utilize the volume cap itself any time during the calendar year 2021 or transfer it to another municipality, generally for value.

Section 146 of the Internal Revenue Code of 1986, as amended, provides that the Village has volume cap equal to \$110.00 per resident of the Village in each calendar year, which volume cap may be reserved and allocated to certain tax-exempt private activity bonds ( $\$110/8,493 = \$934,200$ ).

The Illinois Private Activity Bond Allocation Act, 30 ILCS 345/1 *et seq.* (State Bar Ed. 2016), as supplemented and amended, provides that a home rule unit of government may transfer its allocation of volume cap to any other home rule unit of government, the State of Illinois, or any agency thereof or any non-home rule unit of government. Private activity bonds (PABs or federally tax-exempt conduit infrastructure bonds) enable the following types of charities and 501(c)(3) organizations to finance their capital infrastructure projects at generally lower interest rates and longer maturities.

Our Village Attorney recommends the Village to reserve all its volume cap allocation for calendar year 2020 to be applied toward the issuance of private activity bonds, as provided in this Ordinance, or to be transferred, as permitted by this Ordinance. To reserve the Village's volume cap allocation, the attached ordinance must be passed and approved prior to May 1, 2021.

Trustee Mistele," asked what this instrument normally is used for?"

Administrator Pabst answered, for charities.

Trustee Mistele do we typically use these?

Attorney Bastian there is not much demand but if we do not reserve it, we lose it for the year.

MOTION: Made by Trustee Ruffolo and seconded by Trustee Neal to pass Ordinance No. 21-R-12 as presented.

ROLL CALL VOTE: AYES: Trustees, Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

12. RESOLUTION NO. 21-R-12 - A Resolution to Approve and Authorize the Execution of a Professional Services Agreement By and Between BLA, Inc. and the Village of Willowbrook for Professional Traffic Consulting Services (ADOPT)

Assistant Administrator Mertens explained, the Village of Willowbrook had utilized an outside traffic consultant since 1981 when the Village began contracting with Metro Transportation for traffic engineering consultant services. These services were based on an on-call basis at a time and material rate. In January 2007, Lynn Means joined Metro Transportation and shortly thereafter began performing traffic reviews for the Village.

In January 2011, Sam Schwartz Engineering (SSE) acquired Metro Transportation, with traffic consulting services continuing to be performed under Lynn Means' direction. In April 2015, Lynn Means joined Gewalt Hamilton Associates (GHA) and the traffic engineering consulting services transitioned over from Sam Schwartz Engineering.

Lynn Means has taken a new opportunity with BLA Inc. in February 2021. Due to the on-going projects within the Village of Willowbrook staff believes it would be beneficial for the Village for continuity purposes to continue the long-standing relationship with Lynn Means for performing on-call traffic review services for the Village for the 2021 calendar year.

BLA proposes to provide the requested services on a Time and Materials basis in accordance with the below hourly rates. A 10% municipal discount would be applied to the Senior Transportation

Engineer rate. Senior Transportation Engineer is \$180.00 (\$162.00 Village Rate based on the 10% discount). This fee is valid through December 31, 2021. The previous rate through Gewalt Hamilton Associates was also \$180 per hour with a 10% municipal discount.

Trustee Mistele asked what are the three projects we are working on?

Assistant Administrator Mertens stated, the Willowbrook Bowling Alley, the Panda Express site and Recency Center that is under staff review.

MOTION: Made by Trustee Neal and seconded by Trustee Oggerino to adopt Resolution No. 21-R-12 as presented.

ROLL CALL VOTE: AYES: Trustees Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

PRIOR BUSINESS

13. TRUSTEE REPORTS

Trustee Neal had no report.

Trustee Ruffolo had no report.

Trustee Mistele had no report.

Trustee Berglund had no report.

Trustee Davi had no report.

Trustee Oggerino had no report.

14. ATTORNEY'S REPORT

Attorney Bastian had no report.

15. CLERK'S REPORT

Clerk Hahn had no report.

16. ADMINISTRATOR'S REPORT

Administrator Pabst stated there is no need for a closed session this evening.

17. MAYOR'S REPORT

Mayor Trilla have we made an offer for the Assistant Administrator's position.

Administrator Pabst responded that the offer has been accepted and the candidate is going through the drug test and physical.

Trustee Davi asked on the status on the Covid in DuPage County.

Mayor Trilla said seven (7) percent of the County has been vaccinated and the numbers are going down.

18. CLOSED SESSION

Mayor Trilla advised there was no need for closed session at tonight's meeting.

19. ADJOURNMENT

MOTION: Made by Trustee Mistele and seconded by Trustee Ruffolo to adjourn the Regular Meeting at the hour of 7:11 p.m.

ROLL CALL VOTE: AYES: Trustees, Berglund, Davi, Mistele, Neal, Oggerino and Ruffolo. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

PRESENTED, READ, and APPROVED.

\_\_\_\_\_, 2021.

\_\_\_\_\_  
Frank A. Trilla, Mayor

MINUTES OF THE JOINT FINANCE & ADMINISTRATION, LAWS & ORDINANCES, MUNICIPAL SERVICES, AND PUBLIC SAFETY COMMITTEE MEETING OF THE VILLAGE OF WILLOWBROOK HELD ON MONDAY FEBRUARY 15, 2021 AT 5:30 P.M. AT THE WILLOWBROOK POLICE DEPARTMENT TRAINING ROOM, 7760 QUINCY STREET, WILLOWBROOK, ILLINOIS.

1. CALL TO ORDER

The meeting was called to order by Mayor Trilla at 5:30 p.m.

2. ROLL CALL

Those physically present at roll call were Mayor Frank A. Trilla and Trustee Umberto Davi.

Present Via conference call, due to the COVID-19 Pandemic, were, Trustees Sue Berglund, Michael Mistele, Gayle Neal, Paul Oggerino, and Village Clerk Deborah Hahn, Village Administrator Brian Pabst, Assistant Village Administrator Michael Mertens, Director of Finance Carrie Dittman, Chief Robert Schaller, Building Official Roy Giuntoli, Public Works Foreman AJ Passero and Parks and Recreation Manager John Fenske.

Absent: Trustee Greg Ruffolo.

A QUORUM WAS DECLARED

3. PLEDGE OF ALLEGIANCE

Mayor Trilla asked Trustee Davi to lead everyone in saying the Pledge of Allegiance.

4. REVIEW- FISCAL YEAR 2021/22 DRAFT BUDGET

Mayor Trilla asked Director Dittman to begin the presentation. Director Dittman thanked the board for making the time to be here this evening to review the work that staff has performed to date on the Village's FY 2021/22 budget. Our presentation includes a review of the tentative budget thus far, and some of the assumptions are in draft form due to results not yet being known, or not having enough history yet to base estimates on. We have included revenue assumptions, anticipated departmental spending, and ending fund balances for each of the Village's funds, excluding the Police Pension Fund. We have not included items deemed to be discretionary in the expenditures; these will be presented in more detail at the March budget workshop; however, a sneak peek will be provided tonight.

Regarding departmental spending, each line item of every fund was analyzed and amounts budgeted were based on maintaining current programs; no automatic escalations were assumed for the FY 21/22. However, 5-year forecast budgets do have assumed escalations.

Comments, feedback, and suggestions made tonight will be incorporated into the March budget workshop.

The budget process began in early December. Each department head has entered amounts into their respective budgets based on their department's needs for next year, and they have also projected current year actual expenditures. Additional adjusting to departmental budgets will follow this meeting, and by the March 15<sup>th</sup> budget workshop we should have firm numbers for the Village expenditures. A second workshop could be held on April 12<sup>th</sup> if needed, and the final budget will be adopted at the April 26<sup>th</sup> Village board meeting.

Director Dittman continued that the proposed budget maintains all current services and programs. As of 4/30/2022, the General Fund is projected to have 259 reserve days and \$7.4 million in fund balance. It will cost about \$28,588 to operate the General Fund for one day. A five-year forecast summary and line-item detail for each of the Village's funds (except police pension) are included in the packet for your reference. The 5-year forecasts include assumptions for future revenue (generally 1%-2% annual increases) and expenditure increases (generally 3% for most expenditures, although 2% for salaries and 5-10% for health insurance and pension costs). The five-year plan also shows the projected annual surpluses or deficits, ending fund balances and number of days of operating reserves.

The current budget was conservative in revenues and cut out capital expenditures due to the uncertainty of the economy during a pandemic. We are projecting to outperform the current budget. The adopted 4/30/21 budget projected \$4.8 million fund balance and \$413,818 deficit for the General Fund. We now project \$7.1 million fund balance and \$1.67 million surplus at 4/30/21, which is 279 days operating reserves. The minimum days reserve target is 120.

FY 20/21 was a busy year for personnel. In Spring 2020 the Village Board directed staff to conduct comparable community surveys on non-union employee positions. A committee consisting of Finance Committee members plus key Village staff was formed to examine the results and recommend changes. A final Village pay plan was adopted by the Village Board on October 26, 2020. Those placements have been incorporated into the FY 21/22 budget.

Similarly, the police union contract expired on 4/30/19, and negotiations were ongoing through December 2020. At the Village board meeting on January 11, 2021, a new contract was adopted covering May 2019 - April 2022. The salary and benefit changes within that contract have also been incorporated into this budget.

A health insurance rate decrease of 2.6% is projected by our insurance pool IPBC, however, final rates will be voted on by the IPBC Board of Directors in March. The Village is part of IPBC for health insurance, which is a group of about 106 units of local government that collectively pool membership to obtain better rates than we could by ourselves. Willowbrook is then part of a sub-pool of 5 members that share in our group's losses. Due to COVID-19 and due to the way the insurance pool has restructured the smaller members, we are expecting a rate decrease. On our own we are experiencing a loss in the health insurance pool, as our insurance claims paid have outpaced the premium we have contributed by about 8%.

Police Pension contribution - is based on the Pension Board's formal request, which is based on the actuary's recommendation. Annual police pension benefits are approximately \$1.5 million currently.

IMRF is based on IMRF's actual required contribution rate for 2021, an increase of 11.24%.

The expected General Fund surplus shows where the budgetary changes come from on a departmental level. The driving factor of the surplus is a huge inflow of revenues at \$2.6 million above the prior year. Only the hotel/motel dept. decreased. The rest of the departments have increases in expenditures for next year.

Transfers to other funds are included in the Administration budget. This includes the transfer to the Debt Service fund for the General Fund's share of the debt repayment of the Series 2015 bonds. FY 21/22 also includes a transfer to the LAFER Fund of about \$327,000 that is a contribution towards the renovation of the CRC. The FY 21/22 surplus of the General Fund is \$239,956.

General Fund revenues are projected to increase by \$2.6 million overall, which is a 28.62% increase compared to the current budget.

Major changes are as follows:

Home Rule Sales Tax was adopted by the Village Board in August 2020 and became effective 1/1/21. It is an additional 1.0% sales tax Village wide, exclusive of certain categories of sales such

as groceries, drugs, and vehicles. The estimate is based on actual sales made during the pandemic but excludes sales from vacant/bankrupt businesses.

The general Village sales tax of 1% is budgeted at an increase of \$500,000. The FY 20/21 budget was cut down to \$3.5 million, however the Village did not experience the dire results of other areas. The revenue for FY 20/21 is projected to come in between \$4.2-\$4.4 million, so next year's budget was set at \$4.0 million.

Income tax, also called the local government distributive fund (LGDF), is a State shared revenue that is based on population. Illinois Municipal League (IML) monitors state shared revenues and puts out estimates of what they believe the sharing will be. In the next year's budget, the IML estimate is \$100.00 per capita, or \$854,000.

Director Dittman reminded the board that part of the Series 2015 ARS bonds is secured by income taxes (with the other part coming from water revenues) - about \$279,000 of the annual income taxes pays the principal and interest on the bonds.

The self-storage facility tax provided a new tax effective January 1, 2020. Due to communication received from the storage facilities and their association protesting the tax, no revenue was budgeted for FY 20/21. However, now that we have about one year of collections, a budget was set for next year based on current year activity.

Trustee Oggerino stated that Trustee Neal mentioned the positive effects of taxes from the self-storage.

Director Dittman noted that the federal COPS Grant is a grant to partially offset the salaries of three new hires above the department's standard level to bring the total officer count from 23 to 26 officers. The grant covers about 38% of an entry level officer's salary and benefits and the Village covers about 62%. The grant amount for next year is about \$117,000.

Director Dittman discussed that in past years the General Fund days of operating expense were progressively declining. Days of fund balance for the FY 20/21 budget demonstrate that prior decline. As a result of the new revenue sources implemented by the Board over the past year or so, we are now projecting increases in fund balance through FY 24/25. For the first time in years we are not projecting deficit spending for at least the next 5 years, but we must continue to be vigilant about future spending.

Trustee Mistele stated that he has been with the board for forty (40) years, and we have never seen anything like this. Thank you, Director Dittman.

Director Dittman addressed the needs of the Water and Water Capital Funds. For FY 21/22 the Water Fund will have a drawdown of \$280,778. There is no water rate increase included in the budget and the last water rate increase was January 1, 2015. Director Dittman outlined the various debt and capital expenses of the Water Fund and noted there is no transfer budgeted to the Water Capital Improvement Fund for FY 21/22. The Water Capital Improvement Fund will have expenses of about \$152,125 in FY 21/22.

Mayor Trilla asked what would a one percent increase be in the water rates? Have we done any projections on that?

Director Dittman said we have not in the last several years. A water rate study is a topic that we will discuss with the Water Fund overview.

Trustee Mistele asked what is in the balance in our Water Capital Fund for the water department after the drawdown of \$152,125?

Director Dittman answered on April 30, 2022 it is projected to be \$869,000.

Director Dittman discussed the MFT Fund. IL Capital Bond funds of \$187,000 received this year have additional restrictions and must meet the criteria for a bonded project, such as 20-year infrastructure lifespan; this Village will need to consider an applicable project in the FY 22/23 budget.

The Water Fund working capital is projected to be \$1,481,590 in FY 21/22 with 158 days of reserves. MFT Fund is projected to have \$723,269 in fund balance on April 30, 2022.

Director Dittman described the Village's fixed costs.

Based on the Police Pension Fund's 4/30/2020 actuarial valuation, the funded ratio is 71.4%. The valuation provided two options for funding for FY 21/22: 1) the statutory minimum contribution under projected unit credit, assuming 90% funding by 2040, is \$744,118. 2) the recommended contribution under entry age normal, assuming 100% funding by 2040, is \$1,190,994. That is what the Village has historically followed. The latter amount is a 10.8% increase, or \$116,281 over the current year contribution and represents 61.2% of payroll. This does not account for the five additional officers hired after 4/30/2020.

Legislation passed about one year ago whereby all downstate police pension funds will be consolidated into a single fund for investing to achieve better returns. It also consolidates administrative expenses, such as the actuary and investment manager. We are still a way away from the investment consolidation date so it will be

some time before effects are known.

The second pension cost is IMRF, which is 84.08% funded based on their last valuation at 12/31/2019. IMRF contributions are based on a calendar year, rather than fiscal year as with the Police Pension. IMRF is also not a self-managed fund as the Police Pension Fund currently is. The Village was notified by IMRF that our employer contribution rate for 2021 increased from 13.41% to 24.65% of covered payroll, an 11.24% increase. This is not investment related as IMRF earned a 14.69% rate of return for 2020 (double their assumed rate of return). This increase is mostly attributable to the first year that the payoff of the early retirement incentive (ERI) takes effect, which the Village will payoff over a 10-year period. The total ERI is approx. \$1.3 million, according to the resolution that was adopted by the Village Board in 2018. Until the ERI is paid off, the Village cannot adopt another one (and no more than once every 5 years). The IMRF expense in the budget is based on 12 months at the 2021 rate which is approximately \$344,000.

Trustee Mistele questioned if we have ever seen a financial annual report for IMRF investments and how they are working in in the marketplace.

Director Dittman stated their rate of return for 2020 was 14.69%. They assume a rate of return of 7.25%.

Director Dittman gave an overview of the Village's debt obligations, beginning with the Series 2015 GO ARS bonds. The current balance is \$3.9 million, and we are on repayment year 7 of 20. This is paid out of the Debt Service Fund with a contribution from the General Fund and the Water Fund. The bonds have a call date of 12/30/2024, meaning they could be paid off in advance after that date.

The Village also has a loan with the IEPA from repainting the water standpipe, at an interest rate of 1.86% and repayment over 20 years. The current balance is about \$730,000 and we are on repayment year 5 of 20.

There are also two developer notes that are authorized; the Town Center note, which has been issued, and the Pete's Fresh market note, which has not yet been issued. Both are pledged to be repaid only by project sales tax generated from the Business District. The Town Center note is \$2.0 million, and the FY 21/22 payment is expected to be \$62,725. The PFM note could be a maximum of \$5.0 million but is limited to the term of business district (7/11/2039) They are both principal only notes. The Business District Fund is expected to have \$2.1 million in fund balance at 4/30/2021, collecting about \$45,000/month in sales taxes.

Administrator Pabst shared that he has a meeting set up with Pete's Fresh Market to see if they are eligible for any rebates.

The last debt obligation is the Series 2007 Special Service Area Bonds, which are no-commitment debt of the Village. The current balance is \$1,925,000.

Director Dittman reiterated the highlights of the General Fund and discussed the reasons for the heightened performance in FY 20/21. The main factor is that General Fund revenues are expected to be \$2.2 million over budget:

- Sales tax is performing excellent despite concerns over the economic conditions resulting from COVID-19; worst month of sales was April that was 15% lower than last year; most months have exceeded performance of the prior year.
- Home rule sales tax is effective 1/1/21, and we will not receive January 2021 collections until April. The FY 20/21 estimate is based on four months of conservative, post-holiday shopping trends.
- Income tax - using IML per capita estimates of \$105.00 per person, we should end the year \$179,700 over budget. As of January, we have already reached the current year budget of \$717,000.
- Places of eating tax - we had reduced this by 20% from the prior year budget, but month by month we have done better than expected and projecting \$26,000 over budget.
- Self-storage facility tax was not budgeted due to the protests received; we are expecting to receive about \$121,125 this year.
- Building Permits -there were no large commercial projects, but ongoing residential remodels are driving this increase.
- Red light camera fines - we always budget significantly less than what we experience due to the volatility of this revenue and added a decrease in the current budget for the pandemic. However, we are only about 15% less than last year's collections through January, so expecting this revenue to be about \$52,000 over budget.
- Grants - we did not budget anything for the CARES Act and COPS grants as they were non-existent at the time the budget was adopted. Subsequently, the Village received about \$447,000 of federal funding from the CARES Act, which was passed through DuPage County; about \$384,000 applied to current year expenses. An additional \$49,000 is expected this year for the Village share of expenses for the COPS grant officers; two officers were hired in October and a third is expected to start in March.

Trustees Oggerino asked if there were any problems with collecting fines from Red Light cameras?

Director Dittman stated that ATS, who operates the cameras, handles all the collections.

Chief Schaller stated that they could reach out to ATS and get the information/data if needed.

Trustee Neal asked if we were able to see how successful we are in collecting fines with the new collection agency we are using.

Director Dittman stated that we sent the first batch of Village tickets in October and they stated they do not do too much collecting in November and December due to the holidays. They have just sent the Village the first collection payment of outstanding tickets.

Director Dittman highlighted the General Fund expenditures, which are over budget by \$153,000. Additions were caused mainly by un-budgeted personnel changes and COVID response. Subtractions were a result of cancelled park programming, temporary personnel vacancies, and attorney fees.

Director Dittman highlighted the major expenditures that are included in the budget on a departmental level beginning with the Village Board & Clerk and Board of Police Commissioners.

Within Administration, there has been no intern since early 2017, and a part time intern position was added to assist with projects such as the community needs survey. The budget for ongoing cyber disruption is to continue mitigation efforts to prevent future events. The board approved proposals this year for penetration tests and a security architecture review, and we are currently reviewing the results and beginning implementation of critical issues. However, implementation of those recommendations will carry over into next year.

Administrator Pabst stated we are in Phase I with the TIF projects; this is budgeted at \$30,000, as well as \$30,000 for ongoing crisis management.

Director Dittman noted that \$20,000 is budgeted for CRC architectural fees and about \$327,000 to transfer to the LAFER Fund to offset the costs of the CRC renovation.

Within the Parks & Recreation Dept., \$125,000 is budgeted for all

contracted maintenance. Also, until the CRC is complete and operational, we have the continuation of the partnership with BRPD for program hosting (full year is \$15,000).

Most park events were cancelled this fiscal year, but budgets for the Spring 2022 5k Run, the Children's Holiday Party and the Tree Lighting are included. Funded by our SRA tax levy, we have dues to participate in the Special Rec Assn. and handicapped accessibility park improvements at the CRC. Park improvements are expected to exceed \$128,000, however we have funds on hand that have accumulated, and we intend to draw from this restricted source to lessen the amount of General Fund contributions toward this project.

Trustee Neal suggested, as part of our overall evaluation we should make sure that all our parks are ADA accessible.

Parks and Recreation Manager Fenske stated that Creekside and Ridgemoor Parks will need to be evaluated for compliance.

Director Dittman discussed the Planning Dept. which continues the services of an outside consultant at a projected cost of \$125,000.

In the Finance Dept, we had some personnel changes this year as one of our PT receptionists moved; the Board approved promoting the other PT receptionist to full-time, and the new salary and benefits are included. The annual Village audit anticipated for next year is \$31,000. The Village wide financial software provided by BS & A is expected to be \$12,780 for annual licensing fees.

Within the Police Department: Director Dittman highlighted salaries and benefit costs. Chief Schaller stated that the Red-Light camera fees have remained the same. EDP licenses are used for about 75% of the workload in terms of computer usage. For Police Capital we are looking at purchasing or leasing three new vehicles. In car cameras and body cameras are budgeted, but body cameras will need to be increased to \$60,000 due to storage issues.

Within Public Works the expenses mostly relate to outside contractors that perform the bulk of the work. There is a full-time staff of five, four "on the street" and one in office, plus two seasonal laborers. Their salaries/benefits are split 50/50 with the Water Fund.

Foreman Passero stated that we may need to adjust the salt budget. We will need to replace the International Dump Truck and Ford F-550 due to snow removal.

Within the Building Dept, most of the larger expenses are also related to outside contracting/inspection services.

A new Hotel/Motel department was created last year when the Village

closed out the Hotel/Motel Fund and last year the Village took a pause on advertising as two hotels were sold, and one was not yet open. Director Dittman asked if the board wants to include any funds for advertising?

Mayor Trilla asked for \$10,000 for advertising, this could be used for Ice Arena signage.

Director Dittman continued that in the Water Fund there are two debt issues for which repayment is budgeted: Series 2015 bonds and the IEPA loan. Operating costs include water purchase from DWC, and we have not been informed of any rate increase from DWC yet, we currently pay \$4.97/1,000 gallons of water. The overhead reimbursement is to cover the Water Fund's share of expenses that are charged to the General Fund.

Assistant Administrator Mertens shared that a water study budgeted for FY 21/22 is an assessment of current revenues and expenses for the Village as it relates to the water system. Also budgeted is a Capital Improvements Plan/Risk Resilience Study. Congress approved the American Water Infrastructure Act that requires communities to develop a risk assessment.

Director Dittman described the capital needs of the Water Fund including the Aclara upgrade which is the software that controls the satellite meter reads that we then import into our billing software. Upgrades are required by the vendor to move to a cloud-based system.

Foreman Passero described the Water Capital Improvement Fund capital needs and stated the main problem with the fire hydrants is that the parts are not longer available. So, it is in our best interest to order hydrant replacements.

Trustee Mistele asked, how many hydrants do we need? Foreman Passero responded, about 75% need to be replaced.

Director Dittman described the LAFER fund completion of the CRC. Prior year's numbers were used with escalation for some of the line items that were known. The estimated project cost is \$1.65 million. The funding will be through a combination of grant revenue and contribution from the General Fund, which may increase if the grants do not come through. There may be four grants to offset the costs of the project: two DCEO grants totaling \$725,000, and two infrastructure grants totaling \$600,000, which are less certain. \$327,000 will come from the General Fund.

A discussion of discretionary items will be held at the March budget workshop including an analysis of bringing the building inspector position in-house. Also, in Parks, the Ridgemoor Park renovation, which has been deferred for the past three years, and the Willow Pond Park fishing pier replacement, which can partially

use ADA funds, if any are available after applying towards CRC.

Parks and Recreation Manager Fenske stated that the equipment in Ridgemoor Park is from 1991 and needs to be updated.

Building Official Giuntoli shared that responsibilities of the Building Department changed after Tim Halik retired. There was a line item to hire a building inspector or outsource this cost. This proposed new salary would not exceed expenditures that the department already has, and he has been surveying surrounding communities.

Mayor Trilla asked if the position will include a pension?  
Building Official Giuntoli stated that it would.

Director Dittman asked if there were any questions?

Trustee Mistele suggested to add a line item for monument signage for the Village.

Assistant Administrator Mertens stated that we had gotten some quotes and IDOT said they would not allow signs that were not breakaway on the right of way.

Mayor Trilla asked to add \$20,000 to the budget to set up a vaccine location at Ashton Place to cover 50% of the rent. This would provide vaccines to Darien, Bur Ridge, Clarendon Hills, and Hinsdale. Each town could pay one month of the rent for about \$12,500. Would the Board support this?

Trustee Mistele asked if this was at Ashton Place. Mayor Trilla said yes. The Board had several questions and concerns.

Director Dittman asked if this is something the Board wants to add to the FY 21/22 Budget? Assistant Administrator Mertens said if the Board wanted to do this now, it would be a resolution and placed on the Village Board Agenda and is not something that would be included in the FY 21/22 budget due to the timing.

## **5. VISITOR'S BUSINESS**

None Presented.

## **6. ADJOURNMENT**

Motion to adjourn was made by Mayor Trilla.

The meeting was adjourned at 7:35 p.m.

Minutes transcribed by: Director of Finance Carrie Dittman and Christine Mardegan

WARRANTS

March 22, 2021

GENERAL CORPORATE FUND	-----	\$114,031.91
WATER FUND	-----	\$27,983.77
TOTAL WARRANTS	-----	\$142,015.68

Carrie Dittman, Director of Finance

APPROVED:  
Frank A. Trilla, Mayor

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/11/2021	APCHK	96825	TOMMY R's CATERING	PUBLIC RELATIONS	475-365	10	527.00
03/23/2021	APCHK	96826*#	ACCESS ONE, INC.	PHONE - TELEPHONES	455-201	10	458.45
				PHONE - TELEPHONES	455-201	10	49.30
				PHONE - TELEPHONES	455-201	10	49.30
				PHONE - TELEPHONES	455-201	10	58.30
				INTERNET/WEBSITE HOSTING	460-225	10	400.00
				PHONE - TELEPHONES	455-201	20	92.33
				PHONE - TELEPHONES	455-201	20	92.33
				PHONE - TELEPHONES	630-201	30	373.67
				INTERNET/WEBSITE HOSTING	640-225	30	400.00
				TELEPHONES	710-201	35	92.33
				CHECK APCHK 96826 TOTAL FOR FUND 01:			<u>2,066.01</u>
03/23/2021	APCHK	96828	AMERICAN TRAFFIC SOLUTIONS	RED LIGHT - CAMERA FEES	630-247	30	22,475.00
				RED LIGHT - MISC FEE	630-249	30	1,717.50
				CHECK APCHK 96828 TOTAL FOR FUND 01:			<u>24,192.50</u>
03/23/2021	APCHK	96829	APPLIED COMMUNICATIONS GROUP	MAINTENANCE - BUILDING	630-228	30	180.00
03/23/2021	APCHK	96830	ARTISTIC ENGRAVING	EMPLOYEE RECOGNITION	630-309	30	252.49
03/23/2021	APCHK	96832	B & E AUTO REPAIR & TOWING	MAINTENANCE - VEHICLES	630-409	30	2,079.09
03/23/2021	APCHK	96833	BIOMIST, INC.	OPERATING EQUIPMENT	630-401	30	868.00
03/23/2021	APCHK	96834	BRYAN'S GARAGE DOOR SOLUTIONS	MAINTENANCE - BUILDING	630-228	30	300.00
03/23/2021	APCHK	96835	CHOICE OFFICE EQUP & SUPPLIES INC	COPY SERVICE	455-315	10	422.77
03/23/2021	APCHK	96836#	CHRISTOPHER B. BURKE	FEES - ENGINEERING-REIMB	520-245	15	1,232.56
				FEES - ENGINEERING-REIMB	520-245	15	990.00
				FEES - ENGINEERING	520-245	15	932.50
				FEES - ENGINEERING-REIMB	520-245	15	705.00
				FEES - ENGINEERING	720-245	35	330.00
				FEES - ENGINEERING	720-245	35	1,121.50
				FEES - ENGINEERING	720-245	35	1,702.00
				PLAN REVIEW - CIVIL ENGINEER-REIMB	820-254	40	220.00
				PLAN REVIEW - CIVIL ENGINEER-REIMB	820-254	40	330.00
				PLAN REVIEW - CIVIL ENGINEER-REIMB	820-254	40	220.00
				PLAN REVIEW - CIVIL ENGINEER-REIMB	820-254	40	220.00
				PLAN REVIEW - CIVIL ENGINEER-REIMB	820-254	40	240.00
				CHECK APCHK 96836 TOTAL FOR FUND 01:			<u>8,243.56</u>

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/23/2021	APCHK	96837*#	COMED	RED LIGHT - COM ED	630-248	30	36.83
				RED LIGHT - COM ED	630-248	30	46.48
				RED LIGHT - COM ED	630-248	30	48.11
				ENERGY - STREET LIGHTS	745-207	35	50.63
				ENERGY - STREET LIGHTS	745-207	35	497.29
				ENERGY - STREET LIGHTS	745-207	35	491.74
				CHECK APCHK 96837 TOTAL FOR FUND 01:			1,171.08
03/23/2021	APCHK	96839#	DUPAGE COUNTY PUBLIC WORKS	SANITARY (835 MIDWAY)	466-251	10	18.90
				SANITARY (825 MIDWAY)	570-250	20	4.62
				SANITARY (PARKS)	570-278	20	4.62
				SANITARY (7760 QUINCY)	630-250	30	18.90
				SANITARY USER CHARGE	725-417	35	18.90
				CHECK APCHK 96839 TOTAL FOR FUND 01:			65.94
03/23/2021	APCHK	96840	DUPAGE COUNTY RECORDER	FEES/DUES/SUBSCRIPTIONS	455-307	10	86.00
03/23/2021	APCHK	96841	DUPAGE COUNTY TREASURER	EDP LICENSES	640-263	30	750.00
03/23/2021	APCHK	96843	EWS WELDING SUPPLY, INC	MAINTENANCE - BUILDING	466-228	10	132.02
03/23/2021	APCHK	96844	FOX TOWN PLUMBING INC	MAINTENANCE - BUILDING	466-228	10	1,060.88
03/23/2021	APCHK	96845	GBJ SALES, LLC	OPERATING EQUIPMENT	755-401	35	330.35
03/23/2021	APCHK	96846	GRAINGER	OPERATING EQUIPMENT	755-401	35	18.72
03/23/2021	APCHK	96849*#	HOME DEPOT CREDIT SERVICES	MAINTENANCE - BUILDING	466-228	10	16.98
				MAINTENANCE - VEHICLES	735-409	35	14.97
				MAINTENANCE - EQUIPMENT	735-411	35	(24.97)
				OPERATING EQUIPMENT	755-401	35	199.00
				CHECK APCHK 96849 TOTAL FOR FUND 01:			205.98
03/23/2021	APCHK	96850	HR SIMPLIFIED	HEALTH/DENTAL/LIFE INSURANCE	455-141	10	100.00
03/23/2021	APCHK	96851	ILLINOIS DEPT OF AGRICULTURE	FEES/DUES/SUBSCRIPTIONS	630-307	30	200.00
03/23/2021	APCHK	96852	KANE, MCKENNA & ASSOCIATES, INC.	CONSULTING	455-306	10	575.00
03/23/2021	APCHK	96853	KEVRON PRINTING & DESIGN INC	PRINTING, PUBLISHING & TRANSCRIPTION	455-302	10	238.00
03/23/2021	APCHK	96854	KING CAR WASH	FUEL/MILEAGE/WASH	630-303	30	325.00
03/23/2021	APCHK	96855	KODAK MECHANICAL, INC.	BUILDING IMPROVEMENTS	485-602	10	2,375.00
03/23/2021	APCHK	96856#	KONICA MINOLTA BUSINESS SOLUTIONS	COPY SERVICE	630-315	30	54.20

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
				COPY SERVICE	630-315	30	303.98
				COPY SERVICE	810-315	40	330.58
				CHECK APCHK 96856 TOTAL FOR FUND 01:			<u>688.76</u>
03/23/2021	APCHK	96857	LA FASTENERS INC	OPERATING EQUIPMENT	755-401	35	2.37
03/23/2021	APCHK	96858	MEDLIN COMMUNICATIONS, INC	BUILDING IMPROVEMENTS	485-602	10	3,000.00
03/23/2021	APCHK	96860	MONROE TRUCK EQUIPMENT INC	MAINTENANCE - VEHICLES	735-409	35	4,046.60
03/23/2021	APCHK	96861	MOTOROLA SOLUTIONS INC	MAINTENANCE - RADIO EQUIPMENT	630-421	30	1,091.35
03/23/2021	APCHK	96862	NJ RYAN TREE & LANDSCAPE LLC	SALT	755-331	35	20,867.43
				SALT	755-331	35	6,031.97
				CHECK APCHK 96862 TOTAL FOR FUND 01:			<u>26,899.40</u>
03/23/2021	APCHK	96863	OCCUPATIONAL HEALTH CENTERS	PERSONNEL RECRUITMENT	455-131	10	123.00
03/23/2021	APCHK	96864	ORKIN EXTERMINATING	MAINTENANCE - BUILDING	630-228	30	96.63
03/23/2021	APCHK	96865	PHILLIP'S FLOWERS	PUBLIC RELATIONS	475-365	10	77.90
03/23/2021	APCHK	96866	POWERDMS INC	FEES/DUES/SUBSCRIPTIONS	630-307	30	715.32
03/23/2021	APCHK	96867	PUBLIC SAFETY DIRECT INC	MAINTENANCE - VEHICLES	630-409	30	1,210.77
03/23/2021	APCHK	96868	PURE POWER GENERATORS	MAINTENANCE - BUILDING	466-228	10	367.56
03/23/2021	APCHK	96869	QUADIANT LEASING USA, INC.	POSTAGE & METER RENT	630-311	30	408.24
03/23/2021	APCHK	96871	RATHS, RATHS & JOHNSON, INC.	PLAN REVIEW - STRUCTURAL-REIMB	820-255	40	1,095.00
03/23/2021	APCHK	96872	RAY O'HERRON CO., INC.	UNIFORMS	630-345	30	69.98
				UNIFORMS	630-345	30	155.45
				UNIFORMS	630-345	30	61.49
				UNIFORMS	630-345	30	37.99
				OPERATING EQUIPMENT	630-401	30	912.60
				CHECK APCHK 96872 TOTAL FOR FUND 01:			<u>1,237.51</u>
03/23/2021	APCHK	96873	REGIONAL TRUCK EQUIPMENT CO	OPERATING EQUIPMENT	755-401	35	5,530.00
03/23/2021	APCHK	96874	ROBERT SCHALLER	FEES/DUES/SUBSCRIPTIONS	630-307	30	230.00
03/23/2021	APCHK	96875	RUTLEDGE PRINTING CO.	PRINTING & PUBLISHING	630-302	30	246.48
				PRINTING & PUBLISHING	630-302	30	121.46
				PRINTING & PUBLISHING	630-302	30	234.01
				CHECK APCHK 96875 TOTAL FOR FUND 01:			<u>601.95</u>

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/23/2021	APCHK	96876#	SATELLITE PHONE STORE	PHONE - TELEPHONES	455-201	10	65.76
				PHONE - TELEPHONES	630-201	30	65.76
				CHECK APCHK 96876 TOTAL FOR FUND 01:			131.52
03/23/2021	APCHK	96877	SENTRY SECURITY FASTENERS, INC	JAIL SUPPLIES	650-343	30	166.80
03/23/2021	APCHK	96879*#	TAMELING GRADING	SNOW REMOVAL CONTRACT	740-287	35	15,562.50
03/23/2021	APCHK	96881	THOMSON REUTERS - WEST	FEES/DUES/SUBSCRIPTIONS	630-307	30	185.57
03/23/2021	APCHK	96882	TOOLS PLUS INDUSTRIES LLC	OPERATING EQUIPMENT	755-401	35	269.70
03/23/2021	APCHK	96883	U.S. POSTMASTER	POSTAGE & METER RENT	455-311	10	245.00
03/23/2021	APCHK	96884*#	VERIZON WIRELESS	PHONE - TELEPHONES	410-201	05	42.46
				PHONE - TELEPHONES	455-201	10	84.92
				PHONE - TELEPHONES	630-201	30	696.13
				TELEPHONES	710-201	35	84.92
				TELEPHONES	810-201	40	42.46
				CHECK APCHK 96884 TOTAL FOR FUND 01:			950.89
03/23/2021	APCHK	96885#	WAREHOUSE DIRECT	OFFICE SUPPLIES	455-301	10	9.02
				OFFICE SUPPLIES	455-301	10	526.94
				OFFICE SUPPLIES	455-301	10	46.90
				COMMISSARY PROVISION	455-355	10	32.38
				COMMISSARY PROVISION	455-355	10	32.98
				COMMISSARY PROVISION	455-355	10	74.18
				PRINTING & PUBLISHING	630-302	30	79.90
				PRINTING & PUBLISHING	630-302	30	199.98
				OPERATING EQUIPMENT	630-401	30	381.34
				OPERATING EQUIPMENT	630-401	30	93.16
				OPERATING EQUIPMENT	630-401	30	70.95
				OPERATING EQUIPMENT	630-401	30	28.99
				OPERATING EQUIPMENT	630-401	30	10.08
				OPERATING EQUIPMENT	630-401	30	49.94
				CHECK APCHK 96885 TOTAL FOR FUND 01:			1,636.74
03/23/2021	APCHK	96886	WESTERN FIRST AID & SAFETY	OPERATING EQUIPMENT	630-401	30	112.53
				OPERATING EQUIPMENT	630-401	30	184.30
				CHECK APCHK 96886 TOTAL FOR FUND 01:			296.83

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/23/2021	APCHK	96887	WESTOWN AUTO SUPPLY COMPANY	MAINTENANCE - VEHICLES	735-409	35	348.61
03/23/2021	APCHK	96888#	WEX HEALTH, INC	EMP DED PAY - FSA FEE	210-221	00	35.70
				HEALTH/DENTAL/LIFE INSURANCE	455-141	10	14.30
				CHECK APCHK 96888 TOTAL FOR FUND 01:			50.00
				Total for fund 01 GENERAL FUND			114,031.91

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 02 WATER FUND							
03/23/2021	APCHK	96826**	ACCESS ONE, INC.	PHONE - TELEPHONES	401-201	50	92.48
				PHONE - TELEPHONES	401-201	50	92.33
				CHECK APCHK 96826 TOTAL FOR FUND 02:			<u>184.81</u>
03/23/2021	APCHK	96827	ACI PAYMENTS, INC	FEES DUES SUBSCRIPTIONS	401-307	50	9.75
03/23/2021	APCHK	96831	ASSOCIATED TECHNICAL SERV. LTD.	LEAK SURVEYS	430-276	50	635.00
				LEAK SURVEYS	430-276	50	745.50
				CHECK APCHK 96831 TOTAL FOR FUND 02:			<u>1,380.50</u>
03/23/2021	APCHK	96837*#	COMED	ENERGY - ELECTRIC PUMP	420-206	50	1,524.84
03/23/2021	APCHK	96838	DUPAGE COUNTY	WATER DISTRIBUTION REPAIRS/MAINTENANCE	430-277	50	100.00
03/23/2021	APCHK	96842	ETP LABS INC	SAMPLING ANALYSIS	420-362	50	100.00
03/23/2021	APCHK	96847	GRIT PIPE SOLUTIONS LLC	WATER DISTRIBUTION REPAIRS/MAINTENANCE	430-277	50	1,560.00
03/23/2021	APCHK	96848	H AND R CONSTRUCTION INC.	WATER DISTRIBUTION REPAIRS/MAINTENANCE	430-277	50	3,400.00
				WATER DISTRIBUTION REPAIRS/MAINTENANCE	430-277	50	7,440.00
				CHECK APCHK 96848 TOTAL FOR FUND 02:			<u>10,840.00</u>
03/23/2021	APCHK	96849*#	HOME DEPOT CREDIT SERVICES	MATERIALS & SUPPLIES-	425-475	50	350.82
				MATERIALS & SUPPLIES-	425-475	50	13.14
				MATERIALS & SUPPLIES-	425-475	50	358.00
				CHECK APCHK 96849 TOTAL FOR FUND 02:			<u>721.96</u>
03/23/2021	APCHK	96859	MIDWEST CHLORINATING, INC.	WATER DISTRIBUTION REPAIRS/MAINTENANCE	430-277	50	10,600.00
03/23/2021	APCHK	96870	RAGS ELECTRIC, INC	WELLHOUSE REPAIRS & MAIN - WB EXEC	425-474	50	706.95
03/23/2021	APCHK	96878	SUBURBAN DOOR CHECK & LOCK SERVICE	MATERIALS & SUPPLIES-	425-475	50	12.00
03/23/2021	APCHK	96879*#	TAMELING GRADING	LANDSCAPING - OTHER	430-299	50	135.00
03/23/2021	APCHK	96880	TAMELING INDUSTRIES	LANDSCAPING - OTHER	430-299	50	23.04
03/23/2021	APCHK	96884*#	VERIZON WIRELESS	PHONE - TELEPHONES	401-201	50	84.92
				Total for fund 02 WATER FUND			27,983.77
				TOTAL - ALL FUNDS			142,015.68

Check Date    Bank    Check #    Payee    Description    Account    Dept    Amount

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'\*'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND  
'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

VILLAGE OF WILLOWBROOK

BOARD MEETING  
AGENDA ITEM - HISTORY/COMMENTARY

AN ORDINANCE EXTENDING TEMPORARY EXECUTIVE POWERS PURSUANT TO  
65 ILCS 5/11-1-6

AGENDA NO. **5e**

AGENDA DATE: **03/22/21**

STAFF REVIEW: Sean Halloran, Assistant Village Administrator

SIGNATURE: *Sean Halloran / cm*

LEGAL REVIEW: Thomas Bastian, Village Attorney

SIGNATURE: *Tom Bastian / cm*

RECOMMENDED BY: Brian Pabst, Village Administrator

SIGNATURE: *Brian Pabst / cm*

REVIEWED & APPROVED BY COMMISSION: YES  NO  N/A

ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

In late 2019, a new and significant outbreak of Coronavirus Disease 2019 (COVID-19) emerged in China. The World Health Organization declared COVID-19 a Public Health Emergency of International Concern on January 30, 2020, and the United States Secretary of Health and Human Services declared that COVID-19 presents a public health emergency on January 27, 2020.

On March 9, 2020 Illinois Governor JB Pritzker declared all counties in the State of Illinois as a disaster area, (Governor's Disaster Proclamation). Following the lead of Governor J. B. Pritzker, health agencies on both the State and Federal level, the DuPage County Board on March 16, 2020 passed the DuPage County Disaster Proclamation. The Centers for Disease Control (CDC) and World Health Organization have declared the COVID-19 a global pandemic.

On July 24, 2020 Illinois Governor JB Pritzker issued an additional Executive Order amending the criteria. On October 20, 2020, the Governor implemented additional restrictions limiting gatherings sizes and banning indoor bar and restaurant services beginning on October 23, 2020 for regions 7 and 8. On December 11, 2020 the Governor issued Executive Order 2020-74 further tightening restrictions on bars, restaurants, and social gatherings to help mitigate the spread of COVID-19. On November 20, 2020, the Governor implemented Tier 3 Resurgence Mitigation restrictions to combat the exponential growth of COVID-19 within the State. On January 18, 2021, the Governor revised the restrictions for regions that have met certain criteria. The Village of Willowbrook is part of Region 8 and this Region has met criteria to be reclassified to Tier 1 restrictions (attached).

ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

It is the policy of the Village of Willowbrook that the corporate authorities will be prepared to address any emergencies and, therefore, pursuant to Section 5/11-1-6 of the Illinois Municipal Code, it is necessary and appropriate to establish standards for the determination of whether a state of emergency exists authorizing the mayor to exercise extraordinary power and authority, by executive order, during the possible state of emergency, to ensure that the effects of COVID-19 are mitigated and minimized and that residents and visitors in the Village remain safe and secure.

If the ordinance is approved, it would allow for the follow items allowable through the code of ordinances:

- a) All actions reasonably and expeditiously necessary to respond to the local state of emergency; and
- b) Approve previously appropriated expenditures of the Village for the purpose of continuing the operations of the Village; and
- c) In the event the local state of emergency extends beyond the current fiscal year and a new budget has not been approved, the Mayor shall be authorized to approve new spending by the Village during the existence of the local state of emergency;
- d) Canceling meetings of any board or commission to which the Mayor appoints members. Any such cancellation shall automatically extend such deadlines for required actions by such board of commission as is specified in the cancellation notice;
- e) Suspend licenses or permits for special events or any other licenses or permits issued by the Village which in the judgment of the Mayor could impact the public health or well-being of residents or visitors to the community;
- f) Authorize any purchase for which funds are available reasonably related to the local state of emergency; and
- g) Authorize to close Village facilities as is reasonably required to protect the health of the public and employees of the Village related to the local state of emergency.

This Extension of the Temporary Executive Power Ordinance will be in full affect until the next regular meeting of the Village Board of the Village of Willowbrook.

**ACTION PROPOSED: Pass the Ordinance.**

**ORDINANCE NO. 21-O-13**

**AN ORDINANCE EXTENDING TEMPORARY  
EXECUTIVE POWERS PURSUANT TO 65 ILCS 5/11-1-6**

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**WHEREAS**, on March 23, 2020, the Governor of the State of Illinois issued Executive Order 2020-10 ordering all individuals, with certain exceptions, to shelter in place through April 7, 2020; and

**WHEREAS**, during the March 23, 2020 regular meeting of the Mayor and Board of Trustees of the Village of Willowbrook, the Village Board adopted and approved Ordinance 20-O-08, entitled “An Ordinance Establishing Temporary Executive Powers Pursuant to 65 ILCS 5/11-1-6”; and

**WHEREAS**, on March 23, 2020, Village Mayor, Frank A. Trilla, signed a “Proclamation Declaring An Emergency In The Village Of Willowbrook Due To The Coronavirus (COVID-19) Outbreak”; and

**WHEREAS**, on April 1, 2020, the Governor of the State of Illinois issued Executive Order 2020-18 extending for an additional thirty (30) days certain executive orders, including Executive Order 2020-10, ordering all individuals, with certain exceptions, to shelter in place through April 30, 2020; and

**WHEREAS**, effective May 1, 2020, Governor JB Pritzker signed Executive Order 2020-32 extending for another thirty (30) days prior Executive Orders continuing shelter-in-place orders until May 30, 2020; and

**WHEREAS**, during the April 27, 2020 regular meeting of the Mayor and Board of Trustees of the Village of Willowbrook, the Village Board adopted and approved Ordinance 20-O-13,

entitled “An Ordinance Extending Temporary Executive Powers Pursuant to 65 ILCS 5/11-1-6”;  
and

**WHEREAS**, during the May 11, 2020 regular Village Board Meeting of the Mayor and Board of Trustees of the Village of Willowbrook, the Village Board adopted and approved Ordinance 20-O-17, entitled “An Ordinance Extending Temporary Executive Powers Pursuant to 65 ILCS 5/11-6”; and

**WHEREAS**, during the May 26, 2020 Village Board meeting of the Mayor and Board of Trustees, the Village Board adopted and approved Ordinance No. 20-O-19 extending temporary executive powers; and

**WHEREAS**, during the June 8, 2020 Village Board Meeting of the Mayor and Board of Trustees, the Village Board adopted and approved Ordinance No. 20-O-21 extending temporary executive powers; and

**WHEREAS**, during the June 22, 2020 Village Board Meeting of the Mayor and Board of Trustees, the Village Board adopted and the Mayor approved Ordinance No. 20-O-23 extending temporary executive powers; and

**WHEREAS**, on June 26, 2020, Governor JB Pritzker issued Executive Order 2020-44 (COVID-19 Executive Order No. 42) which extended prior Executive Orders related to the COVID-19 pandemic and again declared all counties in the State of Illinois disaster areas for an additional thirty (30) days; and

**WHEREAS**, on July 24, 2020, Governor JB Pritzker extended the Disaster Proclamations, previously issued, for an additional thirty (30) days; and

**WHEREAS**, on August 21, 2020, Governor JB Pritzker extended the disaster proclamation, previously issued, for an additional thirty (30) days; and

**WHEREAS**, on October 16, 2020, Governor JB Pritzker again extended the disaster proclamation for an additional thirty (30) days; and

**WHEREAS**, on November 13, 2020, Governor JB Pritzker again extended the disaster proclamation for an additional thirty (30) days; and

**WHEREAS**, on January 8, 2021, Governor JB Pritzker extended the disaster proclamation for an additional thirty (30) days and as further extended on February 5, 2021 by Executive Order 2021-4; and

**WHEREAS**, the corporate authorities of the Village believe it is reasonable and necessary for the temporary executive powers afforded by Village Ordinances 20-O-08, 20-O-10, 20-O-13, 20-O-17, 20-O-19, 20-O-21, 20-O-23, 20-O-26, 20-O-29, 20-O-32, 20-O-36, 20-O-38, 20-O-44, 20-O-45, 20-O-48, 20-O-53, 20-O-55, 20-O-63, 21-O-01, 21-O-4, 21-O-7, 21-O-9, 21-O-11 and this ordinance be extended to the adjournment of the next regularly scheduled Village of Willowbrook Mayor and Board of Trustees' meeting.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

**SECTION 1.** The corporate authorities of the Village hereby determine that it is advisable, necessary and in the best interests of the public health, safety and welfare of the Village that the Village extend the temporary executive powers afforded by Village Ordinances 20-O-08, 20-O-10, 20-O-13, 20-O-17, 20-O-19, 20-O-21, 20-O-23, 20-O-26, 20-O-29, 20-O-32, 20-O-36, 20-O-38, 20-O-44, 20-O-45, 20-O-48, 20-O-53, 20-O-55, 20-O-63, 21-O-01, 21-O-4, 21-O-7, 21-O-9, 21-O-

11 and as further extended by this Village Ordinance 21-O-13, until the adjournment of the next regularly scheduled meeting of the Village of Willowbrook Mayor and Board of Trustees.

**SECTION 2.** The officials, officers and employees of the Village are hereby authorized to take such further actions as are necessary to carry out the intent and purpose of this Ordinance.

**SECTION 3.** This Ordinance shall be in full force and effect upon and after its passage, approval and publication in accordance with law.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021.

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

## Tier 1 Resurgence Mitigations

UPDATED 1/18/2021

Tier 1 mitigations may be applied to regions that are experiencing a sustained resurgence of COVID-19 or regions that have been under more stringent mitigations but have not yet achieved metrics that allow for a resumption of Phase 4 Restore Illinois activities. If a region again experiences a sustained resurgence of COVID-19 with Tier 1 mitigations in place, a return to stricter measures may be necessary to curtail further spread. **Tier 1 mitigations include the following:**

SETTING	MITIGATION REQUIREMENTS
<p><b>Bars and restaurants</b></p>	<ul style="list-style-type: none"> <li>• All bars and restaurants close at 11pm and may reopen no earlier than 6am the following day</li> <li>• Indoor service limited to the lesser of 25 guests or 25% capacity per room</li> <li>• Establishments offering indoor service must serve food</li> <li>• Indoor service reservations limited to 2-hour maximum duration and maximum 4 persons per party (dining only with members of the same household recommended)</li> <li>• All bar and restaurant patrons should be seated at tables</li> <li>• No ordering, seating, or congregating at bar (bar stools should be removed)</li> <li>• Tables should be 6 feet apart</li> <li>• No standing or congregating indoors or outdoors while waiting for a table or exiting</li> <li>• No dancing or standing indoors</li> <li>• Reservations required for each party</li> <li>• No seating of multiple parties at one table</li> <li>• Includes private clubs and country clubs</li> <li>• Limit to lesser of 25 guests or 25% of overall room capacity both indoors and outdoors</li> </ul>
<p><b>Meetings, social events and gatherings</b> (including weddings, funerals, potlucks, etc.)</p>	<ul style="list-style-type: none"> <li>• Applicable to professional, cultural and social group gatherings.</li> <li>• Not applicable to students participating in-person classroom learning, or sports.</li> <li>• This does not reduce the overall facility capacity dictated by general Phase 4 business guidance such as office, personal care, retail, etc.</li> </ul>
<p><b>Organized group recreational activities</b> (fitness centers, sports, etc.)</p>	<ul style="list-style-type: none"> <li>• No party buses</li> <li>• Sports should follow the mitigation measures set forth in the All Sport Guidelines, which outlines appropriate levels of practice and competition based on individual sport risk</li> <li>• Face coverings must be worn at all times in fitness centers, including while engaged in individual exercise regardless of person or machine spacing</li> <li>• Recreation, fitness centers and outdoor activities (not included in the above exposure settings) follow Phase 4 guidance</li> </ul>

IDPH will continue to track the positivity rate in regions requiring additional mitigations to determine if mitigations can be relaxed, if additional mitigations are required, or if current mitigation should remain in place.

- For regions experiencing a resurgence of COVID-19, Tier 1 mitigations may be applied in either of the two scenarios:
  - If a region's test positivity rate is greater than or equal to 8 percent for three consecutive days (measured with the 7-day rolling average)
  - If a region experiences both a sustained increase in test positivity rate (measured with the 7-day rolling average for 7 of 10 days) and hospital capacity is threatened, which is measured by either:
    - A. A sustained increase in the number of COVID patients in the hospital (measured with the 7-day average for 7 of 10 days), or
    - B. Staffed ICU bed availability falls below 20 percent for three consecutive days (measured with the 7-day rolling average)
- For regions experiencing declining spread of COVID-19, Tier 1 mitigations will go into effect if a region meets the following three metrics:
  - Test positivity rate between 6.5 and 8 percent for three consecutive days (measured with the 7-day rolling average)
  - Staffed intensive care unit (ICU) bed availability greater than or equal to 20 percent for three consecutive days (measured with the 7-day rolling average)
  - No sustained increase in the number of COVID-19 patients in hospitals (measured with the 7-day rolling average for 7 of 10 days)

*Please see the Illinois Gaming Board's website for Tier 1 and Tier 2 mitigations for casino gambling and video gaming.*

Follow the latest regional metrics at: <https://dph.illinois.gov/regionmetrics>.

For more information on guidance for businesses, please visit the FAQ on [DCEO's website](#).



FILED  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

December 11, 2020

Executive Order 2020-74

**EXECUTIVE ORDER 2020-74**  
**(COVID-19 EXECUTIVE ORDER NO. 70)**

**WHEREAS**, since early March 2020, Illinois has faced a pandemic that has caused extraordinary sickness and loss of life, infecting over 830,000, and taking the lives of more than 14,000 residents; and,

**WHEREAS**, as Illinois adapts and responds to the public health disaster caused by Coronavirus Disease 2019 (COVID-19), a novel severe acute respiratory illness that spreads rapidly through respiratory transmissions and that continues to be without an effective treatment or vaccine, the burden on residents, healthcare providers, first responders, and governments throughout the State is unprecedented; and,

**WHEREAS**, at all times but especially during a public health crisis, protecting the health and safety of Illinoisans is among the most important functions of State government; and,

**WHEREAS**, public health research and guidance indicates the necessity and efficacy of wearing cloth face coverings in public settings where social distancing measures are difficult to maintain, and indicates that the risk of transmission outdoors is less than the risk of transmission indoors; and,

**WHEREAS**, public health guidance advises that minimizing physical interactions between people who do not reside in the same household is critical to slowing the spread of COVID-19; and,

**WHEREAS**, as COVID-19 has spread in Illinois over the course of the Gubernatorial Disaster Proclamations, the circumstances causing a disaster throughout the State have changed and continue to change, making definitive predictions of the course the virus will take over the coming months extremely difficult; and,

**WHEREAS**, in addition to causing the tragic loss of more than 14,000 Illinoisans and wreaking havoc on the physical health of tens of thousands more, COVID-19 has caused extensive economic loss and continues to threaten the financial welfare of a significant number of individuals and businesses across the nation and the State; and,

**WHEREAS**, many executive agencies in the State have focused their limited resources on the ongoing response to the COVID-19 pandemic; and,

**WHEREAS**, the COVID-19 pandemic has required the Illinois Department of Agriculture (IDOA) to address the outbreak's impact on the State's food supply chain through regulation and oversight of meat and poultry facilities and livestock management facilities; and,

**WHEREAS**, the COVID-19 pandemic's disruption to the livestock market has required IDOA to concentrate its resources on working with livestock owners and producers in addressing safe and environmental animal disposal concerns through its oversight and regulation of the Dead Animal Disposal Act; and,

**WHEREAS**, IDOA regulates and investigates many other industries that have been directly impacted by the COVID-19 pandemic including, but not limited to, pesticide applicators, animal shelters, pet shops, and gas stations, and the continued, proper regulation of these industries requires IDOA to commit additional time and resources into creating new procedures for conducting remote investigations and trainings; and,

**WHEREAS**, the COVID-19 pandemic's detrimental impact to IDOA's regulated industries has required IDOA to place additional time and resources into organizing and managing the timely implementation of the Business Interruption Grant Program; and,

**WHEREAS**, on December 11, 2020, considering the expected continuing spread of COVID-19 and the ongoing health and economic impacts that that will be felt over the coming month by people across the State, I declared all counties in the State of Illinois as a disaster area; and,

**WHEREAS**, in response to the epidemic emergency and public health emergency described above, I find it necessary to re-issue Executive Orders 2020-03, 2020-04, 2020-07, 2020-08, 2020-09, 2020-11, 2020-12, 2020-15, 2020-16, 2020-17, 2020-20, 2020-21, 2020-22, 2020-23, 2020-24, 2020-25, 2020-26, 2020-27, 2020-28, 2020-29, 2020-30, 2020-34, 2020-35, 2020-36, 2020-40, 2020-41, 2020-42, 2020-45, 2020-47, 2020-50, 2020-53, 2020-56, 2020-57, 2020-60, 2020-61, 2020-62, 2020-63, 2020-64, 2020-65, 2020-66, 2020-67, 2020-68, 2020-69, 2020-70, 2020-72, and 2020-73 and hereby incorporate the WHEREAS clauses of those Executive Orders;

**THEREFORE**, by the powers vested in me as the Governor of the State of Illinois, pursuant to the Illinois Constitution and Sections 7(1), 7(2), 7(3), 7(8), 7(9), and 7(12) of the Illinois Emergency Management Agency Act, 20 ILCS 3305, and consistent with the powers in public health laws, I hereby order the following, effective December 11, 2020:

**Part 1: Re-Issue of Executive Orders.**

Executive Orders 2020-03, 2020-04, 2020-07, 2020-08, 2020-09, 2020-11, 2020-12, 2020-15, 2020-16, 2020-17, 2020-20, 2020-21, 2020-22, 2020-23, 2020-24, 2020-25, 2020-26, 2020-27, 2020-28, 2020-29, 2020-30, 2020-34, 2020-35, 2020-36, 2020-40, 2020-41, 2020-42, 2020-45, 2020-47, 2020-50, 2020-53, 2020-56, 2020-57, 2020-60, 2020-61, 2020-62, 2020-63, 2020-64, 2020-65, 2020-66, 2020-67, 2020-68, 2020-69, 2020-70, 2020-72, and 2020-73 as follows:

**Executive Order 2020-04 (Closure of James R. Thompson Center; waiver of sick leave requirement for State employees):**

Sections 2 and 3 of Executive Order 2020-04 are re-issued and extended through **January 9, 2021**. Nothing in Section 2 precludes the Department of Central Management Services from designating specific points of ingress and egress and controlling traffic flow in the James R. Thompson Center for State employees, members of the public attending to State business, and members of the public patronizing the businesses and food court.

**Executive Order 2020-07 (In-person meeting requirements):**

Section 6 of Executive Order 2020-07, as amended by Executive Order 2020-33 and Executive Order 2020-44, is re-issued and extended through **January 9, 2021**.

**Executive Order 2020-08 (Secretary of State operations):**

**FILED**  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

Sections 3, 4, and 5 of Executive Order 2020-08, as amended by Executive Order 2020-39 and Executive Order 2020-44, are re-issued and extended through **January 9, 2021**.

Executive Order 2020-08 is further amended and revised as follows:

Section 6. The provisions of the Illinois Vehicle Code, 625 ILCS 5, providing for the expiration of vehicle registrations and licenses are suspended as follows: (1) all motor vehicle registrations that expire in November 2020 or December 2020 are extended; and (2) all licenses issued pursuant to Chapter 3, Article IX, Remittance Agents, and Chapter 5, Dealers, Transporters, Wreckers and Rebuilders, that expire on December 31, 2020, are extended if an application to renew the license is received by the Office of the Secretary of State by December 31, 2020.

**Executive Order 2020-09 (Telehealth):**

Executive Order 2020-09, as amended by Executive Order 2020-52, is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-11 (Illinois Department of Corrections notification period):**

Section 4 of Executive Order 2020-11 is re-issued and extended through **January 9, 2021**.

**Executive Order 2020-12 (Health care worker background checks; Illinois Department of Juvenile Justice notification period):**

Sections 1 and 3 of Executive Order 2020-12 are re-issued and extended through **January 9, 2021**.

**Executive Order 2020-15 (Suspending provisions of the Illinois School Code):**

Sections 5, 6, 7, 8, and 9 of Executive Order 2020-15 are re-issued and extended through **January 9, 2021**.

**Executive Order 2020-16 (Suspension of classroom training requirement for security services):**

Section 2 of Executive Order 2020-16 is re-issued and extended through **January 9, 2021**.

**Executive Orders 2020-03 and 2020-17 (Cannabis deadlines and applications):**

Executive Orders 2020-03 and 2020-17, as modified by Executive Order 2020-18, are re-issued and shall remain in effect as specified by Executive Order 2020-18.

**Executive Order 2020-20 (Public assistance requirements):**

Executive Order 2020-20 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-21 (Furlough of Illinois Department of Corrections inmates):**

Executive Order 2020-21 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-22 (Placements under the Child Care Act of 1969; fingerprint submissions under Health Care Worker Background Check Act):**

Sections 4, 5, and the Savings Clause of Executive Order 2020-22 are re-issued and extended through **January 9, 2021**.

**FILED**  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

**Executive Order 2020-23 (Actions by the Illinois Department of Financial and Professional Regulation for licensed professionals engaged in disaster response):**

Executive Order 2020-23 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-24 (Illinois Department of Human Services Forensic Treatment Program; investigations of Illinois Department of Human Services employees):**

Executive Order 2020-24 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-25 (Garnishment and wage deductions):**

Executive Order 2020-25, as amended by Executive Order 2020-55, is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-26 (Hospital capacity):**

While several sections of Executive Order 2020-26 had previously been rescinded, Executive Order 2020-26 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-27 (Cadavers testing positive for COVID-19):**

Executive Order 2020-27 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-28 (Industrial radiography certifications):**

Executive Order 2020-28, as amended by Executive Order 2020-55, is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-29 (In-person education or exams for professional insurance licenses):**

Executive Order 2020-29 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-30 (Expired consular identification documents; electronic filings for the Illinois Human Rights Commission):**

Sections, 1, 4, 5, and 6 of Executive Order 2020-30 are re-issued and extended through **January 9, 2021**.

**Executive Order 2020-34 (Cannabis requirements):**

Executive Order 2020-34 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-35 (Illinois Department of Public Health regulatory activities):**

Sections 14, 15, 16, and 17 of Executive Order 2020-35 are re-issued and extended through **January 9, 2021**.

**Executive Order 2020-36 (Marriage licenses):**

Executive Order 2020-36 is re-issued in its entirety and extended through **January 9, 2021**.

**FILED**  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

**Executive Order 2020-40 (Child Labor Law):**

Sections 2 and 4 of Executive Order 2020-40 are re-issued and extended through January 9, 2021.

**Executive Order 2020-41 (Sports wagering):**

Executive Order 2020-41 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-42 (State Fairs):**

Executive Order 2020-42 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-45 (Cannabis licenses):**

Executive Order 2020-45 is re-issued in its entirety and shall remain in effect as specified by Executive Order 2020-45.

**Executive Order 2020-47 (In-person instruction at preK-12 schools):**

Executive Order 2020-47 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-50 (Resuming transfers from county jails to Illinois Department of Corrections):**

Executive Order 2020-50 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-53 (Region 7 mitigations):**

Executive Order 2020-53 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-56 (Region 1 mitigations):**

Executive Order 2020-56 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-57 (Cannabis identification cards):**

Executive Order 2020-57 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-60 (Region 5 mitigations):**

Executive Order 2020-60 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-61 (Regions 7 and 8 mitigations):**

Executive Order 2020-61 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-62 (Region 1 Tier 2 mitigations):**

Executive Order 2020-62 is re-issued in its entirety and extended through January 9, 2021.

**Executive Order 2020-63 (Regions 4 and 10 mitigations):**

FILED  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

Executive Order 2020-63 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-64 (Region 11 mitigations):**

Executive Order 2020-64 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-65 (Region 9 mitigations):**

Executive Order 2020-65 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-66 (Region 3 mitigations):**

Executive Order 2020-66 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-67 (Region 6 mitigations):**

Executive Order 2020-67 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-68 (Cannabis registry identification card renewals):**

Executive Order 2020-68 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-69 (Region 2 mitigations):**

Executive Order 2020-69 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-70 (Regions 5, 7, and 8 Tier 2 mitigations):**

Executive Order 2020-70 is re-issued in its entirety and extended through **January 9, 2021**.

**Executive Order 2020-72 (Residential eviction moratorium):**

Executive Order 2020-72, as amended and revised below, is re-issued in its entirety and extended through **January 9, 2021**.

Section 1. For purposes of this Executive Order, the following terms are defined as set forth below:

- (a) "Covered Person" means any tenant, lessee, sub-lessee, or resident of a residential property who provides to their landlord, the owner of the residential property, or other person or entity with a legal right to pursue an eviction or possessory action, a Declaration under penalty of perjury indicating that:
1. the individual either (i) expects to earn no more than \$99,000 in annual income for Calendar Year 2020 (or no more than \$198,000 if filing a joint tax return), (ii) was not required to report any income in 2019 to the U.S. Internal Revenue Service, or (iii) received an Economic Impact Payment pursuant to Section 2001 of the CARES Act;
  2. the individual is unable to make a full rent or housing payment due to a COVID-19 related hardship including, but not limited to, substantial loss of income, loss of compensable hours of work or wages, or an increase in out-of-pocket expenses directly related to the COVID-19 pandemic;

**FILED**  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

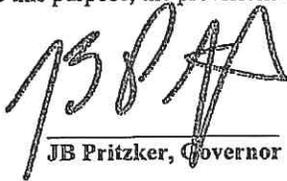
3. the individual is using best efforts to make timely partial payments that are as close to the full payment as the individual's circumstances may permit, taking into account other Non-Discretionary Expenses; and
  4. eviction would likely render the individual homeless—or force the individual to move into and live in close quarters in a new congregate or shared living setting—because the individual has no other available housing options.
- (b) “Declaration” means the form declaration made available by the Illinois Housing Development Authority (or a similar declaration under penalty of perjury) that tenants, lessees, sub-lessees, or residents of residential properties who are covered by this Executive Order may use to invoke the protections of this Executive Order. Each landlord, owner of a residential property, or other person or entity with a legal right to pursue an eviction or possessory action must provide each tenant, lessee, sub-lessee, and resident with a Declaration at least 5 days prior to commencement of any residential eviction proceeding including, but not limited to, at least 5 days prior to the issuance of a notice of termination of tenancy. Service of the Declaration must conform with the requirements of 735 ILCS 5/9-211.
- (c) “Non-Discretionary Expenses” include, but are not limited to, food, utilities, phone and internet access, school supplies, cold-weather clothing, medical expenses, child care, and transportation costs, including car payments and insurance.

Section 7. A person or entity may not commence a residential eviction action pursuant to or arising under 735 ILCS 5/9-101 et seq. against a tenant who does not owe rent unless the tenant poses a direct threat to the health and safety of other tenants or an immediate and severe risk to property. A tenant shall not be required to provide a Declaration if they are covered by this section.

**Executive Order 2020-73 (Tier 3 mitigations):**

Executive Order 2020-73 is re-issued in its entirety and extended through **January 9, 2021.**

**Part 2: Savings Clause.** If any provision of this Executive Order or its application to any person or circumstance is held invalid by any court of competent jurisdiction, this invalidity does not affect any other provision or application of this Executive Order, which can be given effect without the invalid provision or application. To achieve this purpose, the provisions of this Executive Order are declared to be severable.



JB Pritzker, Governor

Issued by the Governor December 11, 2020  
Filed by the Secretary of State December 11, 2020

FILED  
INDEX DEPARTMENT  
DEC 11 2020  
IN THE OFFICE OF  
SECRETARY OF STATE

# VILLAGE OF WILLOWBROOK

## BOARD MEETING

### AGENDA ITEM - HISTORY/COMMENTARY

AN ORDINANCE PROVIDING FOR THE OFFICIAL ZONING MAP OF THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS

AGENDA NO. 5f

AGENDA DATE: 03/22/21

STAFF REVIEW: Ann Choi, Planning Consultant

SIGNATURE: Ann Choi /cm

LEGAL REVIEW: Tom Bastian, Village Attorney

SIGNATURE: Tom Bastian /cm

RECOMMENDED BY: Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst /cm

REVIEWED & APPROVED BY COMMITTEE: YES  NO  N/A

#### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

In accordance with 65 ILCS 5/11-13-19, the Village is required to publish its Zoning Map by March 31<sup>st</sup> of each year if there have been any map amendments (i.e. re-zonings, subdivisions, annexations, and/or special use permits) during the preceding calendar year. The attached map has been prepared to reflect all changes through December 31, 2020.

#### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

As in the last approval, the "Official Map" is black and white to minimize confusion. A color version will also be available and is useful when printing "quick reference" maps at the 11x17 size. Both the black and white and the color version will be available on the Village's website.

Staff recommends approval of the attached ordinance.

#### ACTION PROPOSED:

Approval of the ordinance and direction to the Village Clerk to publish the map.

**ORDINANCE NO. 21-O-14**

**AN ORDINANCE AMENDING THE ZONING ORDINANCE AND ZONING MAP OF THE VILLAGE OF WILLOWBROOK, DUPAGE COUNTY, ILLINOIS**

---

**BE IT ORDAINED** by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

**SECTION 1:** That Ordinance 21-O-14 of the Village of Willowbrook, as passed and approved on the 22nd day of March, 2021, is herewith and now comprehensively amended by the provisions contained in this Ordinance.

**SECTION 2:** That the Zoning Map contained in the 2020 Village of Willowbrook Zoning Ordinance, as subsequently amended, is herewith and now amended by a new Zoning Map dated December 31, 2020, which shall be entitled, "Zoning Map, Village of Willowbrook", a copy of which shall be on file with the Village Clerk of the Village of Willowbrook, and which zoning map is hereby incorporated herein by this reference.

**SECTION 3:** That all ordinances and resolutions or parts thereof in conflict with the provisions of this ordinance are, to the extent of such conflict, expressly repealed.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

**SECTION 4:** That this ordinance shall be in full force and effect from and after its passage, approval and publication, in the manner as provided by law.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021.

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_

Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

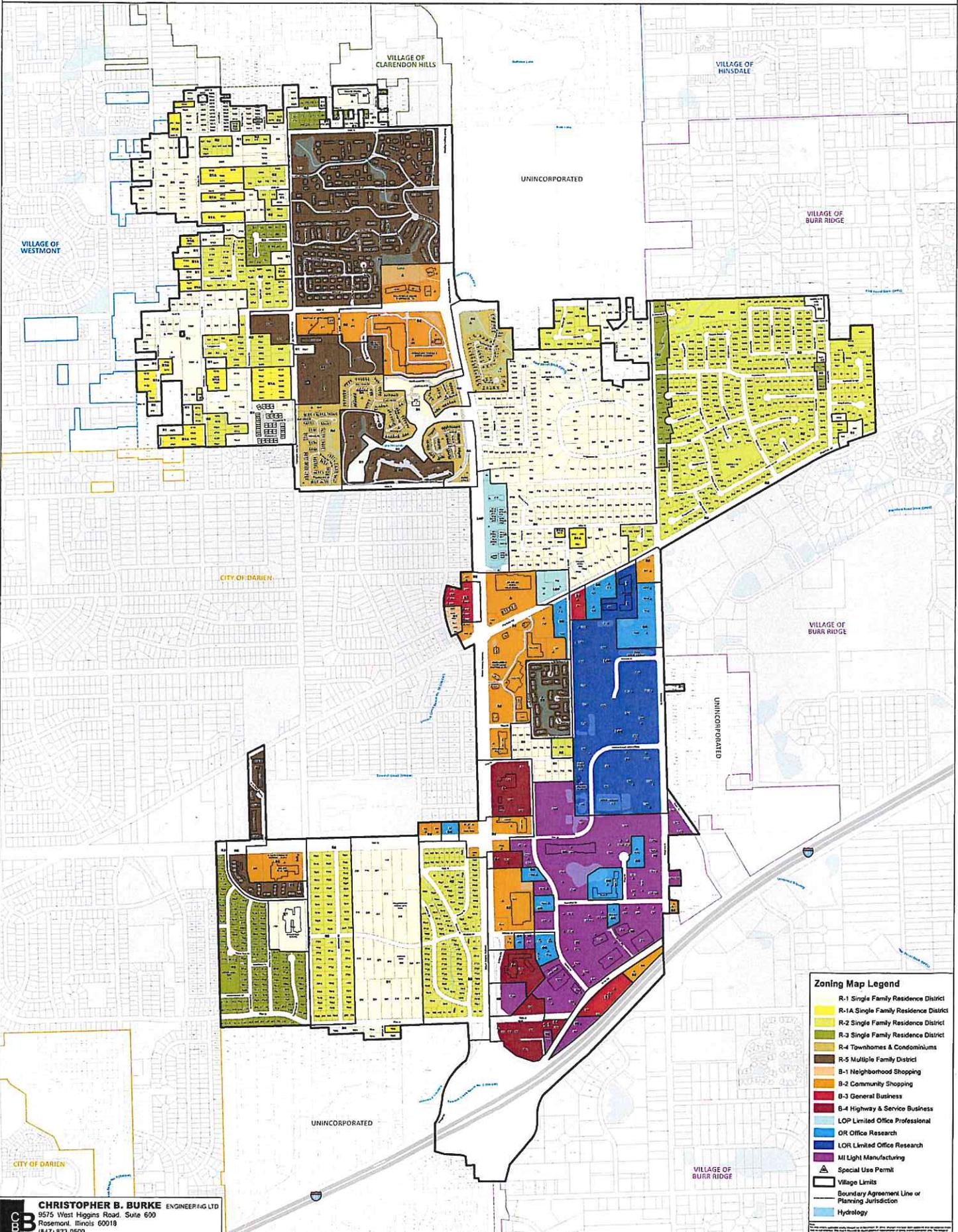


# VILLAGE OF WILLOWBROOK ZONING MAP

ADOPTED AND APPROVED BY THE VILLAGE OF WILLOWBROOK MARCH 2021 (VALID THROUGH DECEMBER 31, 2021)



SCALE: 1/2" = 100' (1" = 200')

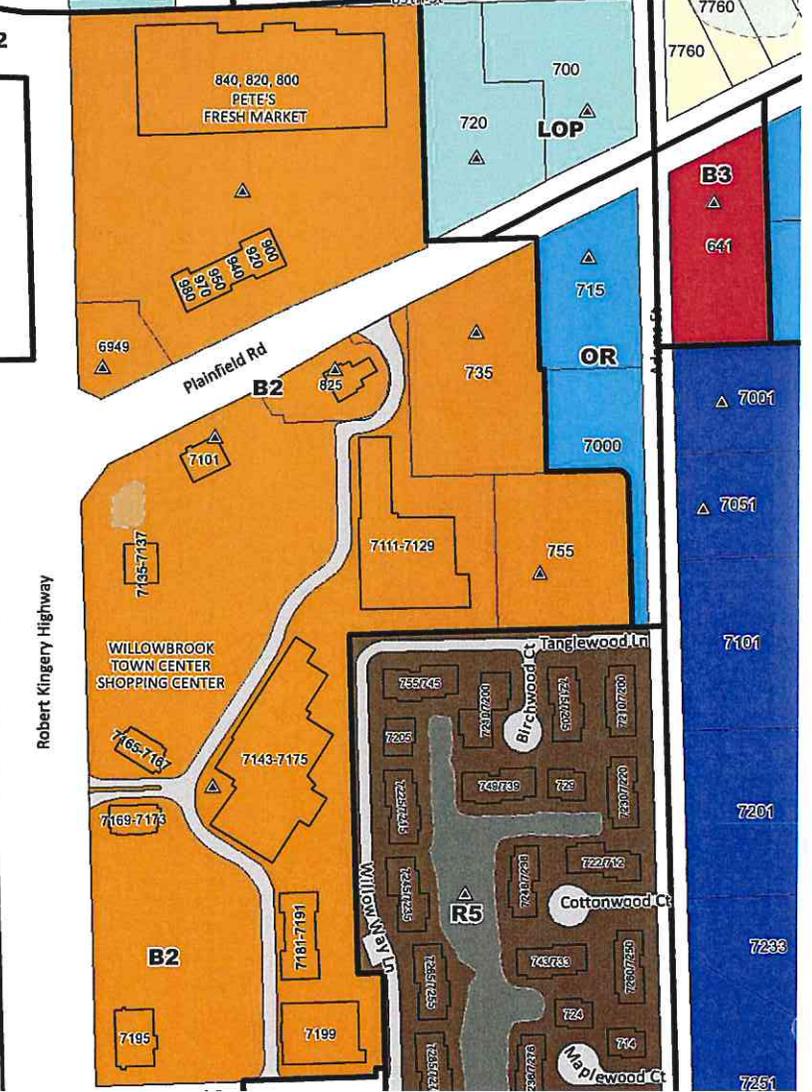
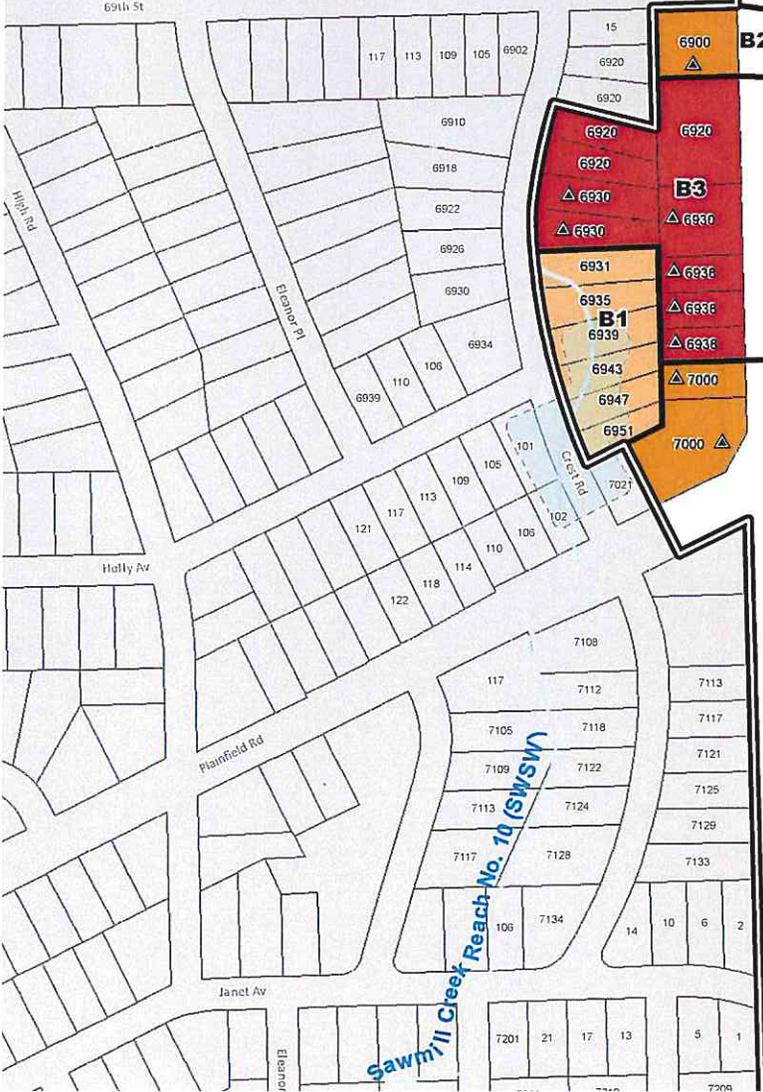
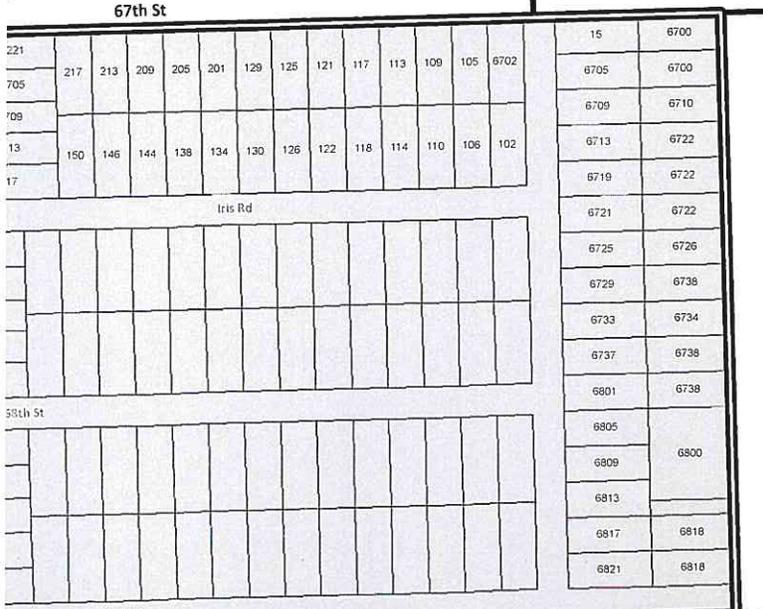
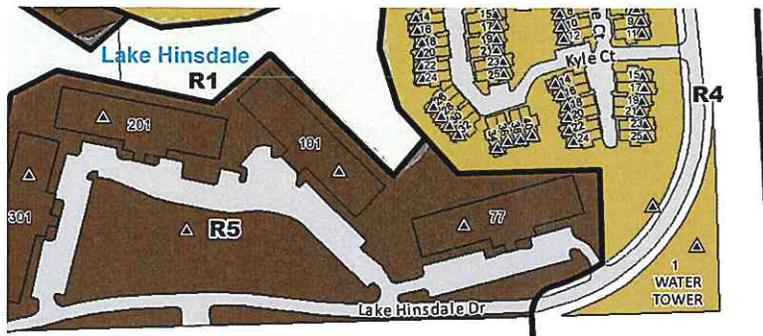


**Zoning Map Legend**

- R-1 Single Family Residence District
- R-1A Single Family Residence District
- R-2 Single Family Residence District
- R-3 Single Family Residence District
- R-4 Townhomes & Condominiums
- R-5 Multiple Family District
- B-1 Neighborhood Shopping
- B-2 Community Shopping
- B-3 General Business
- B-4 Highway & Service Business
- LOP Limited Office Professional
- OR Office Research
- LOR Limited Office Research
- MI Light Manufacturing
- Special Use Permit
- Village Limits
- Boundary Agreement Line or Planning Jurisdiction
- Hydrology

**CHRISTOPHER B. BURKE ENGINEERING LTD.**  
 9575 West Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (647) 823-0500

Revised: February 19, 2021 Date: 2:54:19 PM User: dwalton  
 Path: V:\2021\_Planning\WILLOWBROOK\Zoning\March2021\Zoning\_Maps\_Color\_Hdfile.mxd



# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A RESOLUTION APPOINTING A DELEGATE TO THE  
INTERGOVERNMENTAL RISK MANAGEMENT AGENCY**

AGENDA NO. **5g**

AGENDA DATE:  
03/22/21

STAFF REVIEW: Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst /cm

LEGAL REVIEW: Tom Bastian, Village Attorney

SIGNATURE: Tom Bastian /cm

RECOMMENDED BY: Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst /cm

REVIEWED & APPROVED BY COMMITTEE: YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

The Village of Willowbrook is represented on the Intergovernmental Risk Management Agency ("IRMA") Board of Directors through an appointed delegate and alternate delegate. The IRMA Board meets on a quarterly basis to review and discuss relevant risk management related matters affecting municipalities. The designated alternate delegate would attend meetings in an event that the primary delegate could not. The appointment to serve on the IRMA Board of Directors is made by Resolution adopted by the Village Board.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

One of the duties assigned to the position of Assistant Village Administrator within the Administration Department is that of Risk Management. Therefore, Sean Halloran will serve as the primary delegate to IRMA. The duties of this position were previously performed by Michael Mertens. Carrie Dittman will remain as the designated alternate delegate to IRMA.

**ACTION PROPOSED:** Adopt the attached Resolution

**RESOLUTION NO. 21-R-13**

**A RESOLUTION APPOINTING A DELEGATE TO THE  
INTERGOVERNMENTAL RISK MANAGEMENT AGENCY**

---

**WHEREAS**, the Village of Willowbrook adopted the Contract and By-Laws of the Intergovernmental Risk Management Agency by Ordinance and thereby became a member of said cooperative; and

**WHEREAS**, said contract provides that member units of local government shall, by majority vote of its corporate authorities, select one (1) person to represent that body on the Board of Directors of said Intergovernmental Agency as the Delegate.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois that Sean Halloran, Assistant Village Administrator of the Village of Willowbrook, is hereby appointed as the Delegate to represent the Village of Willowbrook on the Board of Directors of said Intergovernmental Risk Management Agency commencing March 23, 2021.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

**BE IT FURTHER RESOLVED** that the Village Clerk shall serve a certified copy of this Resolution on the Intergovernmental Risk Management Agency.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021 by a ROLL CALL VOTE as follows:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**RESOLUTION NO. 21-R-14 - A RESOLUTION APPROVING AND AUTHORIZING THE DESIGN AND PLACEMENT OF A MEMORIAL TO PASSENGERS AND CREW OF TWA FLIGHT 529**

**AGENDA NO. 5h**

**AGENDA DATE: 03/22/21**

**STAFF REVIEW:** John Fenske, Parks & Rec. Manager

**SIGNATURE:** John Fenske

**LEGAL REVIEW:** Tom Bastian, Village Attorney

**SIGNATURE:** Tom Bastian /cn

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:** Brian Pabst /cn

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

On September 1, 1961, Trans World Airlines (TWA) Flight 529 soon after takeoff from Midway Airport crashed in the area of 61<sup>st</sup> Street and Bentley Avenue. Village Trustee Berglund would like to honor the 60<sup>th</sup> Anniversary of the crash and establish a memorial placed near the crash site remember the seventy-eight (78) people who perished that day. The nearest public location for this proposed memorial would be Prairie Trail Park, located at the corner of 59<sup>th</sup> Street and Clarendon Hills Road.

Trustee Berglund is not seeking any Village funds for this project and will seek outside sponsorship for the memorial. Trustee Berglund is seeking support from the Village Board in utilizing Prairie Trail Park for this proposed 2' x 3' memorial plaque honoring the seventy-eight (78) people who perished on TWA Flight 529.

### STAFF RECOMMENDATION

This item was presented to the Parks & Recreation Commission at their March 2, 2021 meeting. Upon discussion the consensus of the Committee was to recommend that the Village Board consider supporting the utilization of Prairie Track Park for this proposed 2' x 3' memorial plaque honoring the seventy-eight (78) people who perished on TWA Flight 529.

**ACTION PROPOSED:** Adopt the Resolution

**RESOLUTION NO. 21 – R -14**

**A RESOLUTION APPROVING AND AUTHORIZING THE DESIGN AND  
PLACEMENT OF A MEMORIAL TO  
PASSENGERS AND CREW OF TWA FLIGHT 529**

**WHEREAS**, almost sixty (60) years ago, on September 1, 1961, at 2:00 a.m., TWA Flight 529 took off from Midway Airport bound for Las Vegas; and

**WHEREAS**, five (5) minutes after takeoff, TWA Flight 529 crashed into what was then a cornfield at or near 6100 Clarendon Hills Road killing all seventy-three (73) passengers and five (5) crew members; and

**WHEREAS**, the corporate authorities of the Village of Willowbrook have determined that it is appropriate to erect a memorial to the passengers and flight crew of the TWA Flight 529.

**NOW THEREFORE BE IT RESOLVED** by the Mayor and Board of Trustees of the Village of Willowbrook that a design and placement of a memorial to all killed as a result of the crash of TWA Flight 529 is hereby authorized and approved.

**BE IT FURTHER RESOLVED** that the design and location of the placement of the memorial will hereafter be determined and approved by subsequent action of the Mayor and Board of Trustees of the Village of Willowbrook.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021 by a ROLL CALL VOTE as follows:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

February 22, 2021

To Everyone at Parks and Recreation Commission:

I hope you all have had a chance to read the chapter on TWA flight 529 from the book Flight Failure.

It will be 60 years on September First of this year that TWA flight 529 crashed 4 minutes after takeoff from Midway airport. All 78 passengers and staff lost their lives.

The crash took place just north of 61<sup>st</sup> between Bentley and Clarendon Hills Road. When the crash happened it was just farmland. Now there are houses on that land.

Nothing has ever been done to memorialize those lost lives because of a single bolt missing from the plane.

I am asking for permission/approval to place a bronze plaque 3 feet by 5 feet across the street from the tragedy which would be Prairie Trail Park.

Professor Keith Yearman from College of Dupage has contacted the village and we are now communicating to hopefully achieve a memorial at the park. Mr. Yearman has been in contact with the county board and they are planning a recognition of the anniversary at the august board meeting. He has also reached out to TWA museum, our state senator and representative and the US representative to see about proclamations.

I am not asking for monetary funds as I will start a fundraiser if you approve this memorial. Please honor those lives and their families.

Thank you,

Sue Berglund

**Keith Yearman**  
628 Willow Wood Dr. #108  
Carol Stream, Illinois 60188  
keithyearman@hotmail.com (312) 532-7645

March 8, 2021

**Written Comments for Willowbrook Board of Trustees Meeting, March 8, 2021**

September 1st will mark the 60th anniversary of the crash of TWA Flight 529 in what is today Willowbrook. This was the deadliest single-aircraft crash in U.S. history to that point. The plane had just departed Midway Airport when a two-inch bolt snapped, sending the plane careening into what was then farmland. The failure of that two-inch bolt cost 78 people their lives.

Nearly sixty years have elapsed and there is still no permanent memorial to the victims of this crash. I am asking for a marker to be installed at or near the crash site. This marker could provide a brief history of the crash, while also listing the victims. I would ask this be designed and installed in time for formal dedication on the 60th anniversary.

The victims deserve this long-overdue tribute. The crash of TWA flight 529 was a tragic moment in DuPage County's history; it should no longer be ignored. I encourage the Village of Willowbrook to create a memorial for the 60th anniversary.

Keith Yearman

# AFTER 30 YEARS, FEW TRACES OF AIR CRASH THAT KILLED 78

By Rudolph Unger

AUGUST 28, 1991

**T**he corn and soybean fields that once flourished just west of 6100 Clarendon Hills Road are long gone, replaced by single-family homes with large yards.

There is no sign that 30 years ago, just after 2 a.m. on Sept. 1, 1961, death fell out of the sky there.

A four-engine Trans World Airline Constellation, five minutes out of Midway Airport on a flight bound for Las Vegas, Los Angeles and San Francisco, plunged into those fields, killing all 78 persons aboard.

Until a DC-10 crashed while taking off from O`Hare International Airport on May 25, 1979, killing 275 persons, it was the worst air tragedy in Chicago history.

The Lockheed-built Constellation, like an enormous scythe, cut a swath 200 feet wide and 1,100 feet long through the fields. It struck with such force that the only remaining sizable parts were two fins from the triple tail, which were found 400 feet apart. Craters three to four feet deep were found where the four engines and nose hit with pulverizing force.

Flames, fed by more than 3,000 gallons of high-octane fuel, illuminated the carnage: bodies torn apart, a mother and infant clinging in death`s embrace.

"There were no human sounds," said a Hinsdale police officer, who was one of the first on the scene.

Stunned neighbors stripped blankets and sheets from their beds to help cover the remains.

Fourteen persons, including four Chicago area residents, had boarded the Constellation at Midway after its arrival from Boston, New York and Pittsburgh. The crash wiped out four entire families, one of them with seven members. A mother with her four children were killed as the husband and father awaited their arrival in San Francisco.

The Chicago-area victims were a pharmacist from Evanston, en route to visit his ailing parents in Los Angeles; a nurse from MacNeal Hospital in Berwyn, departing for a vacation in San Francisco, and two servicemen returning to duty in California.

The lives were lost in an instant.

A Bensenville police officer, who was 15 miles away, reported seeing "a huge wreath of white smoke illuminated orange by the flames floating in the sky."

The Midway tower personnel, nine miles due east, who only five minutes earlier had cleared Flight 529 for takeoff, reported, "The first we knew was that we saw a glow in the western sky. Then we got a call from police informing us that the plane had crashed."

The airport controllers said the crew gave no indication of trouble.

Investigators for the Civil Aeronautics Board later said disaster apparently overtook the crew so rapidly that they were unable to prepare for an attempt at an emergency landing.

Charles V. George, an architect who still lives in the area, recalls, "I was asleep when I was awakened by a sound like a locomotive outside our window. I jumped up and saw a passing silhouette and then the plane crashed in our field.

"A tremendous wall of flames came rolling toward our house and stopped just short, singeing crops and trees. Some of the bodies were thrown into the barn of the Broz family just north of us."

George Ernest, a retired Clarendon Heights Fire Protection District captain, who was in charge of its rescue squad, remembers:

"I was awakened by the roar of engines and heard the crash as the plane hit about 800 feet southeast of us. Having been in the Air Force, I knew immediately what had happened.

"I summoned our men as well as firemen from Clarendon Hills, Westmont and Tri-State. We looked for survivors, but there were only bodies.

"The plane just disintegrated when it hit and all that high-octane fuel just burned everything. We checked homes on the fringes of the field to make sure they did not catch fire."

Thomas Powers, a retired Tribune reporter who was one of the first journalists on the scene, said:

"It was a dark night and the air was filled with smoke. I found a farm house, the Broz residence, which became a headquarters for emergency workers, and overheard a TWA official reporting to his superiors that there were no survivors. I then knew why no ambulances were leaving the scene."

At dawn, Powers said, "I climbed atop the Broz barn with one of our photographers and we could see the extent of the crash. Stakes had been placed in the fields wherever a body had been found and they looked like crosses."

It took five days to identify all the victims, 73 passengers and five crew members.

The official CAB report said that the plane, flying at 1,800 feet, had been heading west until it turned north at 63rd Street and Clarendon Hills Road. Just north of 63rd Street, the right fin of the triple-tail

Constellation fell off.

A second fin was found 400 feet north at 6100 Clarendon Hills Road, where the rest of the plane hit and shredded as it hurtled through the fields until the engines and nose burrowed to a halt at 59th Street.

The board found that "The probable cause of this accident was the loss of a five-sixteenths-inch bolt from the elevator boost mechanism (in the tail of the plane), resulting in the loss of control of the aircraft.

"The proper positioning of this bolt is vital to the control of the aircraft and must therefore have been in place until immediately prior to the loss of control.

"The board concludes from the evidence at hand that during the climb out from Midway the bolt worked its way clear . . . resulting in a violent pitchup and accelerated stall."

The CAB report also stated that the craft's "flight from Boston (via New York and Pittsburgh) was routine. . . . The incoming crew briefed the new crew and it was agreed the aircraft was airworthy."

There was no mention of the statement made by Harry Savage of Pittsburgh, an Allegheny County prosecutor, who had left the plane at Chicago.

**After the crash he called the FBI and said, "The plane should not have gone on. It shook violently and made grinding noises at the tail during takeoff from Pittsburgh."**

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# FLIGHT FAILURE

Donald J. Porter

## TRIPLE NICKEL

A dozen miles west of Midway Airport, tucked between the village of Clarendon Hills and the township of Hinsdale in the western suburbs of Chicago, there's a mystery yet to be solved. Buried beneath the soil in the backyard of a home, under an asphalt parking lot, or wedged under a rock could be a rusted steel bolt the diameter of a cigarette. Because that bolt hasn't been found, the world will never know for sure the cause of a tragic accident more than half a century ago. The missing bolt is thought to be responsible for what happened in the skies over Clarendon Hills during the early morning hours of September 1, 1961.

The bolt is thought to have fallen from a flight control linkage that moved the elevator control surface of a Lockheed Constellation belonging to Trans World Airlines, better known as TWA. Four minutes after taking off from Midway Airport, the plane became uncontrollable, plummeting into a cornfield and snuffing out the lives of all seventy-eight people aboard. The plane literally fell out of the sky.

From early on in the investigation of the accident, it became clear that the pilot had lost all control before the plane careened into the muddy field. After investigators from the Civil Aeronautics Board determined that the bolt was missing from the elevator linkage, a methodical ground search ensued in the hope that the bolt might turn up. The investigative team sifted the acres of charred dirt and debris where the Constellation had shed its weakened tail and dug a series of craters in the soft earth. The painstaking work consumed several days, but no bolt was found.



52-59  
1088

Waiting areas on either side of the terminal were cramped and uncomfortable. The air was humid and tinged with the smell of tobacco. Near TWA's gates, plenty of seats were available as the airline had only one passenger flight scheduled for an early morning departure. The fourteen passengers ticketed for Flight 529 paged through magazines, took smoke breaks, or strolled outside on the observation deck to watch planes take off and land. Because it was the start of a three-day weekend, some of them planned to visit families during the holiday or tuck in a short vacation. For less than one hundred dollars a ticket, they could fly coast-to-coast although the trip would not be a nonstop one.

The airline jet age was less than two years old. Only 10 percent of the nation's population, eighteen years of age or older, had flown aboard a regularly scheduled airliner. It was a big deal for first-timers.

TWA's new jets were boarding passengers at O'Hare for nonstop flights to international and domestic destinations. But the airline's piston-powered Comnies, a time-honored nickname for the Constellation airliners built by the Lockheed Aircraft Corporation, continued to fly schedules out of Midway day and night. Some were filled with passengers, some loaded with freight.

With "red-eye" tourist flights, it wasn't unusual for large families to take advantage of budget fares for vacations or to visit relatives in faraway states. The airline took in much of its revenue by flying businessmen to last-minute meetings at full fare but filled the cabins with economy-minded families during the off hours. It needed to keep its planes in the air and working as many hours as possible. Flight 529 was one of those tourist flights.

As the hands of a clock on the terminal wall clicked closer to midnight, Jim Sanders could be found on the other side of the airport in TWA's flight operations room. He would serve as Flight 529's captain for its next leg to Las Vegas. Copilot Dale Tarrant and flight engineer Jim Newlin were there to greet him. Hostesses Barbara Pearson and Nanette Fieger soon joined them too. They exchanged customary introductions, sipped coffee, and shared small talk while getting to know one another. Where they stood under bright fluorescent lights, dozens of charts, airman notices, and forms were pinned to a bulletin board before them. A window overlooked an array of multicolored lights defining the airport's taxiways. The Commie they were scheduled to fly would soon come into view.

The weather at Midway wasn't a concern: scattered clouds at 10,000 feet, a high overcast on a moonless night, three miles visibility in haze and smoke, with wind blowing to the south at 9 mph.

In less than two hours, Sanders would be in the captain's seat on his way to Las Vegas, the plane's next stop. He and his crew patiently awaited the plane's arrival, scheduled to come in from Pittsburgh after originating in Boston and

During the decades that followed, single-family homes built on deep lots replaced the plowed fields around Clarendon Hills Road. There's no marker at the tranquil, grassy site of this long-forgotten accident to memorialize the deaths of those seventy-eight people. In 1961, the accident ranked as the third-most deadly aircraft accident in the nation's history. The dubious distinction of number one at the time was co-held by TWA. In 1956, one of the airline's Super Constellations crashed following a midair collision with a United Airlines DC-7 over the Grand Canyon. The death toll resulting from the crashes of those planes totaled 128 people.<sup>1</sup>

The early morning hours in Chicago were a blessing as the first day of September arrived. The humid heat of the summer months had begun to fade with the cooler days of autumn on the way. A mild 67 degrees registered on porch thermometers around Clarendon Hills. Although thunderstorms had moved through the area earlier, bedroom windows remained open for part of the night to admit cool air drifting in from Lake Michigan. For some residents of the largely undeveloped area, many of them farmers, a habit of retiring early and rising before dawn was a ritual tied to their chosen lifestyle. Long before midnight, they were already sound asleep. Looking forward to a long holiday weekend celebrating Labor Day on Monday, they would set aside chores, fire up a barbecue, and do nothing more than enjoy the weekend with family and friends.

Eleven miles to the east of the middle-class neighborhood, tucked inside the terminal building at Midway Airport, commotion contrasted with the tranquility of the suburbs.

From the air, Midway has been described as a square aircraft carrier stuck in the middle of a sea of homes and warehouses. Between 1932 and 1961, it attained the distinction of being the world's busiest airport. It served 10 million passengers in 1959. After nearby O'Hare International Airport opened, passenger traffic at Midway shrank by more than 60 percent. The spacious passenger facilities and longer runways of O'Hare, capable of safely accommodating fleets of new jetliners, lured the airlines away from Midway, along with their passengers. "Mile Square" Midway's runways couldn't be lengthened due to encroaching neighborhoods on each side.

The terminal's austere interior took on the appearance of a stylized bus terminal furnished with rows of plastic-covered black seats, their surfaces worn thin from years of constant use. A busy concession stand offered newspapers, cigarettes, and candy. A row of steel rental lockers graced the rear, and for \$2.50 in quarters, a vending machine dispensed life insurance policies to passengers hesitant to fly. As breadwinners, husbands sought to provide continuing financial support for their wives and children should the unthinkable happen.

making a quick stop at Idlewild Airport in New York. The airliner, a model L-049 Constellation, carried a TWA fleet number of 555. The airline's crews had nicknamed the plane *Triple Nickel*.

The crewmembers lived in Southern California, and TWA domiciled them at Los Angeles International Airport. During World War II, Sanders had enlisted in the U.S. Army Air Corps and learned to fly. Piloting four-engine B-17 bombers over Germany, he and his crew survived flying a remarkable twenty-five missions. He joined TWA in August 1945 as a copilot. By the age of twenty-six he had flown Connies to Cairo, Madrid, Geneva, and Paris. He moved up from copilot to captain in June 1954, continuing to fly both international and domestic routes. By the time of Flight 529's planned departure from Midway, forty-year-old Sanders had amassed a remarkable 17,011 hours, with 12,633 of them in Connies. Sharing his love of aviation, wife Carol worked as a hostess for TWA. They lived in Manhattan Beach, a short drive from the Los Angeles airport.

Dale Tarrant joined TWA in December 1955. Born in Sturgis, South Dakota, in 1929, he attended Black Hills Teachers College and served with the U.S. Air Force from 1952 to 1955. He lived in Redondo Beach with his wife, Marian, a former Western Air Lines stewardess. Tarrant's flying time totaled 5,344 hours, with 1,975 of them logged in Constellations.

Thirty-eight-year-old Jim Newlin joined TWA in 1951, beginning his career as a flight line mechanic in Los Angeles. In 1954 he was promoted to flight engineer. Newlin was married and lived in Balboa Beach. He and his wife were raising two children from a previous marriage. He had logged 5,817 hours as a flight engineer in Connies.

Barbara Pearson, at twenty-five, had flown with TWA since August 1957. Living in Santa Monica with husband Richard, she was excited about completing this particular flight. Pearson expected to resign from the airline to devote full time to motherhood, her baby's due date being April 1962. She planned to tell her husband the good news after landing in Los Angeles.

Nanette Fidler, at the age of twenty, had been employed by TWA only since May. She began to fly scheduled routes on July 15, upon completing training. A short-timer like Pearson, Fidler intended to make only one more flight before leaving to get married.

The corporate culture at TWA in 1961 could be described as strained. For years, Howard Hughes, the company's absentee major shareholder, kept an unpredictable grip on its far-flung operations. By the end of 1960, TWA's lenders had prohibited Hughes from interfering with the management of the company. His questionable moves in arranging financing for a fleet of new jetliners re-

sulted in the drastic action. Uncertainty, coupled with the carrier's unprofitable operations, did nothing to pacify the rank-and-file, whether they earned a living in a cockpit, a hangar, or behind a reservations desk.

On March 20, 1961, the TWA board of directors elected Charles Tillinghast Jr. as president and CEO. Pilots and mechanics considered him an unknown quantity. A career lawyer, he had no airline experience except warming a seat as a passenger.

"It was in terrible shape," Tillinghast later said of TWA operations. "By mid-1961, I thought we were looking at bankruptcy. If there was any airline that would have thrown in the towel, it was TWA."<sup>2</sup>

In February, the flight engineers at TWA and seven other airlines went on strike.<sup>3</sup> The dispute involved whether or not the new jetliners would be flown with a pilot or a flight engineer as a third crewmember. Most flight engineers had been promoted from mechanics at their airlines. They had little desire to join the pilot ranks, expecting to keep their flight engineer status and not be retained as pilots or terminated from their chosen careers. Communication between the engineer's union and the airlines broke down completely. It became so unproductive that newly elected President John F. Kennedy appointed a fact-finding commission to investigate what drove the parties apart. Because the nation's passenger-carrying capacity was approaching a standstill with not enough crews to fly the planes, the commission's involvement ended the short-lived strike. It recommended that the jets be operated by three crewmembers, with the flight engineers trained as standby pilots in addition to performing their engineering duties. The decision signaled the end of non-pilot flight engineer careers and the emergence of pilots acting in that capacity with little practical mechanical experience.

Exposed to much negativity in the workplace, TWA employees began to wonder if their paychecks might bounce. The troubles facing the airline were distracting enough to bring worry into their lives.<sup>4</sup>

TWA found itself selling more tickets to tourists than to business travelers even though its route structure connected every major industrial city in the nation. Businessmen needed to arrive at destinations for sales calls or meetings as soon as possible, and not on a propeller-driven Connie at half the speed of a jet. While other airlines had ditched most of their piston-powered planes, TWA still relied on Constellations.

Tourist-class flights were flown with older L-049 Connies on an almost exclusive basis, while TWA's jetliners were assigned to international and nonstop transcontinental routes. The Connies were relegated to Sky Club Air Coach service and refurbished with headrest covers featuring shades of beige, green,

and orange. The window curtains had pastel shades, while dark blue carpeting peeked up the aisles. Transforming the interiors created a warm and cheerful cabin environment.

Lockheed Aircraft Corporation manufactured many variants of the legendary Constellation for the airlines and military services. The plane's most distinctive feature was its futuristic triplex tail. Unlike contemporary airliners, the Connie had three vertical stabilizers.<sup>3</sup> Its unique fuselage put it in a class by itself as well, having a contour shaped like the body of a dolphin. Other airliners were built with straight, tube-like fuselages.

At ninety-five feet long, the L-049 Connie was powered by four Wright Aeronautical eighteen-cylinder piston engines. Their cylinders were arranged much like the spokes of a wheel divided into two circular rows of nine cylinders each. Each engine was massive, weighing over one and one-half tons, its power output developed from 3,350 cu. in. of cylinder displacement. The power from each engine was comparable to what ten V-8 pickup truck engines could produce.<sup>4</sup> Originally intended for transoceanic trips, the L-049 offered a cruising speed of 313 mph.

Constellations were considered the most complicated piston-powered airliners of the time. This meant there was greater potential for mechanical failure. The plane's weight and size necessitated the use of hydraulically boosted flight controls. During an early test flight of a TWA Connie, one-half of the hydraulic system failed. A few minutes later, the other one-half did the same. Captain Hal Blackburn, one of TWA's most experienced pilots, described what it was like flying the plane with no hydraulic boost to operate the controls: "It took the combined strength of myself and two husky copilots to move that yoke."<sup>5</sup>

Registered as N86511 with the FAA, *Triple Nickel* happened to be the oldest Connie that TWA owned. The airline took delivery of *Triple Nickel* on December 19, 1945. Six weeks later, the plane began flying passengers from New York to France as the *Star of Paris*. A tradition at TWA and some other airlines involved painting the names of the cities they served along the sides of a plane's nose. *Triple Nickel's* flight to Europe in February 1946 was hailed as a major milestone for TWA: the first scheduled transatlantic passenger flight from LaGuardia Field in New York to Orly Field in Paris.<sup>6</sup> As more advanced Super Constellations and the first generation of jet transports joined TWA's fleet, the L-049s were reconfigured to seat eighty-one passengers. The tourist class service served a burgeoning, budget-minded segment of the air traveling public. *Triple Nickel* had few creature comforts to offer its passengers and crews but got the job done, day after day. Having logged many hours in the air, the plane was well maintained and had served as a reliable workhorse for over fifteen years.

As a scheduled transcontinental flight originating in Boston, Flight 529 regularly made intermediate stops in New York and Pittsburgh followed by Chicago, Las Vegas, and Los Angeles. The flight would terminate in San Francisco. Before leaving Boston, *Triple Nickel* had several discrepancies written up by its crew. Among them was a burned-out navigation light in the tail and a leaking drain valve on a wing fuel tank. Mechanics repaired both items before the plane left Boston. Another discrepancy carried over from a previous flight was a malfunction of the system supplying cool air to the passenger cabin.<sup>7</sup> Not considered a "safety of flight" item, the discrepancy was again carried forward in a logbook to be repaired during a future stop.

One of the passengers boarding the plane in Pittsburgh was Harry Savage. "There were a lot of little kids running around, a lot of young people on the way to Las Vegas and Los Angeles for vacations," he recalled, noting the carefree mood of his fellow passengers.<sup>8</sup> A prosecutor for Allegheny County in Pennsylvania, Savage would not be continuing on to the flight's final destination as he planned to disembark in Chicago on business.

Flight 529's journey from Pittsburgh to Midway went smoothly with no hitches. The Connie pulled into a gate at 1:18 a.m. Ramp workers were told to handle its fueling quickly to keep the flight on schedule. Although there wasn't enough time for the passengers continuing on to disembark, they welcomed the few minutes available to stretch and rearrange their belongings. The captain and flight engineer arriving from Pittsburgh briefed Sanders and Newlin about the cabin cooling issue. All agreed there was no effect on airworthiness. Outside on the ramp, workers pumped enough fuel and oil into the Connie's tanks to complete the next leg. The 3,240 gallons of aviation gasoline poured into its tanks weighed in at 19,440 pounds. Newlin computed the plane's gross takeoff weight to be 94,794 pounds, well below a maximum allowable of 96,000. Checking the passenger and cargo manifests, he made sure the plane's center of gravity fell within acceptable limits. Everything checked out okay. The flying time to McCarran Airport in Las Vegas was estimated to be six hours and twenty-three minutes.

Shortly after 1:30 a.m., a TWA passenger agent announced over the public address system that Flight 529 was ready to board. It was a relief for the public and their children already seated in the plane. They were tired and beginning to doze off. Flying after midnight was stressful but meant that families could purchase bargain tickets to stretch household budgets, making it possible to travel with several kids in tow. By contrast, business travelers opted for morning or late afternoon flights, their companies paying the much higher fares.

A gate agent opened the plane's main cabin entry door. The flight and cabin crew from Midway boarded. A TWA crew bus had shuttled them from the

airline's hangar on the north ramp. Making their way into the Connie, fourteen passengers from the Chicago area followed them after trekking through the concourse. They stepped into the dimly lit cabin, soon finding their seats. Configured for tourist-class flights, the entire length of the cabin was fitted with five-abreast seating.

As departure time neared, hostesses Pearson and Fidge prepared their passengers for the routine red-eye flight. Pillows and blankets were passed around. Pearson was experienced working such flights after doing so at TWA for several years. Other than the fourteen passengers boarding at Midway, the passengers already on the plane remained seated for the next leg.

Following a family visit, thirty-eight-year-old Frances Gilliam looked forward to joining her husband, Neil, at home in Eureka, a seaside community in Northern California. She had visited her parents in Bedford, Massachusetts. Their four children, Karen, 11; Linda Jo, 4; Denay, 14; and Tommy, 7, were buckled in for what promised to be a tiring flight involving two stops before deplaning in San Francisco.

Four women, each 20 years old, were anxious to reach Los Angeles. They were relocating there to begin adult lives working in Southern California. Carole Chase, Linda Annis, Nancy Bergstrom, and Linda Peaslee hailed from Suncook, New Hampshire. Close friends who had met at school, they had worked part-time jobs during the summer months to pay for the trip.

Richard Maloney, an engineer, was aboard with wife Florence and their five children. At their sides were Michael, 5; Maureen, 3; Richard Jr., 10; Mary, 8; and James, 1. Following a visit with family members in Philadelphia, they were anxious to return to suburban Canoga Park in California. While away, carpenters at their home had kept busy building an additional room to provide more living space for the family.

Forty-one-year-old Edward Chamberlain, an architect at Stedman & Williams, hailed from Palo Alto, a suburb south of San Francisco. Along with his wife, Nancy, he was returning home following a trip to Europe. After arriving stateside, they had spent time in Connecticut visiting relatives before heading back to California. Accompanying them were their children Edward Jr., 14; Richard, 9; Grant, 4; and James, 2.

Sylvia Remnant, a 32-year-old Englishwoman, was aboard with her three children John, 10; Tym Elmer, 3; and an infant girl. She had purchased the tickets in Liverpool, England.

Of the seventy-three passengers aboard the flight, twenty were children, and fourteen were age ten or younger. Most of the passengers were continuing on from Boston or Pittsburgh. Among the people boarding at Midway were four

Chicago-area residents: a pharmacist headed to Los Angeles to visit his aging parents; a nurse traveling to San Francisco for a vacation; and two servicemen returning for duty in California following home leave.

A ramp agent rolled the loading stairs back, followed by Newlin pulling the door closed. Returning to the cockpit, he began the process of starting the four Wright R-3350 engines, each expected to develop its full 2,200 hp for takeoff. As he manipulated switches and levers at the flight engineer panel, the massive engines came to life one by one. Clouds of oily smoke poured from their exhaust stacks and swept across the ramp but quickly dissipated in the cool night air. All four engines now idling, a ramp agent guided Sanders from the gate onto a taxiway.

Tarrant picked up a microphone to contact air traffic control and read back their clearance to Las Vegas for concurrence. The Connie would be guided across the country under instrument flight rules (IFR) by following a series of airways. This involved tuning into one radio navigation station after another to hop across the country.

Sanders took the opportunity to brief Tarrant and Newlin on his planned emergency procedures should the plane suffer an engine failure or other problem during takeoff. Pilots live on the edge anticipating such events. Never predictable, the possibility of such an event causes flight crews to take these briefings seriously. During emergencies, they are aware that every second counts—and can mean the difference between life or death. Such planning helps ensure that the actions of each crewmember during an emergency are predictable and instantaneous.

Cleared by ground control, Sanders steered the Connie to a concrete run-up pad at the end of runway 22L. He twisted the steering tiller to swing the plane's nose into a gentle breeze and set the parking brake. This was the signal for Newlin to run up the engines, one on each side at a time, to check the rpm drop of their magnetos, exercise the pitch of the propellers to ensure they feathered properly, and attend to other procedural checks. Newlin gave the engines a workout, running them up to a throaty roar and watching the firing patterns of all 144 spark plugs on the scope of an electronic engine analyzer.<sup>11</sup>

Sitting several feet in front of Newlin, Sanders and Tarrant checked the plane's flight controls by moving the yokes and pedals for the elevator, ailerons, and rudders, taking them through their full range of movement. Sanders took care of a related task to check the elevator shift control handle next to his right leg. Should the hydraulic boost system controlling the elevator fail, something that had never happened at the airline, pulling the handle would disconnect the "power steering" and enable the pilots to operate the controls manually. It was functional.

Seat Belt and No Smoking signs lit. Pearson and Fidgee returned to their seats. Cabin lights were switched off to enable the passengers to view the lights of Chicago soon after takeoff.

Final checklist items completed and ATC clearance acknowledged, Sanders received permission from the tower to roll forward, stopping just short of the runway. Cleared for takeoff, he eased the throttle levers forward, creating a loud rumble. There was enough vibration to rattle a chipboard. As the heavy machine began moving, his gaze shifted to the engine tachometer and manifold pressure gauges on the center instrument panel. Four tachometers reading 2,800 rpm and manifold pressure gauges indicating forty-six inches of mercury were good numbers. The takeoff roll continued.

Reflected in the silvery wings, orange and blue flames shot from the exhaust stacks of the engines as the Connie thundered down the 6,445-foot long concrete ribbon. In seconds, the plane would climb into a moonless sky.

Sanders moved his left hand from yoke to yoke slowly, while Tarrant called out the airspeed for him. Tarrant announced reaching V1 speed, the point of no return at which the pilot must decide whether or not to continue the takeoff. Nothing amiss, they continued. Tarrant followed with another required verbal notification by saying, "Rotate." Sanders gradually eased back on the yoke as forty-eight tons of aluminum and steel shifted from rolling on tires to being carried aloft with lift from the wings. Flight 529 took to the sky gracefully, gained altitude, and entered a right turn just past the airport.

Tarrant retracted the landing gear, soon followed by the flaps. All appeared normal. It was now one minute after 2:00 a.m., and passengers seated near a window amused themselves by watching the twinkling lights of the city pass below as the plane began a steady climb to its initial cruise altitude.

The throttles were pulled back from takeoff power. Even so, the noise made it all but impossible for the passengers to chat among themselves, but they knew it would be quieter once the plane leveled off for cruising.

One minute and thirty-four seconds after the pilots acknowledged their takeoff clearance, a controller at Midway began following Flight 529's initial progress on a radarscope. Four minutes after the plane left the runway, the image on his scope indicated that it was five miles west of the airport, proceeding on its assigned course. As another second passed, the image disappeared. Assuming it was a temporary glitch of the radar system, he had no idea that something unthinkable had just happened.

In the darkened cabin, a tremendous jolt threw anything into the air that wasn't secured. The passengers must have thought they had run into a severe air pocket, or maybe hit another plane. Rocking crazily, the Connie bounced

like a speeding car ramming into a series of deep chuckholes. The force turned so violent that people were slammed down, then yanked backward; children were tossed about and battered by loose handbags and books. If not restrained with seat belts, they were rag-dolled against the ceiling. A colossal thundering noise could be heard over the familiar roar of the engines. But people seated near a window saw nothing out of the ordinary. Propellers turning, the engines were producing power. However, the front of the wings seemed to be angled up way too high, as though the plane were climbing. In reality, it was doing the opposite: losing altitude fast. The plane felt like a roller coaster dropping into a plunge. For everyone from the cockpit on back, panic set in. Engine failures and fires were not unusual occurrences with Connies. But this was unfathomable. Continuing for half a minute, the gyrations weren't showing signs of stopping. The Connie was dropping like a rock. Women screamed. Children yelled and span almost a full terrifying minute.

The graceful airliner remained stuck in a nose-up attitude, trapped in a series of unforgiving aerodynamic stalls.

Faces flushed and hearts pounding, Sanders and Tarrant gripped the yokes in unison with both hands, pushing them forward, employing every bit of strength they had. They needed to lower the nose to pull out of the stalls. Consumed with a rush of adrenalin, they reacted instinctively as pilots are trained to do. They knew it would be impossible to remain in the air long enough to return to the airport for an emergency landing.

Sweating and wholly occupied in coping with the crisis, the pilots never radioed the controller at the Midway tower. Both of them were pushing on the yokes but with no result.

The Connie was not responding to the movement of the yokes, and the plane remained in the stalled condition, falling like a leaf. It appeared to recover somewhat, then entered another stall. While Tarrant continued to push against the yoke, Sanders tried pulling a knob on the dim metal handle at his side to deactivate the elevator's hydraulic muscles. Drawing on thousands of hours' experience flying Connies, he knew what to do. He suspected that the elevator boost system must have failed.

The handle was jammed. It wouldn't move an inch. Before they took off from Midway it worked fine.

Airspeed slowing with little altitude remaining and the lights of Chicago growing brighter and bigger every second, the Connie continued its vertical plunge, not unlike dropping down a shaft in an out-of-control elevator.

Once stuck in the series of oscillations from the stalls, the plane couldn't gain any forward airspeed. The only way to exit a stall is to push the yoke forward to increase the speed, but the plane wasn't responding to the forward movement of the yokes.

The combination of an elevator jammed at an extreme angle and the pilots pushing forward on the yokes at the same time made it impossible to free the handle and disengage the boost. The crew didn't know this in the few crucial moments they had, but the handle would disengage the boost *only* if they weren't pushing forward on the yokes. Nobody had told them about this lifesaving tip buried in a pilot's flight manual and largely glossed over in training sessions. Sanders pondered other options. There weren't any.

He had survived twenty-five missions during the war, enduring engine failures and enemy flak. But this was unreal. Losing their last hope for a safe recovery, the crew began experiencing the same distressing feeling being felt by their passengers. During the final seconds in the air, they could only gird themselves for the inevitable, pray perhaps, and wait for the inexorable conclusion.

A hundred feet over the darkened neighborhood of Clarendon Hills, a portion of the plane's horizontal stabilizer separated from the tail and fell to the ground.

The flickering green symbol representing Flight 529 did not reappear on the controller's radar scope. Grabbing a pair of binoculars and focusing them on the horizon over the city, a controller in the airport tower noticed a bright flash erupting west of the airport. He radioed the pilot of a Northwest Orient Airlines flight waiting to take off from the same runway that *Triple Nickel* had departed from. Clearing the plane for takeoff, he asked the captain to report what he saw in the area. Circling west of Midway, the pilot observed one-hundred-foot-high flames reflecting from the overcast sky; they illuminated the suburbs for miles around. He saw a massive cloud of smoke hovering in the same area. An American Airlines crew preparing to land also spotted the flash. They abandoned their landing approach and flew westerly to where the fire seemed to be centered. Told that a TWA flight hadn't been heard from, and looking almost straight down from altitude at an inferno engulfing the landscape, the captain reported that what he saw looked bad . . . very bad.

There was little doubt the flames and smoke represented the end of Flight 529. The plane had crashed eleven miles west of Midway Airport, one-and-one-half miles southwest of Hinsdale, a suburb of 15,000 people about twenty miles from downtown Chicago.

Shedding pieces of its airframe, the Connie had passed over Plainfield and Rogers Roads, turned north and flew along Clarendon Hills Road at almost treetop level. After enduring at least four violent stall oscillations, one of its

vertical fins and an attached rudder separated from the stabilizer. The assembly fell in an empty field.

The rest of the plane impacted the ground, disintegrated, and exploded in a fireball. What was once a streamlined airliner vanished in seconds, its nose plunging into the earth. It had dropped vertically more than horizontally and bounced on impact several times, the airframe shredding into pieces.

*Triple Nickel* ended up in a muddy corn and soybean field at 61st Street and Bentley Avenue in Clarendon Hills. The soil had become saturated by heavy rain from a thunderstorm moving through the area an hour earlier. The plane struck the ground in a slightly left-wing-low, nose-down attitude on a heading of almost true north.

To residents living under the flight path of the disabled airliner it sounded like dozens of railroads cars roaring overhead. The thunder and vibration was unlike anything they'd experienced before. The ground shaking from the tremendous explosion caused some residents to think it could be coming from Argonne National Laboratories—a sprawling Atomic Energy Commission research facility, built to develop nuclear reactors, located five miles southwest of the crash site.

The raging fire, fed by nearly three thousand gallons of high-octane aviation gasoline carried in the wing tanks, created a bewildering environment. Thick, oily smoke from the burning fuel rose thousands of feet in the placid, early morning air.

People living closest to the crash site rushed to the scene. They described the Connie's final seconds as much like an enormous scythe, chopping a swath wider and longer than a football field. Five craters had been dug, each about four feet deep, burying the sizzling-hot R-3950 engines and the heavy center section of the wing. Only shards of metal and fabric and the bodies of victims littered the field. The intense fire rendered unrecognizable most of what remained. The scene had become a blackened, lifeless landscape.

Scattered throughout the field were the possessions of people whose lives had been snuffed out: an opened book, a bathrobe, a baby bonnet, shower shoes, and crushed suitcases were among the items. A propeller blade, snapped from its hub, protruded from the ground. The outer portion of a wing had been thrown against the fence of an adjacent house. Two of the plane's husky, three-foot-diameter tires fitted to a main landing gear assembly remained unburned, resting alongside the perimeter of the fire-scorched earth.

"I woke up with sirens screaming," said Nancy Malsack, who lived six blocks from the crash site. "I quickly began to smell the unmistakable smell of burning flesh."<sup>12</sup>

The body of a dead woman was found clinging to an infant for a last embrace. Realizing there wasn't anything they could do to help, residents ran home to strip blankets and sheets from beds and returned to cover the bodies. Not having enough sheets to go around, they unbundled stacks of newspapers to use in their place. The sound of sirens wailed in the distance as the residents awaited teams of first responders rushing to the scene.

"I was asleep when I was awakened by a sound like a locomotive outside our window," said Charles George, a nearby resident. "I jumped up and saw a passing silhouette, and then the plane crashed in our field. A tremendous wall of flames came rolling toward our house and stopped just short, singeing crops and trees. Some of the bodies were thrown into the barn of the Broz family, just north of us."<sup>13</sup>

Hot engine oil spewing from fifty-gallon tanks in each wing nacelle scotched the outside walls of a home owned by Jerry and Josephine Broz. The heat melted their nylon window screens. One of the main landing gear assemblies shot through a side of the family's corrugated steel shed at the rear of the property. When first responders arrived, they found the crumpled remains of three victims there. "The plane hit the ground and bounced several times," said Josephine Broz. "We could see the wheels, the wings, everything falling apart."<sup>14</sup> The Broz farm is where most of the wreckage and all the victims came to rest.

"I saw the plane come into the backyard through my bedroom window," she continued. "Then the nose of the airplane landed in the cornfield." Grasping the gravity of the situation, her husband reacted instantly. "The minute she hollered, I jumped up and saw the plane in the backyard. The first thing that I said was to leave and get in the car. I called the police department, the fire department, and anyone I could get ahold of." After the explosion, all they heard was the crackling of flames. "I couldn't hear any screams or any sign of life," Broz said.<sup>15</sup>

It took only minutes for the firefighters and police officers to arrive, their sirens continuously yelping in the stifled air. They roared up the narrow dirt driveway leading to Broz's two-story home at 59th Street and Clarendon Hills Road. The couple lived only 450 feet from what remained of the Connie.

Before daybreak, dozens of firemen and members of suburban, county and state police departments converged on the scene. Workers from a nearby carnival set up for the holiday weekend loaned their portable light stands to illuminate the cornfield.

"My farmyard is a cemetery without crosses," Broz said as the sun peeked over the horizon. "He was sickened by the sight but realized how lucky he and his wife had been to have escaped the inferno."

Tuning in a TV set in his hotel room before heading to work that morning, Henry Savage, the passenger who had gotten off the flight in Chicago, slipped into a chair in a state of shock. The macabre scene televised from the crash scene made him sick. Thinking of his experience flying into Chicago, he had heard a grinding noise when the plane took off from Pittsburgh. Awakening from a nap as the plane neared Chicago, he remembered that the plane "shook rather violently."<sup>17</sup> He regretted not telling anyone.

As the early morning sun peeked over the horizon, more than one hundred officials and volunteer workers began the unpleasant task of collecting the bodies. Red Cross workers crisscrossed the field all morning, driving wooden stakes with numbers pinned on them into the soil where each victim was found. From a distance, the stakes could be mistaken for crosses. The workers weren't alone. Representatives from the U.S. Post Office arrived. Their job was to retrieve whatever scorched mail had been scattered over the field. From surrounding communities, thousands of curiosity seekers trekked to the neighborhood during the first few days to view the destruction from a distance.

Several hours after daybreak, black hearses were lined up along Clarendon Hills Road. All was strangely quiet and somber as a funeral would be. The bodies were wrapped in rubber sheets and moved to the Cook County Office of the Coroner in Chicago for identification. The gruesome task would consume five days. DNA testing for accident victim identification did not exist at the time.

By mid-afternoon, Nijzeb Halaby, a record-setting test pilot and second administrator of the fledgling FAA, had arrived on the scene. Accompanying him was a team of investigators to augment the work of the Civil Aeronautics Board. The public wanted answers. During evening news telecasts, Halaby assured viewers that a cause for the crash would soon be determined.

A theory about a bombing began to blossom, although there were no facts to support it. Some eyewitnesses said they heard an explosion while the plane was in the air. But seasoned accident investigators had learned to dismiss many of those accounts. The chief of the FBI's Chicago office was asked if the plane could have carried a bomb. At this early stage of the investigation he couldn't say, but a medical team that examined the corpses ruled out a bombing. The victims didn't exhibit signs typical of an explosion. Their injuries appeared more like those suffered by people involved in an automobile accident.

If it was not a bombing, the question of what caused the accident remained a mystery.

The only person who reportedly witnessed the plane's final seconds of flight happened to be an eleven-year-old boy by the name of Elmer Maves. Living three blocks south of the crash site, he didn't see any flames while the plane was

in the air. But he did hear a loud popping noise, followed by a series of three less intense reports as the structure that held the vertical and horizontal stabilizers to the fuselage began to buckle and collapse.

"It was going east . . . and then it turned, and its right tail blew off," he said. "After it crashed, there was dead silence for two or three seconds. And then, all of a sudden, it exploded. Flames were like a thousand feet in the air."<sup>85</sup>

Although not verified, one report indicated there was a survivor. First responders hovered over the victim with lifesaving equipment. The victim was eventually covered with a sheet.

The death count was finalized in the morgue: seventy-eight men, women, children, and infants had perished. The only tribute to lives taken too soon and their next-of-kin would be a thorough investigation to determine the cause. And to make sure that a horrendous accident such as this would never take innocent lives again.

The crash of Flight 529 was traumatic for a TWA captain by the name of William Gordon. At the last minute, he had traded his assignment to fly *Triple Nickel* with Captain Saunders and moved on to another flight. He happened to be a good friend of Sanders and knew his crewmembers. Ironically, Gordon's younger brother, Robert Gordon, then a student at the University of California, Berkeley, had boarded the plane for San Francisco and died in the crash.<sup>86</sup>

Rodger Morphett, a ramp service agent working for TWA, helped board Flight 529's passengers while *Triple Nickel* was in New York. One of his duties involved ensuring that the airplane's landing weight wouldn't exceed limits. Three passengers needed to be pulled from the flight. Two of them were soldiers. The third happened to be a young mother traveling with her two small children. She was planning to be reunited with her husband stationed at Fort Ord in Monterey, California. Morphett convinced the reluctant woman to remain overnight in New York. After rebooking her for a flight the next day, he told her that a message would be sent to her husband to let him know about the change in plans. Then before he and a fellow worker left the airport for the night, they tried repeatedly to reach her husband without success. For many years after the accident, when Morphett and his former colleague got together, they would talk in hushed tones about whether they had really selected the woman and her kids—or if a greater power had intervened to choose her over another passenger.<sup>87</sup>

What no one knew at the time of the crash was that the lives of every one aboard Flight 529 were cut short because of a two-cent cotter pin that someone forgot to install.

*Note:* Many of the details presented in this chapter, including dates, places, descriptions of events, conclusions, and quotes (unless otherwise attributed), were derived from Civil Aeronautics Board, "Aircraft Accident Report, Trans World Airlines, Inc., Lockheed Constellation, Model 049, N86511, Midway Airport, Chicago, Illinois, September 1, 1961, SA-363."<sup>88</sup>

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

A Resolution Approving a Plat of Easement – 114 79<sup>th</sup> Street

AGENDA NO. **5i**

AGENDA DATE: 03/22/2021

STAFF REVIEW: Roy Giuntoli, Building Official

SIGNATURE: Roy Giuntoli

LEGAL REVIEW: Thomas Bastian, Village Attorney

SIGNATURE: Tom Bastian / cm

RECOMMENDED BY: Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst / cm

REVIEWED & APPROVED BY COMMITTEE: YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

The Village has adopted the DuPage County Countywide Storm Water and Floodplain Ordinance, with local amendments, for stormwater and floodplain management within town. The Ordinance requires that all drainage swales, storm sewers and detention/retention areas on private properties are located upon easements. Therefore, upon a development of a property where re-grading work or other storm sewer installation occurs, new easements must be dedicated if they do not already exist.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

The easements that are being granted at this (114 79<sup>th</sup> St.) property are being done so at the request of the current property owner. However, no redevelopment is being proposed, scheduled, or planned on this property at this time. The current 114 79<sup>th</sup> St. owner also owns the property at 7814 Virginia Ct. and has long planned a redevelopment of that 7814 Virginia Ct. property. The current property owner anticipates that during this redevelopment, Public Utility and Drainage Easements might be needed for them to gain access to the 7814 Virginia Ct. property through the immediately adjacent and conterminous 114 79<sup>th</sup> St. property. As such, the property, and existing Single-Family Residence, located at 114 79<sup>th</sup> St. is currently slated to be sold, hence the current property owner granting the Easements at the 114 79<sup>th</sup> St. property at this time, prior to the sale. The owner's engineer has prepared a Plat of Grant of Easement dedicating new Public Utility and Drainage Easements for this purpose.

**ACTION PROPOSED:** Adopt the Resolution.

**RESOLUTION NO. 21-R-15**

**A RESOLUTION APPROVING A FINAL PLAT OF EASEMENT  
– 114 79<sup>th</sup> STREET**

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

SECTION ONE: That the Plat of Easement, as prepared by Manhard Consulting LTD., Job name: HENWB, consisting of two (2) sheets, dated January 27, 2021, attached hereto and incorporated herein as Exhibit "A", be and the same is hereby approved.

SECTION TWO: That the Mayor and Village Engineer are directed to execute said Plat on behalf of the Village of Willowbrook and the Village Clerk is directed to attest to the signature of the Mayor.

SECTION THREE: That upon execution of the Plat of Easement by all required parties or entities, the Village Clerk is hereby directed to cause said Plat to be recorded at the Office of the DuPage County Recorder.

SECTION FOUR: That all resolutions, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, expressly repealed.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

SECTION FIVE: That this Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED and APPROVED this 22<sup>nd</sup> day of March, 2021.

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah Hahn, Village Clerk

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**EXHIBIT A**





Civil Engineering  
Surveying  
Water Resources Management  
Construction Management  
Landscape Architecture  
Land Planning

January 27, 2021

**SHEET 2 OF 2  
PLAT OF EASEMENT**

**LOT 12 – TRI STATE VILLAGE UNIT NUMBER 3  
114 79<sup>TH</sup> STREET, WILLOWBROOK, ILLINOIS**

**OWNERS CERTIFICATE**

STATE OF \_\_\_\_\_ )  
 ) S.S.  
COUNTY OF \_\_\_\_\_ )

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ANNEXED PLAT SHOWN ON SHEET 1, AND THAT HE/SHE/THEY HAS CAUSED THE SAME TO BE SURVEYED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D., 20\_\_

BY: \_\_\_\_\_

BY: \_\_\_\_\_  
PRINT NAME

**NOTARY PUBLIC**

STATE OF \_\_\_\_\_ )  
 ) S.S.  
COUNTY OF \_\_\_\_\_ )

I, \_\_\_\_\_, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

\_\_\_\_\_ WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE (SHE) (THEY) SIGNED AND DELIVERED THIS SAID INSTRUMENTS AS HIS (HER) (THEIR) OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
NOTARY PUBLIC

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A Resolution Approving a Plat of Easement – 5936 Bentley Avenue  
(New Single-Family Residence)**

**AGENDA NO. 5j**  
**AGENDA DATE: 03/22/2021**

**STAFF REVIEW:** Roy Giuntoli, Building Official

**SIGNATURE:**

*Roy Giuntoli*

**LEGAL REVIEW:** Thomas Bastian, Village Attorney

**SIGNATURE:**

*Tom Bastian /en*

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:**

*Brian Pabst /en*

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

The Village has adopted the DuPage County Countywide Storm Water and Floodplain Ordinance, with local amendments, for stormwater and floodplain management within town. The Ordinance requires that all drainage swales, storm sewers and detention/retention areas on private properties are located upon easements. Therefore, upon a development of a property where re-grading work or other storm sewer installation occurs, new easements must be dedicated if they do not already exist.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

The existing Single-Family Residence (SFR) was demolished at the lot located at 5936 Bentley Avenue, and will have a new SFR constructed on it. The project will require re-grading of the property to establish positive drainage to serve the new residence. The re-grading will ensure that drainage from the property does not sheet flow onto the adjacent properties. In accordance with the above-mentioned code requirement, new easements are required since code compliant easements do not exist. The owner's engineer has prepared a Plat of Grant of Easement dedicating new public utility drainage easements for this purpose.

**ACTION PROPOSED:** Adopt the Resolution.

**RESOLUTION NO. 21-R-16**

**A RESOLUTION APPROVING A FINAL PLAT OF EASEMENT  
– 5936 BENTLEY AVENUE**

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

SECTION ONE: That the Plat of Easement, as prepared by Taurus Engineering, L.L.C., consisting of one (1) sheet, dated January 14, 2021, attached hereto and incorporated herein as Exhibit "A", be and the same is hereby approved.

SECTION TWO: That the Mayor and Village Engineer are directed to execute said Plat on behalf of the Village of Willowbrook and the Village Clerk is directed to attest to the signature of the Mayor.

SECTION THREE: That upon execution of the Plat of Easement by all required parties or entities, the Village Clerk is hereby directed to cause said Plat to be recorded at the Office of the DuPage County Recorder.

SECTION FOUR: That all resolutions, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, expressly repealed.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

SECTION FIVE: That this Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED and APPROVED this 22<sup>nd</sup> day of March, 2021.

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah Hahn, Village Clerk

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**EXHIBIT A**



# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A Resolution Approving a Plat of Easement – 500 Ridgemoor Drive  
(An Addition to an Existing Single-Family Residence)**

AGENDA NO. **5k**  
AGENDA DATE: 03/22/2021

**STAFF REVIEW:** Roy Giuntoli, Building Official

SIGNATURE: Roy Giuntoli

**LEGAL REVIEW:** Thomas Bastian, Village Attorney

SIGNATURE: Tom Bastian /cm

**RECOMMENDED BY:** Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst /cm

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

The Village has adopted the DuPage County Countywide Storm Water and Floodplain Ordinance, with local amendments, for stormwater and floodplain management within town. The Ordinance requires that all drainage swales, storm sewers and detention/retention areas on private properties are located upon easements. Therefore, upon a development of a property where re-grading work or other storm sewer installation occurs, new easements must be dedicated if they do not already exist.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

The existing Single-Family Residence at the property located at 500 Ridgemoor Drive is in the process of having an addition built onto it. The project will require re-grading of the property to establish positive drainage to serve the new residence. The re-grading will ensure that drainage from the property does not sheet flow onto the adjacent properties. In accordance with the above-mentioned code requirement, new easements are required since code compliant easements do not exist. The owner's engineer has prepared a Plat of Grant of Easement dedicating new public utility drainage easements for this purpose.

**ACTION PROPOSED:** Adopt the Resolution.

**RESOLUTION NO. 21-R-17**

**A RESOLUTION APPROVING A FINAL PLAT OF EASEMENT  
– 500 RIDGEMOOR DR**

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

SECTION ONE: That the Plat of Easement, as prepared by Ridgeline Consultants, consisting of one (1) sheet, dated December 9, 2020, attached hereto and incorporated herein as Exhibit "A", be and the same is hereby approved.

SECTION TWO: That the Mayor and Village Engineer are directed to execute said Plat on behalf of the Village of Willowbrook and the Village Clerk is directed to attest to the signature of the Mayor.

SECTION THREE: That upon execution of the Plat of Easement by all required parties or entities, the Village Clerk is hereby directed to cause said Plat to be recorded at the Office of the DuPage County Recorder.

SECTION FOUR: That all resolutions, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, expressly repealed.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

SECTION FIVE: That this Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED and APPROVED this 22<sup>nd</sup> day of March, 2021.

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah Hahn, Village Clerk

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**EXHIBIT A**



# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A Resolution Approving a Final Plat of Planned Unit Development –  
625 Joliet Road (New Commercial Building, 'Compass Arena')**

**AGENDA NO. 51**  
**AGENDA DATE: 03/22/2021**

**STAFF REVIEW:** Roy Giuntoli, Building Official

**SIGNATURE:**

*Roy Giuntoli*

**LEGAL REVIEW:** Thomas Bastian, Village Attorney

**SIGNATURE:**

*Tom Bastian / cm*

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:**

*Brian Pabst / ca*

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)

The Village has adopted the DuPage County Countywide Storm Water and Floodplain Ordinance, with local amendments, for stormwater and floodplain management within town. The Ordinance requires that all drainage swales, storm sewers and detention/retention areas on private properties are located upon easements. Therefore, upon a development of a property where re-grading work or other storm sewer installation occurs, new easements must be dedicated if they do not already exist.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

When proposed, this parcel located at 625 Joliet Rd. was a vacant lot. The developers proposed a new commercial building to be constructed on it. The project will require re-grading of the property to establish positive drainage to serve the new building. The re-grading will ensure that drainage from the property does not sheet flow onto the adjacent properties. In accordance with the above-mentioned code requirement, new easements are required, since code compliant easements do not exist. The owner's engineer has prepared a Final Plat of Planned Unit Development dedicating new public utility drainage easements for this purpose.

**ACTION PROPOSED:** Adopt the Resolution.

**RESOLUTION NO. 21-R-18**

**A RESOLUTION APPROVING A FINAL PLAT OF SUBDIVISION OF COMPASS  
ARENA PLANNED UNIT DEVELOPMENT – 625 JOLIET RD.**

BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois, as follows:

SECTION ONE: That the Final Plat of Planned Unit Development, as prepared by Krisch Land Surveyors, LLC., Project 16-085, Survey No. 16-085\_PUD.dwg, consisting of two (2) sheets, dated March 12, 2020, attached hereto and incorporated herein as Exhibit "A", be and the same is hereby approved.

SECTION TWO: That the Mayor and Village Engineer are directed to execute said Plat on behalf of the Village of Willowbrook and the Village Clerk is directed to attest to the signature of the Mayor.

SECTION THREE: That upon execution of the Plat of Subdivision by all required parties or entities, the Village Clerk is hereby directed to cause said Plat to be recorded at the Office of the DuPage County Recorder.

SECTION FOUR: That all resolutions, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, expressly repealed.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

SECTION FIVE: That this Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED and APPROVED this 22<sup>nd</sup> day of March, 2021.

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**EXHIBIT A**





**VILLAGE OF WILLOWBROOK**

**BOARD MEETING  
AGENDA ITEM - HISTORY/COMMENTARY**

**AN ORDINANCE AMENDING CHAPTER 13 ENTITLED  
“SOLICITORS” OF TITLE 3 ENTITLED “BUSINESS REGULATIONS”  
OF THE VILLAGE CODE OF ORDINANCE OF THE VILLAGE OF  
WILLOWBROOK**

**AGENDA NO. 6.**  
**AGENDA DATE: 03/22/21**

**STAFF REVIEW:** Roy Giuntoli, Building Official

**SIGNATURE:** *R. Giuntoli*

**LEGAL REVIEW:** Thomas Bastian, Village Attorney

**SIGNATURE:** *Tom Bastian*

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:** *Brian Pabst*

**REVIEWED & APPROVED BY COMMISSION:** YES  NO  N/A

**ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER PERTINENT HISTORY)**

At the September 14, 2020 Law and Ordinances Committee staff presented an overview of the current Village code of ordinances for solicitors operating within the community. The current Village ordinance language that relates to Solicitors can be found in Chapter 13 of the Village code. A summary of the current code of ordinances for solicitors is as follows:

1. Solicitation applications are currently processed through the Deputy Clerks office.
2. There are two (2) types of Solicitors Certificates - Charitable and Commercial.
3. The Deputy Clerk receives the application. We require a driver’s license for all solicitors and certificate of insurance.
4. Solicitation is prohibited between November 1 through March 31. The solicitation hours are 9:00 a.m. to 9:00 p.m. or dusk whichever is earlier in the day.
5. The Deputy Clerk will issue a certificate of registration and then provides a copy of it for the police department.
6. Charitable solicitation requires financial disclosure to every person solicited.
7. Police Department to supply unique “No Soliciting” signage and to be authorized by the Police Chief.
8. The Village currently does not charge a fee for the solicitation certificate.

Staff was directed to review code to clarify and definitions, change the name Certificate of Registration Required to Permit Required including and creating penalties and adding a clause for First Amendment rights.

At the January 11, 2021 Law & Ordinances Committee staff presented a proposed redline version of an enhanced amendment to Chapter 13 – Solicitation Regulations. Staff has presented a reordering of the code sections to bring the Village code in line with neighboring communities to streamline the language for easier interpretation by the solicitors and enforcement by the Village. Additionally, we have proposed updated definitions, have added sections such as permit exemption for minors and no limitations on free speech, and redefined solicitation hours and locations. Staff attempted to blend some of the unique items of the Willowbrook code while realigning the permit process through the Police Department for a more focused permit review and tracking system.

Based upon the discussion the Village Attorney has provided an updated version of the amended Chapter 13 – Solicitation Regulations.

Staff was directed to incorporate a \$75.00 permit fee for commercial solicitations and a \$0.00 for charitable solicitations at the March 8, 2021 Law and Ordinances Committee. Additionally, charitable solicitations will be limited to the intersection of 63<sup>rd</sup> Street and Clarendon Hills Road.

**ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)**

The consensus of the Law and Ordinances Committee was to recommend the attached updated ordinance for Village Board consideration at their March 22, 2021 meeting.

**ACTION PROPOSED: Pass the Ordinance.**

**ORDINANCE NO. 21-O-15**

**AN ORDINANCE AMENDING CHAPTER 13 ENTITLED “SOLICITORS” OF TITLE 3 ENTITLED “BUSINESS REGULATIONS” OF THE VILLAGE CODE OF ORDINANCE OF THE VILLAGE OF WILLOWBROOK**

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**WHEREAS**, the Law and Ordinance Committee of the Village has conducted a Comprehensive review of Title Chapter I3 “Solicitors” of the Village Code of Ordinances; and

**WHEREAS**, the Corporate Authorities of the Village have determined that it is in the best interest of the Village to amend the Village’s Solicitors Ordinance in its entirety as hereinafter set forth:

**NOW THEREFORE BE IT ORDAINED** by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois as follows.

**SECTION 1.** Chapter 13 entitled “Solicitors” of Title 3 entitled “Business Regulations” of the Village Code of Ordinances of the Village of Willowbrook, DuPage County Illinois, as amended is hereby further amended in its entirety to read as follows:

**“3-13-1: DEFINITIONS:**

The following words and phrases as used in this chapter shall have the following meanings, unless a different meaning is required by the context:

**AGGRESSIVE SOLICITATION:** A mode of prohibited solicitation hereafter defined in Section ~~3-13-11~~ of this chapter.

**APPLICANT:** Any person that files an application for a solicitation permit as provided for in this chapter. **AUTOMATED TELLER MACHINE:** Any automated teller machine as defined by the Automated Teller Machine Security Act, 205 Illinois Compiled Statutes 695/1 et seq., as amended.

**BANK:** Any bank or financial institution as defined by the Illinois Banking Act, 205 Illinois Compiled Statutes 5/1 et seq., as amended.

**CANVASSER:** A person engaged in canvassing. Canvassing Going from place to place in the Village seeking to make personal contact with residents or other persons where there is no

request, invitation or appointment for such contact, but excluding persons engaged in solicitation as defined herein.

**CHARITABLE ORGANIZATION:** Any benevolent, philanthropic, patriotic, not for profit, religious or eleemosynary person or one purporting to be such which solicits and collects funds for charitable purposes.

**CHARITABLE PURPOSE:** Any charitable, benevolent, philanthropic, patriotic, not for profit, religious or eleemosynary purpose.

**CHIEF OF POLICE:** The chief of police or any of his or her authorized representatives.

**CHARITABLE SOLICITATION:** Any request for the donation of money, property or anything of value or the pledge of a future donation of money, property or anything of value; or the selling or offering for sale of any property, real or personal, tangible or intangible, whether of value or not, including, but not limited to, goods, books, pamphlets, tickets, publications or subscriptions to publications or brochures, upon the representation, express or implied, that the proceeds of such sale will be used for a "charitable purpose" as such term is herein defined.

**COMMERCIAL SOLICITATION:** Seeking to obtain orders for the purchase of goods, wares, merchandise, foodstuffs, services of any kind, character or description whatever, for any kind of consideration whatever.

**PERSON:** Any individual, organization, group, association, partnership, corporation, joint venture, trust or any combination thereof.

**PREMISES:** Any occupied building or structure, or any separate dwelling unit contained within any occupied building or structure, of any type within the village.

**REGISTERED SOLICITOR:** Any person who has obtained a valid solicitation permit as hereinafter provided, which certificate is in the possession of the solicitor, conspicuously displayed on his or her person while engaged in solicitation.

**SOLICITATION:** A verbal request made in person upon any street, public place or park in the Village for an immediate donation of money or other thing of value, including a request to purchase an item or service of little or no monetary value in circumstances where a reasonable person would understand that the purchase is in substance a donation. Solicitation does not include the act of passively standing, sitting or engaging in a musical performance or other street performance with a sign or other indication that donations are being sought, without any verbal request for a donation other than in response to an inquiry by another person. **Solicitation shall not include any activity which is purely expressive in nature, such as attempts to enlist support for or against a particular religion, philosophy, ideology, political party, issue, candidate or other cause that does not involve either the solicitation of funds or a proposal to engage in a commercial transaction.**

**SOLICITOR:** A person engaged in solicitation.

**TRANSIENT MERCHANT:** A solicitor who engages temporarily in the retail sale of goods, wares or merchandise in the Village and in pursuance of such sales occupies any building, room,

vehicle, structure of any kind, or vacant lot. Transient Merchants and solicitors shall not include a person selling goods, wares or merchandise, including vegetables, fruit or perishable farm products, at an established Village farmers market or other Village-sponsored event or market, or at a church fair or other similar event of limited duration held by a unit of local government or not-for-profit organization for fund-raising purposes.

### **3-13-2: PERMIT REQUIRED:**

It shall be unlawful for any charitable organization to engage in charitable solicitation for charitable purposes, or for any person to engage in commercial solicitation within any residentially zoned district under the Village of Willowbrook zoning ordinance, unless such organization or person shall have first obtained a valid solicitation permit from the Village as hereinafter provided. Persons engaged in canvassing shall not be subject to permitting requirements of this Chapter, but are subject to certain other time, place and manner restrictions, as provided in this Chapter.

### **3-13-3: PERMIT EXEMPTION FOR MINORS:**

Persons under the age of seventeen (17) years engaged in charitable solicitation within the Village shall not be required to obtain a solicitation permit. Any such person under the age of seventeen (17) years shall comply with all other applicable provisions of this chapter.

### **3-13-4: SOLICITATION PERMIT:**

An applicant for a solicitation permit shall file with the chief of police a properly completed application therefor on a form provided for such purpose by the chief of police. The applicant shall be given a copy of this chapter, acknowledge its contents, and agree to comply with all its requirements. The applicant shall verify under oath all statements made on or in connection with the following information on the application:

- (A) The names and addresses of the charitable or commercial organization(s)/person(s) and the name or names under which it/he/she intends to engage in solicitation as well as the solicitation methods that the applicant and the applicant's business or organization will employ within the village.
- (B) The name and address of the person to be in charge of such solicitation, as well as the following:
  - a) The name and address of a principal officer, director, or chief executive officer of the applicant's business or organization who is authorized to determine matters related to the application, and the registered agent for the business or organization for service in Illinois, if any.
  - b) The name and address of the business or organization or other person or entity that the applicant represents for purposes of the solicitation for which the permit is sought.
- (C) The names and addresses of all persons who will engage in such solicitation in the Village as follows:

- a) The applicant's local address, whether temporary or permanent, if different from the applicant's current residence address.
  - b) The applicant's name and current residence address, and the length of time the applicant has resided at such address.
  - c) The applicant's business address, if different from the applicant's residence address.
  - d) The applicant's driver's license number or other form of government issued identification.
  - e) The applicant's physical description, including sex, height, weight, hair color, and eye color.
  - f) Two (2) copies of a two inch by two-inch (2" x 2") photograph showing the full facial features of the applicant. Such photograph shall have been taken within thirty (30) days immediately prior to the date of filing of the application.
  - g) If more than one solicitor will be soliciting on behalf of a business or organization, then the names(s), address(es), and telephone number(s) of all person(s) who will be in direct charge of the solicitors on behalf of such business or organization.
  - h) If the applicant seeks a permit to conduct charitable solicitation, a written confirmation or registration by the Illinois attorney general, made within six (6) months immediately prior to the date of filing of the application, that the business or organization represented by the applicant is in full compliance with all applicable provisions of Illinois' Solicitation for Charity Act, 225 ILCS 460/0.01 et seq.
  - i) If the applicant is subject to payment of the Retailers' Occupation Tax, a copy of the applicant's solicitation permit issued by the State of Illinois under the Municipal Retailers' Occupation Tax imposed by Section 60-3 of this Code.
  - j) The solicitation permit fee in an amount equal to Seventy-Five Dollars (\$75.00), or, in the case of solicitors who are transient merchants, an amount equal to \$One Hundred Dollars (\$100.00).
- (D) An acknowledgment stating that the names and addresses of all persons who will engage in such solicitation in the Village shall be verified by valid State identification with visible photo.
- (E) A statement acknowledging both the identity of the soliciting organization, agency or project and that the same must be engaged in a Nationwide or Statewide fundraising activity when soliciting within the Village.
- (F) A statement of the dates and times of the day when such solicitation will occur and the geographic area within the Village wherein such solicitation will be conducted at that particular time and day.
- (G) A statement of the date, or approximate date, of the applicant's last previous application for a solicitation permit under this chapter, if any.
- (H) A statement as to whether a solicitation permit issued to the applicant under this chapter has ever been suspended or revoked and any violation, within the previous five (5) years, of any provision of any previous Village solicitation regulation, of any of the provisions of this chapter, or of any local, state, or federal solicitation regulation.

- (I) A statement as to whether the applicant has ever been convicted of a violation of any of the provisions of state law, this chapter, or any other municipal ordinances related to solicitation regulations.
- (J) A written statement of recent date issued by the Attorney General of Illinois that the charitable organization has complied with the provisions of "An Act to Regulate Solicitation and Collection of Funds for Charitable Purposes...", 225 Illinois Compiled Statutes 460/1 et seq., or a written statement by the Attorney General of exemption under 225 Illinois Compiled Statutes 460/3 (applies only to charitable solicitation).
- (K) A copy of the most recent annual report filed with the Illinois Attorney General pursuant to 225 Illinois Compiled Statutes 460/4. In the event a charitable organization has not yet been required to file an annual report, a copy of the registration statement filed with the Attorney General of Illinois pursuant to 225 Illinois Compiled Statutes 460/2, may be utilized (applies only to commercial solicitation).
- (L) A statement by the applicant listing the names and addresses of the person(s) or organization(s) whom the applicant is employed by or represents, and the length of time of such employment or representation (applies only to commercial solicitation).
- (M) A description sufficient for identification of the subject matter of the solicitation which the applicant will engage in (applies only to commercial solicitation).
- (N) A statement as to whether the applicant has ever been convicted of the commission of a felony or has been convicted of a misdemeanor for a crime involving moral turpitude or truth and veracity, under the laws of the State of Illinois or any other state, or of a Federal law of the United States and the nature of any such conviction (applies only to commercial solicitation).
- (O) A statement by the applicant acknowledging that no person shall stand on any street, highway or roadway within the Village, or on any right-of-way of the same for the purpose of peddling or soliciting contributions except that persons soliciting charitable contributions from the occupant of any vehicle may do so upon satisfying all requirements of this chapter.
- (P) A statement by the applicant acknowledging that solicitation under this chapter shall be allowed only at intersections where all traffic is required to come to a full stop.
- (Q) A statement by the applicant acknowledging that solicitation shall be limited to a specific intersection or intersections and within a one-hundred-foot (100') distance along each leg of the said specific intersection(s).
- (R) A statement by the applicant acknowledging that the soliciting organization shall be responsible for supervising and controlling the conduct of all persons soliciting as listed on the approved application for a solicitation permit.
- (S) A statement by the applicant acknowledging that all persons soliciting for the contribution of funds or anything of value on any public street shall not obstruct vehicular traffic or pedestrian traffic and shall fully comply with all local and State traffic regulations.

- (T) A statement by the applicant acknowledging that all persons engaged in the act of solicitation on a roadway shall be a minimum of seventeen (17) years of age and shall wear a high visibility vest at all times. The high visibility vest shall be provided by the soliciting organization and subject to Village approval. Further, said individual shall have readily visible on their person the Village of Willowbrook solicitation permit identification provided by the Chief of Police.
- (U) A statement by the applicant acknowledging that any solicitation on the roadway shall only be allowed where there is a center dividing median area separating vehicle travel lanes.
- (V) A statement by the applicant acknowledging that every solicitor engaged in soliciting on any real property owned by the Village or within the Village and the business or organization represented by the solicitor shall be liable for all injuries to any person or property that occurs during or as a result of such solicitation and which is casually related to an act of ordinary negligence of the solicitor or the business or organization the solicitor represents.
- (W) A statement by the applicant acknowledging that the solicitation permit approving its solicitation on a given intersection of a public street within the Village limits shall be restricted to one soliciting organization soliciting on the public streets within the Village at one time; and, that a solicitation permit approval list shall be determined by the order in which complete applications for the said certificates are filed with the Village.
- (X) A statement by the applicant acknowledging the following: 1) that all persons engaging in solicitation on its behalf are prohibited from engaging in any act of "aggressive solicitation" as that term is defined in Section 3-13-5 (q) of this chapter; 2) that any person who commits an act of "aggressive solicitation" prohibited by this chapter shall be subject to a fine as provided in the general penalty provisions of Title I, Chapter 4, Section 1-4-1 of this Code.
- (Y) Felons as Solicitors: It shall be unlawful for any person or organization to utilize as a solicitor any person who has been convicted of a felony under the laws of the State of Illinois or any other state, or under the Federal law of the United States, within five (5) years of the date of the application. Every registrant pursuant to this chapter shall, as part of said registration application, stipulate that no individual employees, independent contractors, employees of independent contractors, volunteers or any other such person associated with the registrant is a convicted "sex offender" as defined by 730 Illinois Compiled Statutes 150/2 and as may similarly be applicable to any other law enforcement jurisdictions throughout the United States. Every registrant shall include the names, addresses and dates of birth for every person who will be working with them in the Village for the registered purpose and shall provide an affidavit certifying that such persons, including the registrant, have not been convicted of any felony, nor convicted on two (2) or more occasions of driving under the influence of alcohol or drugs. Such solicitation permit as is required in this chapter shall be updated whenever any change in such persons occurs for the registrant at any time during the registered year.
- (Z) Fraudulent Misrepresentation and Misstatement Prohibited: No person shall misrepresent his name, occupation, financial condition, social condition or residence, and no person shall make or perpetrate any other misstatement, deception or fraud, in connection with any charitable or commercial solicitation, or in any application or report filed under this chapter.

**3-13-5 REGULATIONS APPLICABLE TO ALL SOLICITATION AND  
CANVASSING:**

(A) Issuance: The chief of police shall issue a solicitation permit to an applicant within five (5) business days after its receipt, if, but only if, the chief of police finds and determines all of the following:

(1) The applicant has properly provided all information required by the chief of police and the application, the material statements made in the application are true, and the fee has been paid.

(2) The applicant has not been convicted within five (5) years immediately prior to the date of filing of the application of a felony under the laws of the state of Illinois, any other state, or the United States, or convicted of a misdemeanor for a crime involving moral turpitude or truth and veracity, under the laws of the State of Illinois, any other state, or the United States.

(3) The applicant has not had a village solicitation permit revoked or suspended within five (5) years immediately prior to the date of filing of the application.

(4) The applicant has not been convicted of violating any provision of this chapter, any provision of any previous village solicitation regulation, or any provisions of any local, state, or federal solicitation regulation within five (5) years immediately prior to the date of filing of the application.

Every person wishing to engage in charitable solicitation campaigns must make application for a solicitation permit with the Chief of Police or assigned designee fifteen (15) days prior to the initiation of said campaign. Upon the Chief of Police's issuance of a solicitation permit, all persons engaging in charitable solicitation shall have a copy of the said certificate visibly displayed on their persons at all times during such solicitation.

(B) Denial: If the chief of police determines that the applicant has not met one or more of the conditions set forth in subsection (b) of this section, then the chief of police shall deny issuance of the solicitation permit, shall give the applicant a written notification and explanation of such denial, and return the solicitation permit fee. The chief of police's notice of denial shall be delivered in person or by first class U.S. mail, postage prepaid, addressed to the applicant's current residence address as set forth in the application. The solicitation permit shall be deemed denied on the day that the notice of denial is personally delivered or is placed in the U.S. mail as provided in this subsection. If the chief of police does not issue or deny the solicitation permit within five (5) business days after the chief of police receives the application, then the permit applied for shall be deemed to have been issued. The applicant may appeal the denial of a solicitation permit pursuant to the provisions of this chapter. solicitation

(C) In cases of an application for commercial solicitation, the failure of an applicant to fulfill the requirements of this chapter shall be a basis for the denial of a solicitation permit by the Chief of Police. In addition, no solicitation permit for commercial solicitation shall be issued to any person who has been convicted of a felony under the laws of the State of Illinois or any other State or under the Federal law of the United States within five (5) years of the date

of the application; nor to any person who has been convicted of a violation of any of the provisions of this chapter; nor to any person whose solicitation permit issued hereunder has previously been revoked as herein provided. In the event that any solicitation permit for commercial solicitation is denied for failure to comply with the requirements set forth hereinabove, the Chief of Police shall immediately notify the applicant in writing of the reasons for denial. If said application is not cured within ten (10) days after the date on which the Chief of Police denies the issuance of said solicitation permit, said application shall be null and void.

(D) Form And Display Of Permit: A solicitation permit shall be issued by the chief of police and shall consist of a plastic enclosed pin on or clip-on card, approximately two inches by four inches (2" x 4") in size, containing the full facial photograph of the solicitor that was submitted with the application. The name of the solicitor and the business or organization the solicitor represents, if any, the date(s) solicitation shall occur under the permit, and the effective dates of the permit shall be printed on the solicitation permit in easily readable form. Solicitation permits also shall bear the name of the village, the signature of the chief of police or the chief of police's duly authorized designee, and the relevant permit application number. Each solicitor shall display the permit in a conspicuous place on his or her person at all times while engaged in soliciting in a manner that allows it to be readily seen by other persons.

### **3-13-5: REGULATIONS APPLICABLE TO ALL SOLICITATION AND CANVASSING:**

Any person owning, occupying and/or controlling any private property within the Village may post notice thereon indicating whether or not solicitors are invited at said premises. Except as otherwise provided elsewhere in this Chapter or below, all solicitors and canvassers shall comply with the following regulations:

- a) "No Solicitation" Notices: No person shall solicit or canvass at or in any premises that has posted on or near its principal entrance a sign bearing the words "No Trespassing", "No Peddlers", "No Solicitors", or any other similar notice indicating in any manner that the occupants of such premises desire not to be solicited or canvassed or to have their right to privacy disturbed, unless the occupants have specifically requested such solicitation or other contact. The chief of police or the chief of police's duly authorized designee may make available weatherproof cards bearing a notice of the type herein described for posting on or near the principal entrance to any premises.
- b) No Solicitation From Vehicles: No person shall solicit from a motorized vehicle at any time in any location within the village. Nothing in this Section or Chapter shall be construed to regulate mobile food service vendors who are not equipped with any sound making device and who serve food such as sandwiches and drinks such as coffee primarily to construction sites or commuters from a fixed location on private property for a limited amount of time each day. Such vendors are not considered to be solicitors under this Chapter but are subject to any other applicable Village ordinances or regulations related to their business activities.

- c) **No Advertising Or Use Of Sound:** No person shall advertise any solicitation at any time within the village by use of signs, sound, or any other method. Nor shall any person use music or any other sound when soliciting.
- d) **Principal Approach And Entrance Only:** Every solicitor or canvasser who goes from house to house shall approach a premises only by using the principal approach route thereto, and every such solicitor or canvasser shall attempt to make contact with the occupants thereof only at the principal entrance to such premises.
- e) **Discontinuance On Request:** No solicitor or canvasser shall solicit or canvass any person or premises at any time after any such person or the occupant of such premises requests that the solicitor or canvasser leave the premises or otherwise cease soliciting or canvassing.
- f) **Hours When Solicitation Prohibited:** Except as provided in subsection 56.06(c) of this chapter, it shall be unlawful for any person to engage in solicitation or canvassing in the Village of Willowbrook at any time prior to 9:00 a.m. or after 5:00 p.m. on Monday through Saturday of each week, or at any time on Sunday or on a State holiday. In the case of Transient Merchants, to engage in business at any time prior to 9:00 a.m. or after 5:00 p.m. on any day. All solicitation shall be prohibited from November 1 through March 31 of each year.
- g) **Immediate Identification:** Every solicitor or canvasser who goes from house to house shall immediately identify himself or herself and the purpose of the solicitation or canvassing activity.
- h) **Display Of Permit:** Every solicitor who goes from house to house shall display the solicitation permit in a conspicuous place on his or her person at all times while engaged in soliciting in a manner that allows it to be readily seen by other persons.
- i) **Impeding Traffic Prohibited:** No person shall solicit anywhere in the village in a manner that completely or substantially impedes the flow of pedestrian or vehicular traffic in, on, or around any sidewalk or public property, way, or place. No person engaged in solicitation shall have the exclusive right to any sidewalk or other public property, way, or place, or the right to establish a permanent stationary location for such solicitation.
- j) **Soliciting Rides Or Business On Public Rights Of Way:** No person shall stand in a public right of way within the village for the purpose of soliciting a ride from the driver of any vehicle, or for the purpose of soliciting employment or business from the occupant of any vehicle.
- k) **Fraud Or Misrepresentation:** No person shall perpetrate a fraud or misrepresentation of any kind while engaged in solicitation or canvassing within the village.
- l) **Public Health And Safety:** No person shall engage in solicitation or canvassing within the village in such a manner that creates a danger or threat of any kind to the public health, safety, and welfare.

- m) Sufficiency Of Notice: The posting upon private property of the sign or card notices referenced hereinabove in accordance with the applicable requirements of this section shall constitute actual notification to all solicitors of the information conveyed thereupon by the person(s) owning, occupying and/or controlling said premises.
- n) Obedience To Notice on Premises: It shall be the duty of every solicitor or canvasser, upon going onto any premises in the Village, to first examine the notice provided for in section 3-13-7 of this chapter if any is attached and be governed by the statements contained on the notice. If the notice states "No Trespassing", "No Peddlers", "No Solicitors", or any other similar notice, then the solicitor or canvasser shall immediately and peacefully depart from the premises; if the notice states ""No Trespassing", "No Peddlers", "No Solicitors", or any other similar notice , then the solicitor, whether registered or not, shall immediately and peacefully depart from the premises.
- o) Uninvited Soliciting Prohibited: It is hereby declared to be unlawful and shall constitute a public nuisance for any person to remain upon any premises and ring the doorbell upon or near any door, or create any sound in any other manner calculated to attract the attention of the owner or occupant of such premises for the purpose of securing an audience with the owner or occupant thereof, and engage in "solicitation" as herein defined in defiance of the notice exhibited at the premises in accordance with the provisions of section 3-13-7 of this chapter.
- (p) Duty to Leave Premises on Request: Any solicitor who has gained entrance to any premises, whether invited or not, shall immediately and peacefully depart from the premises when requested to do so by the occupant.

(q) Aggressive Solicitation Prohibited:

(1) Definitions: For the purposes of this chapter the following definitions shall apply:

AGGRESSIVE SOLICITATION: Solicitation in a group of two (2) or more persons or solicitation accompanied by any of the following actions:

- a) Touching another person without that person's consent;
- b) Blocking the path of the person solicited or blocking that person's entrance to any building or vehicle;
- c) Continuing to solicit or to request a donation from a person after that person has refused an earlier request;
- d) Following or remaining alongside a person who walks away from the solicitor after being solicited;
- e) Remaining alongside a person's vehicle and continuing to solicit or request a donation after that person has refused an earlier request;
- f) Making any statement, gesture or other communication that would cause a reasonable person to feel threatened into making a donation; or

- g) Using profane or abusive language during the solicitation or following a refusal to make a donation.

SOLICITATION: Nothing in this section shall be construed to permit any loud and raucous noise currently prohibited by title 5, chapter 3 of this Code.

(A) Prohibitions: No person shall engage in aggressive solicitation. No person shall engage in solicitation when the person solicited is located:

1. Within twenty feet (20') of any automated teller machine (ATM) or entrance to a bank, other financial institution, or check cashing business; or
2. On private property, if the owner, tenant or occupant has asked the person not to solicit on the property or has posted a sign prohibiting soliciting.

### **3-13-6: CHARITABLE SOLICITATION ON PUBLIC RIGHTS OF WAY:**

Charitable solicitation on public rights of way within the village shall be allowed only if such charitable solicitation is conducted in strict compliance with all applicable provisions of this chapter, and only if such charitable solicitation also complies with the following regulations:

(a) Permit Required; Fee; Application Requirements: No person shall engage in charitable solicitation on any public right of way within the village without first having applied for and obtained a valid solicitation permit therefor pursuant to this chapter. Because solicitation on a public right of way does not involve door to door activities, such solicitation does not involve the same considerations related to public health, safety, and welfare as are raised by door-to-door solicitation. Accordingly, the application for a permit to solicit on a public right of way shall be made only by the charitable organization on behalf of all of the individuals who shall be soliciting. Such application shall include the names and addresses of all such individuals and shall conform to the requirements of this chapter. There shall be no fee for a permit for a charitable organization to solicit charitable contributions on a public right-of-way.

(b) Number of Permits Limited: Permits shall be issued on a first-come, first-serve basis and are limited to one permit per charitable organization. No more than one charitable organization shall engage in charitable solicitation on public rights of way within the village on any one day.

(c) Hours When Permitted: No person shall engage in charitable solicitation on any public right of way within the village at any time between the hours of six (6:00) P.M. or dusk, whichever is earlier, and nine (9:00) A.M. All solicitation shall be prohibited from November 1 through March 31.

(d) Locations: Charitable solicitation on public rights of way within the village shall be engaged in only at intersections with traffic control signal lights and only when traffic has come to a full and complete stop.

(e) Annual And Consecutive Days Limitations: No solicitor, or the business or organization represented by the solicitor, shall engage in charitable solicitation on public

rights of way within the village on more than two (2) days within any one calendar year. A permit for two (2) consecutive days shall only be allowed if the charitable solicitation will be conducted on a Friday and Saturday.

(f) Minimum Age: No person younger than seventeen (17) years of age shall engage in charitable solicitation on any public right of way within the village.

(g) Protective Clothing: Every person engaged in charitable solicitation on any public right of way within the village shall wear a high visibility vest at all times while engaged in such solicitation.

(h) State Registration: Every business or organization represented by a solicitor engaged in charitable solicitation on any public right of way within the village shall be registered with the Illinois attorney general as a charitable organization pursuant to The Solicitation for Charity Act, 225 ILCS 460/0.01 et seq.

(i) Charitable Solicitation Financial Disclosure: The charitable organization shall distribute to every person solicited, a financial statement of said charitable organization for the preceding twelve (12) months which shall include a balance sheet and statement of income and expenses clearly stating forth the following: gross receipts and gross income from all sources broken down into total receipts and income from each separate solicitation project or source; cost of administration; cost of solicitation; cost of programs designed to inform or educate the public; funds or properties transferred out of the State, with explanation as to the recipient and purpose; total net income amount for each major purpose, charitable or otherwise. Statements shall be signed by the president or other authorized officer or agent and shall be accompanied by an opinion signed by an independent certified public accountant that said financial statement fairly represents the financial operation of the charitable organization.

A copy of the annual report to the Attorney General of Illinois required by 225 Illinois Compiled Statutes 460/4, may be presented in lieu of the aforementioned financial statement. For the purpose of financial statements, the definitions and standards applicable to the annual report to the Attorney General as set forth in said section 460/4 shall be utilized.

In the event a charitable organization has not been established for a period of twelve (12) months, a copy of the registration statement filed with the Attorney General of Illinois pursuant to 225 Illinois Compiled Statutes 460/2 may be utilized.

(j) Statewide Activity: Every business or organization represented by a solicitor engaged in charitable solicitation on any public right of way within the village shall be engaged in statewide fundraising activity.

(k) Liability: Every solicitor engaged in charitable solicitation on any public right of way within the village, and the business or organization represented by the solicitor, shall be liable for all injuries to any person or property that occur during or as a result of the solicitation that are causally related to an act of ordinary negligence of the solicitor or the business or organization the solicitor represents.

(1) Insurance: Before engaging in any charitable solicitation pursuant to this section, the solicitor shall provide to the chief of police a certificate of insurance issued by an insurance company licensed to do business in Illinois indicating that the insurance company will insure the solicitor and the business or organization represented by the solicitor against any injury to any person or property during the solicitation that is causally related to an act of ordinary negligence of the solicitor or of the business or organization represented by the solicitor. Such certificate of insurance shall name the village as an additional insured, shall state that the insurance policy shall not be amended or canceled during the period of the permitted solicitation, and shall reflect that at least the following coverage has been provided:

(1) Personal injury coverage in an amount not less than one million dollars (\$1,000,000.00) per occurrence and five hundred thousand dollars (\$500,000.00) per person.

(2) Property damage coverage of at least one hundred thousand dollars (\$100,000.00).

### **3-13-7: VIOLATIONS DECLARED TO BE NUISANCES:**

Every violation of any term, provision, condition, restriction, or duty stated in this chapter or in any solicitation permit issued pursuant thereto is hereby declared to be a public nuisance.

### **3-13-8 EFFECTIVE PERIOD:**

Except as otherwise provided in this chapter, a solicitation permit issued pursuant to this chapter shall be valid for sixty (60) consecutive calendar days. An expiration date shall be printed on the face of each solicitation permit.

### **3-13-9: REVOCATION:**

The chief of police shall immediately revoke any solicitation permit issued pursuant to this chapter if the chief of police determines that the solicitor is in violation of any of the provisions or requirements of this chapter or of the solicitation permit issued pursuant hereto, or if the solicitor made a false material statement in the application or otherwise becomes disqualified for the issuance of a solicitation permit under the terms of this chapter. Immediately after such revocation, the chief of police shall take custody of the solicitation permit. The chief of police shall give written notice of the revocation to the solicitor as soon as practicable thereafter, in the form of a citation that states the reason for the permit revocation, or such other form approved by the chief of police that clearly states the reason for such revocation. The chief of police shall serve the citation or other form of notice on the solicitor in person or by certified U.S. mail, return receipt requested, addressed to the residence address set forth in the solicitor's application. The permit shall become null and void immediately on service of the notice of revocation as provided in this section.

### **3-13-10 APPEAL OF DENIAL OR REVOCATION:**

Any person aggrieved by the chief of police's denial or revocation of a solicitation permit shall have a right to appeal such decision to the village administrator as provided in this section. Within five (5) business days after service of the chief of police's notice of denial or revocation, the applicant or permit holder may make a written request for a hearing regarding the denial or revocation. The village administrator, after receipt of the written request for a hearing, shall set a time and date certain for such hearing within five business (5) days after such receipt. The village administrator shall give written notice of such hearing to the applicant or permit holder at least three (3) business days in advance of the hearing date. At the hearing, the applicant or permit holder may present and submit evidence and witnesses to rebut the reasons cited by the chief of police for revoking or denying the permit. Within two (2) business days after the close of the hearing, the village administrator shall render a decision in writing. The village administrator may reinstate a revoked permit, grant the requested permit or a renewal thereof, or affirm the chief of police's decision. The action taken by the village administrator shall be final.

### **3-13-11 CHANGE IN INFORMATION:**

During the pendency of an application for, or during the term of, any solicitation permit, the applicant or permit holder shall promptly notify the chief of police in writing of any change in any material information given by the applicant or permit holder in the application for such permit.

### **3-13-12 ADMINISTRATIVE RECORD:**

The chief of police shall cause to be kept in the chief of police's office an accurate record of every solicitation permit application received and acted on, together with all other information and material pertaining thereto, and copies of all solicitation permits issued and revoked pursuant to this chapter. Permit applications shall be numbered in consecutive order as filed, and every permit issued pursuant to this chapter and any renewal thereof shall be identified with the number of the application upon which it was issued.

### **3-13-13: PENALTY:**

(a) Penalty: Any person who violates, neglects or refuses to comply, or assists in the violation of, any of the provisions of this chapter, or of any order, solicitation permit, or notice issued pursuant hereto, shall be fined not more than seven hundred and fifty dollars (\$750.00) for each such violation. Each day such violation continues shall constitute a separate offense. The chief of police shall give written notice to any such person of any such violation by serving a citation in person or by certified U.S. mail, return receipt requested.

(b) Payment Without Prosecution: Within ten (10) days after the date of the citation, any person served with a citation issued by the chief of police pursuant to subsection (a) of this section may avoid prosecution for the violation(s) identified in the citation by surrendering the citation to the chief of police and by paying at the same time to the Village of Willowbrook a fine in the sum of fifty dollars (\$50.00).

**3-13-14: NO LIMITATION OF FREE SPEECH RIGHTS:**

Nothing in this chapter shall be construed or enforced so as to restrict the rights guaranteed by the First Amendment of the Constitution of the United States of America, article I of the Constitution of the State of Illinois, or any Federal or State law protecting the right to freedom of speech or freedom of religion. Nothing in this chapter shall prohibit religious organizations or individuals from religious proselytizing or political organizations or individuals from soliciting contributions for elected public offices or referendum questions to be submitted to the voters, as authorized by Article 9 of the Illinois Election Code (10 ILCS 5/9-1.1, *et seq.*), or otherwise engaging in political activities related to specific individuals, issues, political parties or political action groups.”

**SECTION 2.** Any Ordinance or portion or any ordinance in conflict with the provisions of their ordinances is hereby repealed solely to the extent of such conflict.

**SECTION 3.** This Ordinance shall be in full force ten (10) days after its passage, approval and publication in the matter provided by law.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021.

ROLL CALL VOTE:           AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A RESOLUTION OF THE VILLAGE OF WILLOWBROOK UNDER THE PROVISIONS OF THE ILLINOIS HIGHWAY CODE APPROPRIATING THE SUM OF \$350,000.00 OF MOTOR FUEL TAX FUNDS**

**AGENDA NO. 7.**

**AGENDA DATE:  
03/22/21**

**STAFF REVIEW:** Brian Pabst, Village Administrator

**SIGNATURE:** Brian Pabst /cm

**LEGAL REVIEW:** Tom Bastian, Village Attorney

**SIGNATURE:** Tom Bastian /cm

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:** Brian Pabst /cm

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

On April 26, 2021, the Village Board will be considering approval of the 2021/22 fiscal budget. The Motor Fuel Tax (MFT) Roadway Maintenance Program has a proposed budgeted amount \$350,000 for street improvements and \$25,000 for engineering. This year's program is proposed to consist of the following items:

- 2" Milled and 2.25" resurfacing of Sugarbush Lane (79<sup>th</sup> to North End)
- 2" Milled and 2.25" resurfacing of Cherry Tree Ln (79<sup>th</sup> to Sheridan Dr)
- 2" Milled and 2.25" resurfacing of Hawthorne Ln (Cherry Tree Ln to Blackberry Ln)
- 2" Milled and 2.25" resurfacing of Blackberry Ln (79<sup>th</sup> St to Sheridan Dr)
- 2" Milled and 2.25" resurfacing of Apple Tree Ln (Blackberry Ln to Sheridan Dr)
- 2" Milled and 2.25" resurfacing of Pine Tree Ln (Apple Tree Ln to Village Limits)
- 2" Milled and 2.25" resurfacing of Honey Locust Ln (Blackberry Ln to Village Limits)
- Allowances were also made for curb, gutter and sidewalk replacements.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)

The proposed bid and award schedule is as follows:

- March 8, 2021 (Monday) - Submit to IDOT for their first review.
- March 22, 2021 (Monday) – Assuming comments from IDOT, receive resubmittal and send back for approval.
- March 29, 2021 (Monday) – Receive approval and signatures from IDOT.
- April 2, 2021 (Friday) – Advertise for Bid on QuestCDN and in IDOT Bulletin.
- May 4, 2021 (Tuesday) – Hold bid opening at 10:00AM at Village Hall.
- May 24, 2021 (Monday) – Award Contract to Low Bidder.

This Resolution will identify the dollar amount maximum that the Village intends to utilize for the 2021 MFT Road Improvement Program. The Village Board can always do a smaller program than the projected \$350,000 proposal should the Village not approve the full budget requested. This Appropriation Resolution is required as part of the initial IDOT Submittal for the MFT Road Improvement Program.

**ACTION PROPOSED:** Adopt the attached Resolution

**RESOLUTION NO. 21-R-19**

**A RESOLUTION OF THE VILLAGE OF WILLOWBROOK UNDER THE PROVISIONS OF THE ILLINOIS HIGHWAY CODE APPROPRIATING THE SUM OF \$350,000.00 OF MOTOR FUEL TAX FUNDS**

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**WHEREAS**, the corporate authorities of the Village of Willowbrook, DuPage County, Illinois, have determined that it is necessary, proper and in the best interest of the Village to appropriate the sum of \$350,000.00 of Motor Fuel Tax funds for the purpose of various road improvements and maintenance in the Village of Willowbrook under applicable provisions of the Illinois Highway Code from May 1, 2021 to April 30, 2022.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Board of Trustees of the Village of Willowbrook, DuPage County, Illinois that there is hereby appropriated, for the purpose of roadway improvements and maintenance, the sum of \$350,000.00 from Motor Fuel Tax funds for the period of May 1, 2021 to April 30, 2022, all as set forth in that certain Illinois Department of Transportation Resolution for maintenance, attached hereto and made a part hereof.

**BE IT FURTHER RESOLVED** that the Clerk of the Village of Willowbrook is directed to execute the attached Resolution, as indicated, and to transmit four (4) certified originals of the attached Resolution to the district office of the Illinois Department of Transportation.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED and APPROVED this 22<sup>nd</sup> day of March, 2021 by a ROLL CALL VOTE as follows:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSTENTIONS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
Frank A. Trilla, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Hahn, Village Clerk



Local Public Agency  
Formal Contract Proposal



COVER SHEET

**Proposal Submitted By:**  
 Contractor's Name  
  
 Contractor's Address City State Zip Code

STATE OF ILLINOIS  
 Local Public Agency County Section Number  
 Village of Willowbrook DuPage 21-00000-01-GM

Route(s) (Street/Road Name) Type of Funds  
 Various (See Location Map) MFT and Local

Proposal Only  Proposal and Plans  Proposal only, plans are separate

Submitted/Approved  
For Local Public Agency:

**For a County and Road District Project**

Submitted/Approved  
 Highway Commissioner Signature Date

Submitted/Approved  
 County Engineer/Superintendent of Highways Date

**For a Municipal Project**

Submitted/Approved/Passed  
 Signature Date

Official Title  
 Mayor

**Department of Transportation**

Released for bid based on limited review  
 Regional Engineer Signature Date

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.



Resolution for Maintenance Under the Illinois Highway Code



Resolution Number	Resolution Type	Section Number
	Original	21-00000-01-GM

BE IT RESOLVED, by the President and Board of Trustees of the Village of Willowbrook Illinois that there is hereby appropriated the sum of Three Hundred Fifty Thousand Dollars Dollars ( \$350,000.00 )

of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of Illinois Highway Code from 05/01/21 to 04/30/22 Beginning Date Ending Date

BE IT FURTHER RESOLVED, that only those operations as listed and described on the approved Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that Village of Willowbrook shall submit within three months after the end of the maintenance period as stated above, to the Department of Transportation, on forms available from the Department, a certified statement showing expenditures and the balances remaining in the funds authorized for expenditure by the Department under this appropriation, and

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I Deborah A. Hahn Village Clerk in and for said Village of Willowbrook in the State of Illinois, and keeper of the records and files thereof, as

provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the

President and Board of Trustees of Willowbrook at a meeting held on \_\_\_\_\_ Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this \_\_\_\_\_ Day \_\_\_\_\_ Month, Year

(SEAL)

Clerk Signature

APPROVED

Regional Engineer  
Department of Transportation

Date

Engineer's Estimate of Probable Construction Cost - 2021 Willowbrook MFT Road Program					
Item No.	Item	Unit	Quantity	Unit Price	Total
1	Bituminous Materials (Tack Coat)	LB	8,188.20	\$0.25	\$2,047.05
2	Leveling Binder (Machine Method), N50 (0.75")	TON	818.82	\$78.00	\$63,867.96
3	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	1,637.64	\$80.00	\$131,011.20
4	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	18,196.00	\$3.25	\$59,137.00
5	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$21,000.00	\$21,000.00
6	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	687.00	\$55.00	\$37,785.00
7	Sidewalk Removal and Replacement 5" (Special)	SQ FT	2,187.00	\$15.00	\$32,805.00
8	Steel Adjustment Rings, 0.5" (Special)	FOOT	5.00	\$300.00	\$1,500.00
<b>Grand Total</b>					<b>\$349,153.21</b>

1. Sugarbush Ln (79th to North End)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	1,356.75	\$0.25	\$339.19
	Leveling Binder (Machine Method), N50 (0.75")	TON	135.68	\$78.00	\$10,582.65
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	271.35	\$80.00	\$21,708.00
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	3,015.00	\$3.25	\$9,798.75
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	96.00	\$55.00	\$5,280.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	236.00	\$15.00	\$3,540.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	1.00	\$300.00	\$300.00
<b>Grand Total</b>					<b>\$54,548.59</b>

2. Cherry Tree Ln (79th to Sheridan Dr)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	2,017.80	\$0.25	\$504.45
	Leveling Binder (Machine Method), N50 (0.75")	TON	201.78	\$78.00	\$15,738.84
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	403.56	\$80.00	\$32,284.80
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	4,484.00	\$3.25	\$14,573.00
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	170.00	\$55.00	\$9,350.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	508.00	\$15.00	\$7,620.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	1.00	\$300.00	\$300.00
<b>Grand Total</b>					<b>\$83,371.09</b>

3. Hawthorne Ln (Cherry Tree Ln to Blackberry Ln)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	333.45	\$0.25	\$83.36
	Leveling Binder (Machine Method), N50 (0.75")	TON	33.35	\$78.00	\$2,600.91
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	66.69	\$80.00	\$5,335.20
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	741.00	\$3.25	\$2,408.25
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	34.00	\$55.00	\$1,870.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	25.00	\$15.00	\$375.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	1.00	\$300.00	\$300.00
<b>Grand Total</b>					<b>\$15,972.72</b>

4. Blackberry Ln (79th St to Sheridan Dr)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	2,075.40	\$0.25	\$518.85
	Leveling Binder (Machine Method), N50 (0.75")	TON	207.54	\$78.00	\$16,188.12
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	415.08	\$80.00	\$33,206.40
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	4,612.00	\$3.25	\$14,989.00
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	175.00	\$55.00	\$9,625.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	674.00	\$15.00	\$10,110.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	1.00	\$300.00	\$300.00
<b>Grand Total</b>					<b>\$87,937.37</b>

5. Apple Tree Ln (Blackberry Ln to Sheridan Dr)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	1,710.90	\$0.25	\$427.73
	Leveling Binder (Machine Method), N50 (0.75")	TON	171.09	\$78.00	\$13,345.02
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	342.18	\$80.00	\$27,374.40
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	3,802.00	\$3.25	\$12,356.50
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	145.00	\$55.00	\$7,975.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	517.00	\$15.00	\$7,755.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	1.00	\$300.00	\$300.00
<b>Grand Total</b>					<b>\$72,533.85</b>

6. Pine Tree Ln (Apple Tree Ln to Village Limits)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	176.40	\$0.25	\$44.10
	Leveling Binder (Machine Method), N50 (0.75")	TON	17.64	\$78.00	\$1,375.92
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	35.28	\$80.00	\$2,822.40
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	392.00	\$3.25	\$1,274.00
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	19.00	\$55.00	\$1,045.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	55.00	\$15.00	\$825.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	0.00	\$300.00	\$0.00
<b>Grand Total</b>					<b>\$10,386.42</b>

7. Honey Locust Ln (Blackberry Ln to Village Limits)					
Item No.	Item	Unit	Quantity	Unit Price	Total
	Bituminous Materials (Tack Coat)	LB	517.50	\$0.25	\$129.38
	Leveling Binder (Machine Method), N50 (0.75")	TON	51.75	\$78.00	\$4,036.50
	Hot-Mix Asphalt Surface Course, Mix "D", N50 (1.5")	TON	103.50	\$80.00	\$8,280.00
	Hot-Mix Asphalt Surface Removal, 2"	SQ YD	1,150.00	\$3.25	\$3,737.50
	Traffic Control and Protection, Standard 701501	LSUM	1.00	\$3,000.00	\$3,000.00
	Combination Curb and Gutter Removal and Replacement, Type M3.12 (Special)	FOOT	48.00	\$55.00	\$2,640.00
	Sidewalk Removal and Replacement 5" (Special)	SQ FT	172.00	\$15.00	\$2,580.00
	Steel Adjustment Rings, 0.5" (Special)	EACH	0.00	\$300.00	\$0.00
<b>Grand Total</b>					<b>\$24,403.38</b>

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

<b>ITEM TITLE:</b> Receive Plan Commission Recommendation for Public Hearing Case 21-03: Consideration of a petition requesting approval of a special use permit for a planned unit development, including a financial institution with drive through, fast-food establishment with drive through, an automobile washing and cleaning facility, including certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; approval of a Preliminary Plat of Subdivision; and approval of a Preliminary Plat of PUD. The applicant for this petition is Alex Katz of G.W. Property Group LLC, 2211 N. Elston Avenue, Suite 304, Chicago IL 60614. The property owner is Viren-Gill Ltd., LLC, 735 Plainfield Road, Willowbrook IL 60527.	<b>AGENDA NO.</b>  <b>8</b>  <b>AGENDA DATE:</b> <u>03/22/2021</u>
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<b>STAFF REVIEW:</b> Ann Choi, Planning Consultant	<b>SIGNATURE:</b> <u></u>
<b>LEGAL REVIEW:</b> Tom Bastian, Village Attorney	<b>SIGNATURE:</b> <u>Tom Bastian /cm</u>
<b>RECOMMENDED BY:</b> Brian Pabst, Village Administrator	<b>SIGNATURE:</b> <u>Brian Pabst /cm</u>
<b>REVIEWED &amp; APPROVED BY COMMITTEE:</b> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	

**ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)**

The subject property is currently improved with one vacant building, formerly occupied by the Willowbrook Bowling Alley. The Plan Commission first saw concepts on the subject property back in October 2018 for the redevelopment of the Willowbrook Bowling Alley to repurpose the existing building as an entertainment venue in conjunction with Chase Bank as an out lot. Since then, the Applicant, GW Properties, has presented two different proposals for the site at the following Plan Commission meetings:

1. February 5, 2020: Conceptual review and feedback on PUD approval consisting of a hotel, coffee-shop with drive-through, bank with drive-through, and a three lot subdivision.
2. November 4, 2020: Conceptual review and feedback on PUD approval consisting of a car wash, fast-food establishment with drive-through, bank with drive-through, and a three lot subdivision.
3. February 3, 2021: Public Hearing on PUD approval consisting of a car wash, fast-food establishment with drive-through, bank with drive-through, and a three lot subdivision.
4. March 3, 2021: Continued Public Hearing.

**ITEM COMMENTARY (BACKGROUND, DISCUSSION, RECOMMENDATIONS, ETC.)**

GW Properties proposes to demolish the existing building and is requesting approval of a special use permit for the proposed PUD that includes a car wash, a fast-food establishment with drive-through and a bank with drive-through. The Applicant has worked with Village staff to improve the proposed on-site and off-site traffic circulation, signage, and landscaping.

Unlike many PUDs approved by the Village, this project is moving forward with approval of only a Preliminary PUD and Preliminary Plat of Subdivision at this time. This approval grants the zoning approval but requires the applicant to come back with final (more detailed) plans for review by the Plan Commission and approval by the Village Board. While these are public meetings where the public can comment, there is no "public hearing" required so residents do not receive notices about the meeting. This later review process requires the Village's approval of the plans if they are in "substantial compliance" with the approved preliminary plan, which is what the Board is receiving tonight. This makes it very important that the Board address everything deemed necessary to meet the required standards now because there may or may not be an opportunity to add conditions as part of the Final PUD and Subdivision approvals.

As outlined in the Conditions of Approval in the staff report, the following items will need to be addressed during the Final PUD stage, if the Preliminary PUD is approved:

1. Approval of Preliminary Plat of PUD is expressly conditioned on the approval of an amendment of the Town Center PUD with respect to changes in the ingress, egress and incorporation of a dedicated left-turn lane as shown on 735 Plainfield Road Plat of PUD. An exclusive southbound left-turn lane shall be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
2. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall investigate the feasibility of proposing an Ingress and Egress Easement on the northeast end of the subject property to allow vehicular access between the subject realty and the TCF Bank property.
3. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide a photometric/lighting study that demonstrates compliance with DuDOT standards for any required off-street lighting.

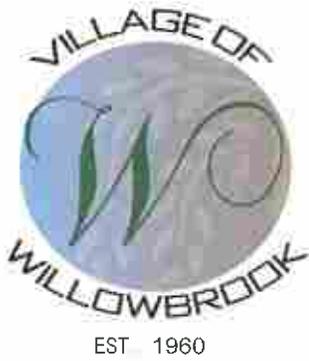
Planning staff recommends that the Village Board modify the third condition to read:

3. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide plans for streetlighting along Plainfield Road in the vicinity of the PUD compliant with DuDoT standards and provide a photometric/lighting study that demonstrates compliance with any standards for required off-street lighting.

This modification clarifies that the Applicant is required to provide street lights if determined to be feasible, after the off-site lighting study is reviewed by DuDOT.

The Plan Commission held two hearings (the second hearing was a continuation of the first) and received many comments from surrounding business owners and residents, summarized in the attached report and detailed in transcripts available at Village Hall. At the March 3, 2021 Plan Commission meeting, the Plan Commission voted unanimously with a 5-0 roll call vote of the commissioners present, with required changes and conditions, to forward a positive recommendation on the petition to the Village Board.

**ACTION PROPOSED:** March 22, 2021: Receive Plan Commission Recommendation.



# Willowbrook

835 Midway Drive  
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

## MEMORANDUM

**MEMO TO:** Frank A. Trilla, Mayor  
Board of Trustees

**MEMO FROM:** Dan Kopp, Chairman, Plan Commission

**DATE:** March 22, 2021

**SUBJECT:** **Zoning Hearing Case 21-03: 735 Plainfield Road PUD –**  
Consideration of a petition requesting approval of a special use permit for a planned unit development, including a financial institution with drive through, fast-food establishment with drive through, an automobile washing and cleaning facility, including certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; approval of a Preliminary Plat of Subdivision; and approval of a Preliminary Plat of PUD. The applicant for this petition is Alex Katz of G.W. Property Group LLC, 2211 N. Elston Avenue, Suite 304, Chicago IL 60614. The property owner is Viren-Gill Ltd., LLC, 735 Plainfield Road, Willowbrook IL 60527..

At the regular meeting of the Plan Commission held on March 3, 2021, the above referenced application was discussed, and the following motion was made:

**MOTION:** Made by Kaucky and seconded by Remkus that based on the submitted petition, the testimony provided by the Applicant, and the staff report prepared for PC 21-03 at the February 3, 2021 and March 3, 2021 Plan Commission meetings, I move that the Plan Commission recommend and forward to the Village Board the Findings of Fact presented and discussed by the Plan Commission at the February 3, 2021 and March 3, 2021 meetings, and further recommend that the Village Board approve the following:

1. A special use for a planned unit development associated with PC 21-03, including the "proposed waivers" outlined in the staff report.
2. Special uses for one 5,582 square foot automobile washing and cleaning facility, one 2,830 square foot fast food establishment with drive-through, and one 6,660 square foot financial institution with drive-through.
3. Approval of the Preliminary Plat of Subdivision and Preliminary Plat of PUD for "735 Plainfield Road Subdivision", except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

Subject to the following conditions:

1. All plans and documents shall be revised and resubmitted as required by Village staff and the Plan Commission as indicated in the staff report or as discussed during the March 3, 2021 meeting and approved by staff prior to being forwarded to the Village Board for final consideration.

### Mayor

Frank A. Trilla

### Village Clerk

Deborah Hahn

### Village Trustees

Sue Berglund

Umberto Davi

Michael Mistele

Gayle Neal

Paul Oggerino

Gregory Ruffolo

### Village Administrator

Brian Pabst

### Chief of Police

Robert Schaller

### Director of Finance

Carrie Dittman



Proud Member of the  
Illinois Route 66 Scenic Byway



EST. 1960

# Willowbrook

835 Midway Drive  
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 [www.willowbrookil.org](http://www.willowbrookil.org)

## Mayor

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## Chief of Police

Robert Schaller

## Director of Finance

Carrie Dittman

2. Approval of Preliminary Plat of PUD is expressly conditioned on the approval of an amendment of the Town Center PUD with respect to changes in the ingress, egress and incorporation of a dedicated left-turn lane as shown on 735 Plainfield Road Plat of PUD. An exclusive southbound left-turn lane shall be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
3. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Market Study and Tax Impact Study or related studies to the satisfaction of the Village, prior to Village Board consideration.
4. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Cross Access Agreement and indicate the required easements on their preliminary plats.
5. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, a parking agreement shall be executed to allow three of the parking spaces located on Lot 3 to satisfy the parking requirement on Lot 2.
6. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall investigate the feasibility of proposing an Ingress and Egress Easement on the northeast end of the subject property to allow vehicular access between the subject realty and the TCF Bank property.
7. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide a photometric/lighting study that demonstrates compliance with DuDOT standards for any required off-street lighting.
8. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall submit all required executed Traffic Regulation, Improvement and Redevelopment Agreements in a form acceptable to the Village Board, approved by Village staff and subject to review by the Village attorney.
9. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall submit the Declaration of Covenants, which is subject to the approval by the Village.
10. The Applicant shall provide documentation of the DuDOT approval of Traffic Impact Study and Plainfield Road access, upon receipt.
11. The completion of all County of DuPage and Village traffic improvements shall be made prior to the issuance of the first permanent occupancy permit for the subject realty.
12. Outdoor dining and restaurant seating shall not be allowed on the subject realty except where identified as "Outdoor Dining" on the fast food establishment architectural plans.
13. Off-site improvements shall include a sidewalk to be constructed in accordance with the PUD plans. The sidewalk shall be installed along Plainfield Road and is subject to the County of DuPage permitting, inspection and approval.
14. That the digital signs on the SUBJECT REALTY shall be at all times subject to the following requirements:
  - a. Operational Limitations: Display shall contain static messages only, and shall not have movement of any kind, or the appearance or optical illusion of movement, of any part of the sign.



Proud Member of the  
Illinois Route 66 Scenic Byway



EST. 1960

# Willowbrook

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## Mayor

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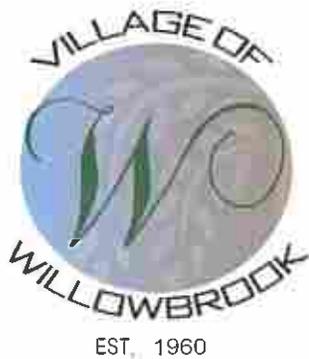
## Director of Finance

Carrie Dittman



Proud Member of the  
Illinois Route 66 Scenic Byway

- b. Minimum Display Time: Each message on the sign must be displayed for a minimum of 8 seconds or such longer duration as is hereafter enacted in the Village Sign Ordinance for comparable signs.
- c. Message Change Sequence: The change between static messages must be accomplished immediately, with no use of any transitions.
- d. Illumination: The sign must include light sensors and dimmer controls that automatically adjust to outdoor lighting levels so that illumination levels are dimmer at night and on cloudy days than during sunny days; but in no instance shall illumination and lighting not be in compliance with Section 9-11-13 of the Willowbrook Zoning Ordinance.
- e. Only one freestanding or ground sign shall be constructed or erected on Lot 1.
- f. The sign shall not contain any other advertising other than the identity of the car wash, the address; and the promotion of related business products for Lot 1.
  - g. A separate sign permit shall be obtained pursuant to Village Code.
15. All freestanding or ground signs shall not contain any advertisement other than the identity of the business located therein; therefore, the freestanding sign proposed for each business shall be located on its own lot.
16. The multi-tenant sign located north of the shared access drive with the Town Center shall be removed from all plans prior to consideration before the Village Board.
17. No deliveries or other loading and unloading activities shall be allowed on the subject realty between the hours of 7:00 pm to 10:00 am.
18. No trucks shall be permitted to sit idling on the subject realty.
19. No outside loudspeakers shall be permitted other than businesses with approved drive-through windows and then only for the operation of the drive-through service.
20. Outside refuse compactors shall only be operated between the hours of 9:00 a.m. and 6:00 p.m. and shall be screened by a masonry wall large enough to visually screen the compactor dumpster and buffer any noise created by the compactor unit.
21. The earthen berms located along the Plainfield Road frontage shall be constructed prior to the issuance of the first temporary or permanent occupancy permit for the subject realty, or such earlier time as is reasonably practical. All exiting movements from the drive-throughs shall be under stop sign control.
22. Exiting movements from the bank drive-through shall be under stop sign control.
23. "Do Not Enter" signs shall be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.
24. The Applicant shall provide an analysis of the traffic operations at the site access from Town Center after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access).
25. A permit will shall be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.
26. A permit shall be required from Du Page County Public Works for the proposed sanitary sewer and connections.
27. Prior to final approval, the plans will be provided to the fire district for comment on both the geometrics and the location of hydrants and fire department connections on each building.



# Willowbrook

835 Midway Drive  
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

Added by the Plan Commission at the March 3, 2021 Plan Commission meeting (public hearing):

28. The motion shall include the four modifications to the waivers discussed at the meeting and the revised finding of fact that were discussed at the meeting. The four modifications are as follows:
  6. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways from four hundred feet (400') to one hundred fifty-three and eight tenths feet (153.8') between the Plainfield Road driveway and the driveway to the east, to three hundred thirty-two and one tenths feet (332.1') between the Plainfield Road driveway and the Town Center driveway to the west, and to sixty-four and four tenths feet (64.4') between the shared access driveway with Town Center and the driveway to the south (Lock-Up Storage driveway).
  10. That Section 9-6B-3(E)1, Required Setbacks, Front Yard, be varied to permit a reduction in the minimum required front yard setback from sixty feet (60') to nine and seven tenths feet (9.7') for the detached canopy and to thirteen feet (13'-0") for the vertical canopy support/column for the detached canopy and the vacuum station equipment along the north side of the proposed car wash building.
  28. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width to zero feet along the north, east and west building facades.
  52. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to eight and five tenths feet (8.5') along the west lot line and to zero feet along the east and south lot lines.
29. The pylon/ground sign on Lot 3 shall be relocated approximately 5 to 10 feet further away from the lot lines to improve sight visibility for vehicles.
30. The ground sign proposed for Lot 1 shall contain brick in keeping with the design of the principal structure.

ROLL CALL: AYES: Chairman Kopp, Vice Chairman Wagner, Commissioners Kaucky, Remkus and Walec; NAYS: None; ABSENT: Kaczmarek and Soukup.

MOTION DECLARED CARRIED

Should any member of the Board have any questions regarding this matter, please do not hesitate to contact me.

DK:jp

## Mayor

Frank A. Trilla

## Village Clerk

Deborah Hahn

## Village Trustees

Sue Berglund

Umberto Davi

Michael Mistele

Gayle Neal

Paul Oggerino

Gregory Ruffolo

## Village Administrator

Brian Pabst

## Chief of Police

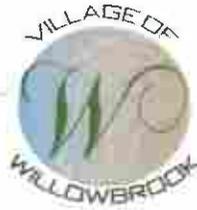
Robert Schaller

## Director of Finance

Carrie Dittman



Proud Member of the  
Illinois Route 66 Scenic Byway



**Village of Willowbrook**  
Staff Report to the Village Board

<b>Plan Commission Original Public Hearing Date:</b>	February 3, 2021		
<b>Plan Commission Public Hearing Continuation Date:</b>	March 3, 2021		
<b>Village Board Receive Date:</b>	March 22, 2021		
<b>Prepared By:</b>	Ann Choi, Village Planning Consultant		
<b>Case Title:</b>	<b>Zoning Hearing Case No. 21-03:</b> “735 Plainfield Road PUD” – Planned Unit Development for a car wash, bank with drive-through, and fast food restaurant with drive-through.		
<b>Applicant:</b>	GW Property Group, LLC		
<b>Property Owner:</b>	Viren-Gill Ltd. (Louis Viren)		
<b>Action Requested:</b>	Consideration of a petition requesting approval of a special use permit for a planned unit development, including a financial institution with drive through, fast-food establishment with drive through, and an automobile washing and cleaning facility, including certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; approval of a Preliminary Plat of Subdivision; and approval of a Preliminary Plat of PUD.		
<b>Applicable Regulations:</b>	Comprehensive Plan, Zoning Ordinance, Subdivision Regulations		
<b>Location:</b>	735 Plainfield Road, Willowbrook IL 60527		
<b>PINs:</b>	09-23-406-003		
<b>Existing Zoning:</b>	B-2 Community Shopping		
<b>Proposed Zoning:</b>	B-2 Community Shopping with a Special Use for a PUD		
<b>Existing Land Use:</b>	Willowbrook Bowl (not currently operational)		
<b>Property Size:</b>	2.79 Acres		
<b>Surrounding Land Use:</b>	<b>Use</b>	<b>Zoning</b>	
	North	Chase Bank/Office Buildings	LOP
	South	WB Town Center/Lock-Up Storage	B-2
	East	TCF Bank & WB Orthodontics	OR
	West	WB Town Center	B-2

**Necessary Action by Village Board:** Receive Plan Commission Recommendation.



## Documents Attached:

**Attachment 1:** “Legal Description”

**Attachment 2:** “Public Hearing Discussion and Summary” from March 3, 2021 – 12 pages.

**Attachment 3:** “Public Hearing Discussion and Summary” from February 3, 2021 – 6 pages.

**Attachment 4:** “Letters in Opposition” – 2 pages, received after Second Plan Commission/Public Hearing on March 3, 2021.

**Attachment 5:** “Public Hearing Notice” – 3 pages

**Attachment 6:** “Preliminary Plat of Subdivision” as prepared by Compass Surveying Group Ltd., Project No. 20.0006, Sheet 1 of 1, bearing an original date of 01/31/20, and bearing the latest revision date of 03/15/21.

**Attachment 7:** “Preliminary Plat of PUD” as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. C1.0, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 03/08/21.

**Attachment 8:** “Preliminary Engineering Drawings” as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 7 Sheets, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 03/08/21.

**Attachment 9:** “Tree Preservation Plan, Landscape Plan and Landscape Notes & Details” as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 3 Sheets, Sheet Nos. L1.0, L2.0 and L3.0, bearing an original issue date of 12/15/2020 and bearing the latest revision date of 03/08/2021.

**Attachment 10:** “Photometric Plan” as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. E1.0, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/2021.

**Attachment 11:** “Vacuum Canopy Plans, Elevations, Sections” as prepared by Mark Shively Architecture, (Car Wash – Sheet No. A1.1, and bearing a plot date of 03.11.2021.  
18 pages) “Vacuum Canopy Plan Diagram” as prepared by Mark Shively Architecture, Sheet No. A1.2, and bearing a plot date of 03.11.2021.  
“Vacuum Vending Enclosure Plans” as prepared by Mark Shively Architecture, Sheet No. A1.3, and bearing a plot date of 03.11.2021.  
“Pay Station Elevations” as prepared by Mark Shively Architecture, Sheet No. A1.4, and bearing a plot date of 03.11.2021.  
“Car Wash First Floor Plan” as prepared by Mark Shively Architecture, Sheet No. A2.1, and bearing a plot date of 03.11.2021.  
“Car Wash Exterior Elevations” as prepared by Mark Shively Architecture, Sheet No. A4.0, and bearing a plot date of 03.11.2021.  
“Car Wash Rendering” 1 page, untitled, undated, and provided by GW Properties.  
“Sign Package” for Encore Car Wash as prepared by Aurora Sign Co., Drawing No. 210073, 11 pages, and bearing the latest revision date of 03/10/2021.

**Attachment 12:** “Preliminary Floor Plan” for Fast Food Establishment as prepared by Interplan LLC, Project (Fast-Food – No. 2020.0919, 1 page, Sheet PFP, and dated 01.20.21.  
5 pages) “Architectural Elevations with Signs” for Fast Food Establishment as prepared by Interplan LLC, 2 pages, and dated 01.20.21.



**"Master Sign Key Plan" for Fast Food Establishment** – 1 page, undated and provided by GW Properties on January 24, 2021.

**"Exterior Perspective" for Fast Food Establishment** as prepared by Interplan LLC, 1 page, and dated 01.20.21.

**Attachment 13: "Floor Plan" for Chase Bank** as prepared by The Architects Partnership, TAP Project No. 17073, 1 page, and dated 01.22.2021.

(Bank – 44 pages) **"Architectural Elevations" for Chase Bank** as prepared by The Architects Partnership, TAP Project No. 19108, 2 pages, and dated 1.18.2021.

**"Sign Package" for Chase Bank** as prepared by Signtech, Drawing No. 18-01613, Project No. CHASE\_730\_1, 41 pages, bearing an original issue date of 09/14/18, and bearing the latest revision date of 03.11.2021.

**Attachment 14: "Stacking Exhibit"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 1 Sheet, Sheet EXH, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21.

**Attachment 15: "Plainfield Access Exhibit"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 1 Sheet, Sheet EXH, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21.

**Attachment 16: "Traffic Regulation Agreement"** – 10 pages.  
Includes **"Traffic Control Plan"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 9 Sheets, Sheet No. 1 of 1, and bearing an original issue date of 12/15/2020.

**Attachment 17: "Traffic Impact Study"** as prepared by KLOA, 30 pages out of 130 pages, and dated January 20, 2021.

**Attachment 18: "Draft Declaration of Covenants"** – 20 pages.

**Attachment 19: "Market Study Memo"** as prepared by GW Properties, 2 pages, dated January 29, 2021.  
(3 pages) **"Encore Car Wash Market Study Letter"** as prepared by encore Car Wash, 1 page, dated 02-24-2021.

**Attachment 20: "Tax Impact Study Memo"** as prepared by GW Properties, 2 pages, dated January 29, 2021.

**Attachment 21: "Standards for Special Use"** – 1 page.

**Attachment 22: "Standards for Planned Unit Developments"** – 2 pages.

**Attachment 23: "Findings of Fact for Planned Unit Developments"** – 1 page.

**Attachment 24: "Village of Willowbrook Review Letter(s)"** – 38 pages (various dates).

**Attachment 25: "GW Properties – Village of Willowbrook Response Letter"** – 8 pages.



## Development Proposal

### Location & Zoning Request

The subject property is located on the south side of Plainfield Road, between Illinois Route 83 to the west and Adams Street to the east. The site contains about 2.79 acres and is currently improved with one vacant building, formerly occupied by the Willowbrook Bowling Alley. Adjacent developments include Pete’s Fresh Market/Willows Shopping Center to the northwest, the existing Chase Bank to the north, Willowbrook Kindercare to the northeast, TCF Bank to the east, and the Willowbrook Town Center (“Town Center”) to the west and south. The existing bowling alley building on the subject property has non-conforming setbacks as it is situated at the far southeast end of the lot, proximate to the south and east property lines.

Existing access to the subject property includes one driveway on Plainfield Road and one cross-access driveway along the western property line that connects to the Town Center. Nearly all of the lot is paved with a parking lot. Immediately east of the subject property line is TCF Bank and currently, there is no direct access from the subject property to TCF Bank or to Adams Street, which has a higher elevation than the subject property.

GW Properties, LLC, (the “Applicant”) proposes to demolish the existing building and is requesting approval of a special use for the proposed Planned Unit Development (PUD) that includes a car wash, fast-food establishment with drive-through, and a bank with drive-through. The PUD proposal also requests approval of certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; a Preliminary and Final Plat of Subdivision; and a Preliminary Plat of PUD. The Applicant intends to redevelop the subject property into a three-tenant mixed use development that will include a 5,850 square foot automobile washing and cleaning facility (Encore Car Wash) on the southern portion of the property, a 6,660 square foot financial institution (Chase Bank) with drive-through on the northwest portion of the property, and a 2,830 square foot fast food establishment with drive-through (Guzman Y Gomez) on the northeast portion of the property.

Exhibit 1: Location Map





**Exhibit 2: Street View of Subject Property**



**Exhibit 3: Zoning Map (B-2 Community Shopping)**



*Summary of Requests:*

1. Special Use Permit for a Planned Unit Development with an automobile washing and cleaning facility, fast food establishment with drive-through, and a financial institution with drive-through including certain relief, exceptions and waivers from Title 9 and Title 10 of the Village Code.
2. Subdivision of the subject property into three lots.

**History/Background**

The subject property was developed in 1963 by Louis Viren’s Father, Lou Senior, as a bowling alley and restaurant. In 1973, ten years later, eight (8) additional bowling lanes were added towards the west. The property owner, Lou Viren, took over the ownership and operational management in 2003 and has run the business since. The Applicant, GW Properties, has been working with the property owner and the Village on potential redevelopment concepts for the property. The Plan Commission first saw concepts for the subject property in September 2018 for the reuse and repurposing of the existing bowling alley building (now vacant) for an entertainment venue consisting of boutique bowling, laser tag, video arcade and a restaurant bar. The previous concept also included a Chase Bank as an outlet.



## Business Narrative

### Car Wash

GW Property Group, LLC will be selling Lot 1, the 1.20-acre lot located on the southern end of the subject property, to Encore Car Wash who will be developing the property and operating the car wash. Encore Car Wash is marketed as a high-end, self-service automatic car wash. The owners of Encore Car Wash have experience primarily in the landscape architecture industry, predominantly for single-family homes throughout the country, but are currently developing two other car wash facilities in the Midwest (Plainfield, Illinois and Hammond, Indiana) since they first ventured into the car wash industry approximately two years ago.



*Rendering of Encore Car Wash (left) and Photo of Guzman Y Gomez in Naperville, IL (right)*

### Restaurant with Drive-through

On the northeast corner of the subject property, GW Property Group will own and develop a one-story, approximately 2,830 square-foot, free-standing restaurant with one drive-through lane on the 0.795-acre northeast lot (Lot 2). The fast casual restaurant operator is Guzman Y Gomez, an Australian-licensed, casual-dining restaurant chain that also operates internationally. The franchise specializes in Mexican cuisine dishes such as burritos, fires, nachos, tacos, and other specialty items. The franchise operates internationally in Singapore, Japan, and in January of 2020, opened their first location in the United States in Naperville, Illinois (1519 North Naper Boulevard). An aggressive expansion is currently taking place in the United States, especially in Illinois. Currently there are 135 locations globally. The typical hours of operation at the Naperville location are Mondays – Thursdays from 6am to 10pm, and Fridays – Sundays from 6am to 11pm.

### Financial Institution with Drive-Through

Chase Bank wishes to purchase Lot 3, the 0.792-acre parcel located at the northwest portion of the subject property. Chase Bank will be relocating from across the street into a brand new 6,660 square-foot property with three drive-through lanes. Chase Bank will be purchasing their portion of the property from GW Property Group, LLC and self-developing their new branch. The Chase Bank located across the street is currently open on Mondays – Fridays from 9am to 5pm, on Saturdays from 9am to 2pm, and are closed on Sundays.

## Staff Analysis

### Comprehensive Plan/Appropriateness of Use

Adjacent to one of the major commercial intersections in the Village, the Comprehensive Plan designates this property as "Community Commercial". The Comprehensive Plan includes several pages of development objectives and design guidelines that have been incorporated into the proposed project including the attention to landscaping, signage, pedestrian connection, and façade materials. Conformance with relevant development and design policies and parameters are listed below. Community Commercial areas are intended to provide a full range of retail and service uses in the community with emphasis on community



convenience related goods and services. The proposed development presents some challenges as the site will need to accommodate three high intensity uses on less than three acres. A traffic study has been provided and is discussed in more detail in the Traffic and Circulation section of this staff report. The subject property is zoned B-2 Community Shopping and is within the Route 83/Plainfield Road Business District. The proposed B-2 zoning complies with the Comprehensive Plan. The financial institution is a permitted use, the fast food establishment and automobile washing and cleaning facility are permitted as special uses in the B-2 Community Shopping District. There are also two drive-throughs proposed which are also allowed as special uses for permitted uses, in the B-2 Community Shopping District. Although the B-2 Community Shopping District is typically geared more towards retail uses and the three proposed uses will not generate retail sales tax revenue for the Village, the Village will benefit from a places of eating tax from the proposed fast food establishment with drive-through. The proposed uses will also occupy a key vacancy along Plainfield Road. The bank and the car wash may bring additional foot traffic and consumers to the adjacent shopping center and surrounding area.

### Commercial Development Policies

The proposed redevelopment of the Willowbrook Bowling Alley into a planned unit development is consistent with the development policies set forth in the Comprehensive Plan. The existing site will be improved and upgraded with a bank, a fast food establishment and a car wash. Improvements to overall access, parking and landscaping are proposed through the relocation of the existing driveway long Plainfield Road, the proposed relocation of the shared access driveway between the subject property and the Town Center, and the incorporation of a dedicated left-turn lane into the subject property within the existing Town Center drive. A future shared access drive is also proposed between the subject property and the lot to the east. These measures have been taken to reduce the negative impacts on adjacent land uses. The proposed uses have also been sized and located to serve specific needs within the community and are clustered in small groupings with some shared parking areas, and an internal access drive serving all three proposed lots. The overall image and appearance of the now vacant lot will be upgraded and improved through new commercial area lighting, landscaping, signage, and new pedestrian connections.

### Route 83/Plainfield Road Business District

The Route 83/Plainfield Road Business District Plan is generally bounded by 69<sup>th</sup> Street to the north, 72<sup>nd</sup> Court to the south, Illinois Route 83 to the west, and Adams Street and Willow Way Lane to the east. The Route 83/Plainfield Road Business District Plan was created in 2016 to serve as a funding mechanism for required off-site improvements, including necessary traffic improvements, for commercial properties located near Illinois Route 83 and Plainfield Road. These commercial properties were faced with challenges in finalizing their re-development project plans given the high cost of these off-site improvements. It was agreed that a public subsidy was warranted and resulted in the creation of a new Business District Sales Tax to fund these subsidies. The sales tax rate within the boundaries of the Route 83/Plainfield Road Business District was established at a 1% increase over those properties located beyond the boundaries of the Business District Plan. This 1% sales tax increment is collected from the state, forwarded to the Village, and deposited into a separate Village fund. Eligible project expenses are reimbursed to the developers from this fund to offset extraordinary development costs. The development may be subject to the 1% Business District Tax of 1%. A more detailed discussion of the taxes that would be generated is included in the Tax Impact Study Memo, **Attachment 20**, and is included in the Market and Tax Impact Studies Section





of the staff report. It should also be noted that the Applicant has not requested any assistance to offset their development costs.

**Relief and Waivers Requested**

PUDs may depart from the strict conformance with the required density, dimension, area, height, bulk and other regulations for the underlying zoning district and other provisions of the Zoning Ordinance to the extent specified in the preliminary plat and document authorizing the PUD so long as it will not be detrimental to or endanger the public health, safety, and general welfare, except that there are no exceptions for complying with seven (7) of the twelve (12) PUD Standards. The departures are identified as “waivers” and outlined in any approving ordinance. In order to maintain compliance with the Village Zoning Code, this PUD amendment and plat of subdivision require certain relief, exceptions, and waivers as outlined in the “Certain Relief Waivers Requested” in the last section of the staff report. The project as proposed includes nearly 60 waivers, which may be an indication that the site may not accommodate a combination of uses of this intensity.

**Bulk Regulations**

The subject property is zoned B-2; however, PUDs can allow for flexibility to the bulk requirements if authorized by the Village. A detailed discussion of important bulk exceptions and variations is provided below.

Table 1: B-2 Zoning District Bulk Regulations						
Item	Code Section	Code Requirement	Proposed Lot 1 Car Wash	Proposed Lot 2 Restaurant	Proposed Lot 3 Bank	Departure
Min. Lot Area	9-6B-3(A)	Lot 1 – 1 acre Lot 2 – 2 acres Lot 3 – 2 acres	1.2 acres	0.795 acres	0.792 acres	Yes – Lots 2 and 3
Min. Lot Width	9-6B-3(C)2	Restaurants: 200' (Lot 2) Other uses: 150' (Lots 1 & 3)	289.86'	122.7'	161.3'	Yes – Lot 2
Min. Lot Depth	9-6B-3(D)	200'	180.3'	279.8'	212.7'	Yes – Lot 1
Min. Front Yard Setback (Plainfield Road)	9-6B-3(E)1	60'	9.7' (detached canopy) 13' (vertical canopy support)	116.6'	71.8'	Yes – Lot 1
Min. Interior Side Yard Setback	9-6B-3(E)2	30'	54.4' (west) 70.5' (east)	55.9' (west) 15.5' (east)	74.5' (west) 7' (east)	Yes – Lot 2 and 3
Min. Rear Yard Setback (south lot line)	9-6B-3(E)4	40'	0.8' (detached canopy) 2.2' (vertical canopy support)	82.4'	62.7'	Yes – Lot 1
Max. Lot Coverage	9-6B-3(F)	50%	14.3%	9.2%	20.9%	None
Max. Height	9-6B-3(G)	30'	40'	28'	21'-6"	Yes – Lot 1
Max. Floor Area Ratio	9-6B-3(H)	0.30	0.112	0.082	0.193	None



- Height.** Maximum height in a B-2 district is thirty feet (30'). The proposed car wash building on Lot 1 has a maximum height of forty feet (40'), which is to the peak of the proposed water tower architectural feature. The proposed fast food establishment on Lot 2 has a maximum height of twenty-eight feet (28') and the proposed bank on Lot 3 has a maximum height of twenty-one feet six inches (21'-6").
- Yards.** Per Section 9-13-6(F) Standards for a PUD, Yards, building setbacks are required to be equal to the required setback of the adjoining zoning district, and not less than the height of the building (shown in the 4th column in the table below). The required and proposed minimum setbacks are shown in the table below. The number of building proposed on the overall site limits the placements of buildings on the subject property, so setback relief from the interior side yard requirements are being requested for Lots 2 and 3.

Table 2

Yard	Description	Zoning Ordinance	Based on Height	Minimum Provided*			Departure
				Lot 1	Lot 2	Lot 3	
Front	Varies	60' front yard setback (and 100' specific setback)	Lot 1 is 40' Lot 2 is 28' Lot 3 is 21'-6"	85.4'	116.6'	71.8	None
Interior Side (east)	OR district to the east	20'		70.5'	15.5'	7'	Yes – Lots 2 & 3
Interior Side (west)	B-2 district to the west	30'		54.4'	59.9'	74.5'	None
Rear	B-2 district to the west	30'		58.9'	82.4'	62.7'	None

\* Numbers represent minimums based on proposed design, not "build to" setbacks.

- Parking Area/Pavement Setbacks.** Parking area/pavement setbacks are regulated in the Off-Street Parking Section of the Zoning Ordinance under Section 9-10-5(G). The required and proposed minimum setbacks are shown in the table below.

Table 3

Yard	Description	Zoning Ordinance	Minimum Provided*			Departure
			Lot 1	Lot 2	Lot 3	
Front	From Plainfield Road	25'	NA	24'	24'	Yes – Lots 2 & 3
Front	Between Lot 1 and Lots 2 & 3	15'	Zero feet	NA	NA	Yes – Lot 1
Interior Side	Varies	10'	4.4' (west) 5' (east)	Zero feet (west) 2.4' (east)	8.5' (west) Zero feet (east)	Yes
Rear	Varies	10'	5'	Zero feet	Zero feet	Yes

- Foundation Setbacks.** Section 9-14-2(D)2(c)4 of the Zoning Ordinance requires a minimum foundation landscape width of seven feet (7'). A few areas meet this requirement around the buildings, excluding areas along the north building facade of the car wash where a detached canopy is located close to the building's north wall and would therefore hinder the growth of any foundation plantings in that area; along the south and west building facades of the proposed fast food



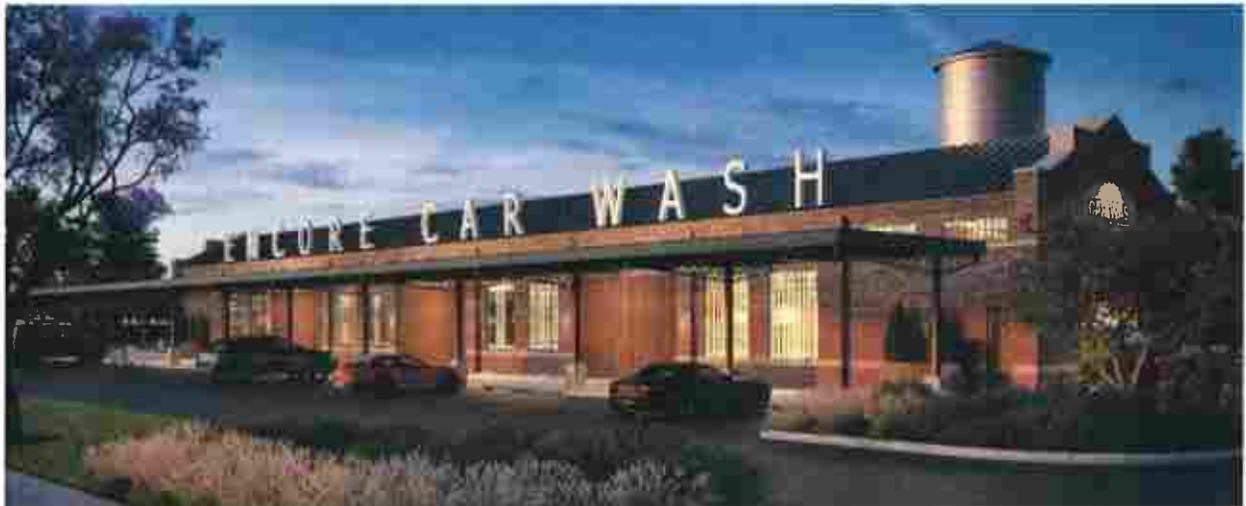
establishment; and along the west, north and east building facades of the proposed bank. **Waivers from the code section are being requested as part of the PUD.**

### Signage

Signage variations are not allowed under the existing B-2 zoning district, and although relief is possible through a PUD, it is generally supported only to the extent needed to adequately promote the proposed business. On-going discussions about signage on this property have resulted in improvements. The requested waivers to allow the prohibited roof signs, digital sign, as well as the number of waivers from the total permitted sign surface area, location, and number of signs, were evaluated by the Plan Commission.

### Wall Signs

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 Encore Car Wash roof signs) that extend beyond letters can limit overall signage based on the "gross square footage" calculation. As part of a PUD, however, signage can be evaluated as to the quality of its design and whether it is effectively incorporated into the building's architecture. Staff has evaluated wall signage as can be seen in the elevation drawings and generally finds the appearance to be acceptable; however, a number of waivers are requested because the sign surface area of the proposed signs do not meet the code requirements.



### Lot 1 Encore Car Wash

Lot 1 is permitted to have a maximum sign surface area of three hundred fifty square feet (350 SF). Since roof signs and digital signs are prohibited by code, the Applicant is requesting waivers to permit a total of three (3) roof signs, which will be composed of individual illuminated channel letters mounted to the top of the pay canopy and the raceways of the vacuum station canopies. The Applicant is also requesting a waiver from the Sign Ordinance to allow digital messaging on the proposed freestanding sign located near the shared driveway with the Town Center. The proposed freestanding sign incorporates digital technology, which is currently not allowed by the Zoning Ordinance. The Applicant would like to incorporate this technology as part of their PUD consideration, much like the Willowbrook Square shopping center, approved for a digital sign on 63rd Street west of Route 83 and for Pete's Fresh Market. Similar to these approvals, 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 include restrictions that permit only static messages (no animation of any kind), and dwell time that will be consistent with whatever provision is in place at the time a recommendation is forwarded to the Village Board.



Exhibit 4 Ground Sign for Lot 1



As part of their recommendation to the Village Board during the March 3, 2021 Plan Commission meeting, the Plan Commission added a condition that requires the Applicant to incorporate brick in keeping with the principal structure as part of the proposed ground sign. **Exhibit 4** reflects the modification of the proposed ground sign for Lot 1.

The following waivers from the Sign Ordinance are requested for Lot 1:

1. That Section 9-11-4(R), Prohibited Signs, Multiple Message, Digital, Dynamic and/or Video Display Signs, be varied to permit the digital displays on the ground sign located near the shared access driveway with the Willowbrook Town Center, as shown in the elevations.
2. That Section 9-11-6(L), Signs, Exemptions, be varied to permit an increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to eleven and eleven hundredths square feet (11.11 SF) for the private traffic direction sign (illuminated exit indicator sign) located at the end of the car wash tunnel and to twelve square feet (12 SF) for each of the three private traffic direction signs located at the entrance and exits of the vacuum station parking lot.
3. That Section 9-11-12(B)1(a), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the maximum total sign surface area from three hundred fifty square feet (350 SF) to three hundred ninety-nine and one tenths square feet (399.11 SF) for the following signs: one (1) freestanding sign proposed at the northwest corner of the lot, one (1) wall sign proposed on the north building facade, and three (3) roof signs proposed on each of the three detached canopies, as shown in the sign package.
- ~~4. That Section 9-11-12(B)1(d)1, Freestanding Sign Or Ground Sign Permitted, be varied to eliminate the requirement that signs must contain brick or other similar material in keeping with the design of the principal structure.~~
5. That Section 9-11-11(B)2 "Sign Location", be varied to allow building mounted sign to extend higher than one foot (1') below the top line of the face of the building and exceed a height of twenty feet (20') for the signage on the north elevation of the automobile washing and cleaning facility.



Exhibit 5 Wall Sign

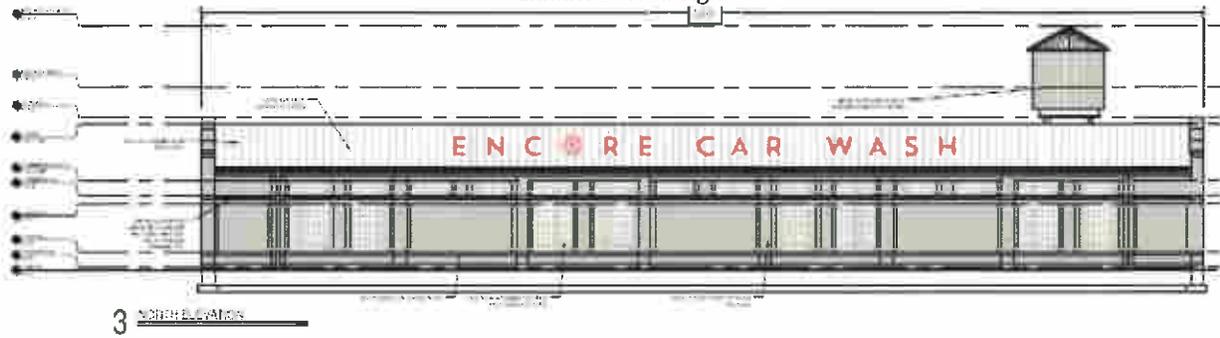
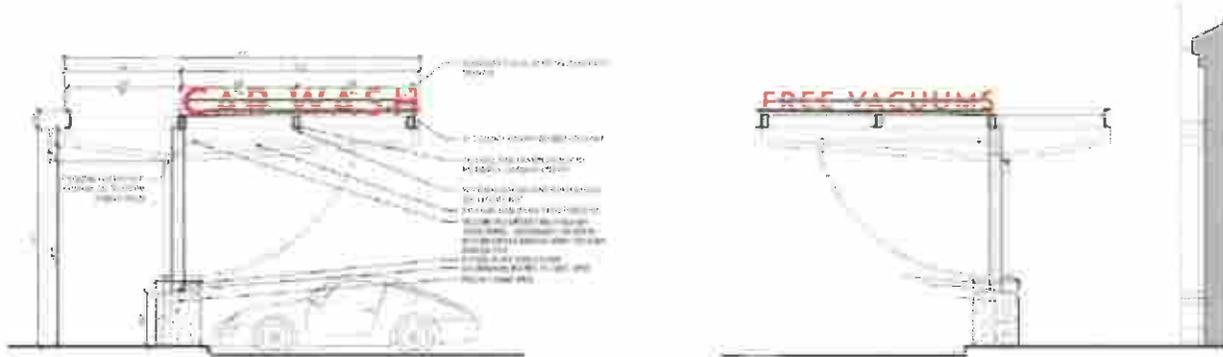


Exhibit 6 Proposed Roof Signs



Three (3) roof signs are proposed. From left to right: Sign E.3, Sign E.4 and Sign E.2.



**Table 4 Signage Summary for Lot 1**

Proposed Signs for Lot 1 (Encore Car Wash)				
Sign	Description	Location	Size	Comments
Sign E.1 Wall Sign (1)	Individual illuminated channel letters flush mounted to wall.	Along the lower pitch of roof on the north building façade.	262.83 SF	<ul style="list-style-type: none"> <li>• Waiver reasonable given location – rear of the site and not highly visible from Plainfield Rd.</li> </ul>
Signs E.2, E.3, E.4 Roof Signs (3)	Individual illuminated channel letters flush mounted to raceway.	On detached canopies over the vacuum stations and pay canopy.	E.2: 29.81 SF E.3: 20.31 SF E.4: 14.22 SF	<ul style="list-style-type: none"> <li>• Roof signs are prohibited by code.</li> <li>• Waiver is reasonable given location – rear of the site and not highly visible from Plainfield Rd.</li> </ul>
Sign E.5 Freestanding Sign (1)	Double faced illuminated sign with digital messaging.	Near Town Center Drive; proximate to existing ground sign for The Lock Up storage facility.	71.84 SF	<ul style="list-style-type: none"> <li>• Digital signs are prohibited by code.</li> <li>• Waiver required – sign does not contain brick or material in keeping with principal structure.</li> <li>• Waiver is reasonable given other PUDs were granted digital signs.</li> </ul>
Total Sign Surface Area Requested		399.10 SF		
Total Sign Surface Area Allowed		350 SF		
<b>Excess Wall Signage</b>		<b>49.1 SF</b>		

In the previous proposal, the Applicant had requested a total sign surface area of six hundred ninety-four square feet (694.1 SF). The Applicant has eliminated the two painted signs on the east and west building facades, reduced the height of the freestanding ground sign from ten feet (10') to eight feet (8'), and has reduced the sign surface area to three hundred ninety-nine and one tenths square feet (399.1 SF), which is an excess of forty-nine and one tenths (49.1 SF) over the maximum sign surface area allowed for Lot 1, or a 14% increase over the maximum allowable sign surface area. The waiver for sign surface area appears reasonable given the car wash's location at the rear of the site and its reduced visibility from Plainfield Road.

Lot 2 Guzman Y Gomez

Staff reassessed how the total sign surface area was calculated to align more closely with how sign surface area was calculated in other planned unit developments (PUDs) in Willowbrook. Staff consulted with the building department and it was determined that Lot 2 could be considered an outlot within a three-lot PUD. Therefore, the sign surface area was calculated based on the definition of "Business Site Frontage" per Section 9-2-2, under "(B) Shopping centers, outparcels and single-story multi-tenant commercial building". Under this definition, if the primary facade is visible from a public or private street, customer parking area or site access, not including service drives or areas meant for deliveries or loading/unloading facilities, then that length of facade may also be counted towards business site frontage. Under this definition, Staff has determined that Lot 2 is permitted to have a maximum sign surface area of three hundred two and five tenths square feet (302.5 SF). Under Section 9-11-12(B)1(b), one wall sign is permitted indicating only the business name and address, the major enterprise or the principal product offered for sale on the premises or a combination of these. Under 9-11-12(B)1(b)2, one wall sign shall be permitted for each facade with "business site frontage", such signs to be distributed such that no more than three (3) signs are erected on any one facade and have a minimum separation distance upon the building facade equal to or greater than twenty percent (20%) of the linear dimension of the business site frontage and further provided that the total sign surface area of all signs shall not exceed the total sign surface area permitted under subsection (B)1(a) of this section. Staff has determined that Lot 2 is permitted to have a maximum of four (4) wall signs. The



Applicant is proposing a total of five (5) wall signs, which will be composed of a combination of UL listed channel letters and circular logos mounted to each building façade with the exception of the south building façade.

Exhibit 7 Wall Signs on West Elevation



Exhibit 8 Wall Sign on East Elevation



Exhibit 9 Wall Sign on North Elevation





**Exhibit 10** Wall Sign on South Elevation



Under Section 9-11-12(B)1(d)4, freestanding or ground signs cannot contain any advertisement other than the identity of the business located therein. Therefore the freestanding sign is required to be on its own lot, and Staff had previously suggested a location closer to the Plainfield Road access drive. In response, the Applicant has relocated the freestanding sign to the west of the Plainfield Road driveway. The Applicant has also reduced the height of the freestanding sign to eight feet (8'). The total sign surface area of the freestanding sign is forty-seven and thirty-one tenths square feet (47.31 SF) including both faces and the "Drive-Thru" copy. Because the proposed ground sign no longer exceeds eight feet (8') in height, there was no deduction taken from the total sign surface area for the excess height.

**Exhibit 11** Freestanding Sign for Lot 2



The following waivers from the Sign Ordinance are requested for Lot 2:

1. That Section 9-11-12(B)1, Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the total sign surface area from three hundred two and five tenths square feet (302.5 SF) to three hundred seven and forty-three hundredths square feet (307.43 SF), to permit an increase in the maximum number of wall signs from four (4) wall signs to five (5) wall signs, to permit building mounted signage to exceed a height of twenty feet (20') for the wall signs on the north and west building elevations, and to permit a reduction in the minimum separation distance between wall signs on the north building facade to less than 20% of the linear dimension of the business site frontage, in accordance with the building elevations.



**Table 5 Signage Summary for Lot 2**

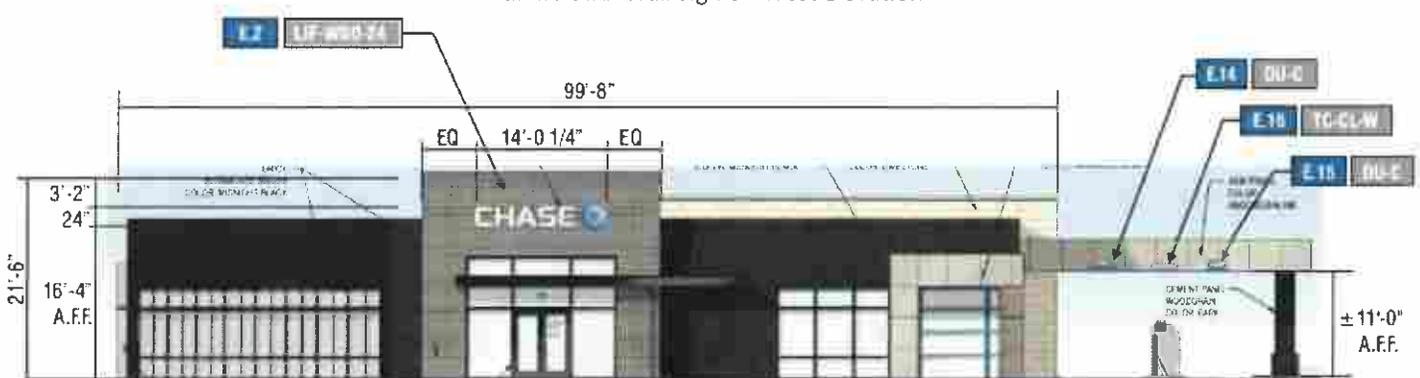
Proposed Signs for Lot 2 (Guzman Y Gomez)				
Sign	Description	Location	Size	Comments
Signs A and F Wall Sign (2)	UL Listed channel letters.	On north and west building facades.	A: 44.72 SF F: 71.88 SF	<ul style="list-style-type: none"> <li>Min. separation distance lower than permitted by code.</li> </ul>
Signs B, C & E Wall Signs (3)	Illuminated logo plex face/LED internal illumination	On north, east, and west building facades.	B: 47.84 SF C: 47.84 SF E: 47.84 SF	<ul style="list-style-type: none"> <li>B &amp; E are located at a height higher than allowed by code.</li> <li>Waiver reasonable given they are located on the taller "tower" elements.</li> </ul>
Sign G Freestanding Sign (1)	8' tall, double-faced with a brick base.	On west side of Plainfield Road driveway	G: 47.31 SF	<ul style="list-style-type: none"> <li>"Drive-Thru" copy is counted towards the total SSA (not SSA for private traffic direction signs.)</li> </ul>
Total Sign Surface Area Requested		307.43 SF		
Total Sign Surface Area Allowed		302.5 SF		
<b>Excess Wall Signage</b>		<b>4.93 SF</b>		
Number of Wall Signs Requested		5		
Number of Wall Signs Allowed		4		

The Applicant has since revised the sign package for Lot 2 and reduced the proposed total sign surface area from three hundred eighty-four and four tenths square feet (383.4 SF) to three hundred seven and forty-three hundredths square feet (307.43 SF). The Applicant has also eliminated one (1) wall sign from the south elevation and reduced the height of the ground sign to eight feet (8').

**Lot 3 Chase Bank**

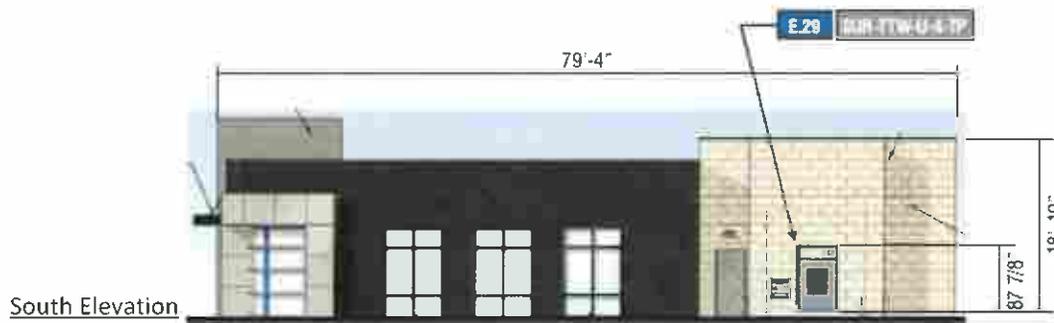
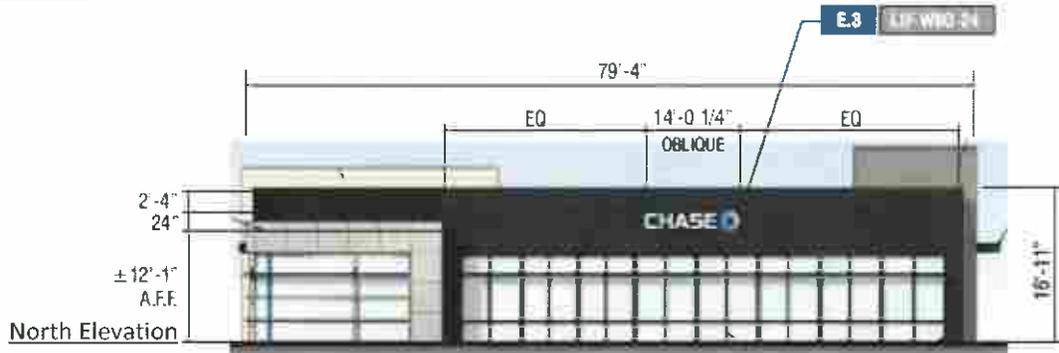
Under the same logic applicable to Lot 2, Staff reassessed how the total sign surface area was calculated to align more closely with how sign surface area was calculated in other planned unit developments (PUDs) in Willowbrook. Based on "Business Site Frontage" of three hundred twenty-eight and eighty-two hundredths linear feet (328.82'), the sign surface area is four hundred eleven and three hundredths square feet (411.03 SF). However, under Section 9-11-12(B)1(a), the total sign surface area has a cap of three hundred fifty square feet (350 SF). Staff has also determined that Lot 3 is permitted to have a maximum of four (4) wall signs. The Applicant is proposing a total of three (3) wall signs, which will be composed of a combination of illuminated letters and Chase logos mounted to each building façade with the exception of the south building façade. The following elevations are included as **Attachment 13** of the staff report.

**Exhibit 12 Wall Sign on West Elevation**

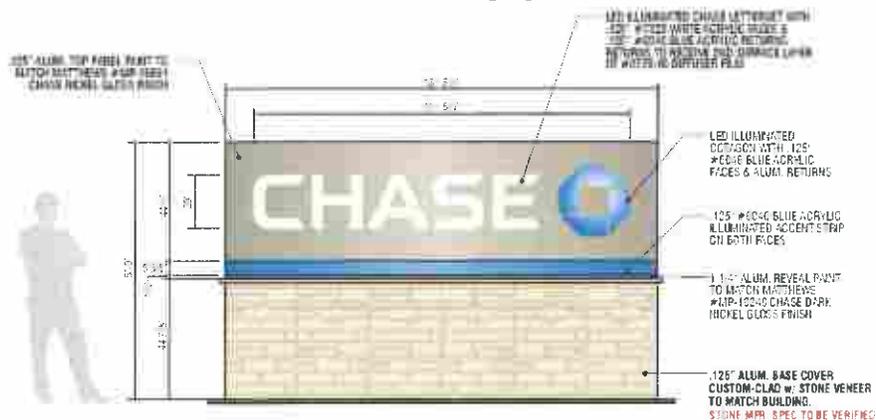




**Exhibit 13** Wall Sign on East, North and South Elevations



**Exhibit 14** Freestanding Sign for Lot 3





The Applicant is proposing a total sign surface area of two hundred twenty-five and thirty-eight hundredths square feet (225.38 SF) and is proposing one less wall sign than is permitted. The Applicant has therefore met the requirements of total sign surface area from the proposed freestanding sign and wall signs, but is requesting the following waivers from the Sign Ordinance for the ATM signs, illuminated window sign, and private traffic direction signs:

1. That Section 9-11-6(L), Signs, Exemptions, be varied to permit an increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to four and sixty-two hundredths square feet (4.62 SF) for the private traffic direction sign located to the southwest of the building.
2. That Section 9-11-5(E)2, Illuminated Window Signs, be varied to permit an increase in the maximum sign surface area for an illuminated window sign for the Chase ATM located in the vestibule of the west building facade from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).
3. That Section 9-11-6(M), Exemptions, ATM Signs, be varied to permit an increase in the maximum sign surface area from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).

**Table 6** Signage Summary for Lot 3

Proposed Signs for Lot 3 (Chase Bank)				
Sign	Description	Location	Size	Comments
Signs E.2, E.3 and E.4 Wall Signs (3)	24" White Channel Letters and Logo	On north, east, and west building facades.	E.2: 36.9 SF E.3: 36.9 SF E.4: 36.9 SF	
Signs I.30 and I.45 Window Signs (2)	Universal Thin-Profile ATM Surround and Illuminated Interior Blue Octagon Ceiling-Hung	In vestibule of west building façade and in window of east building façade.	I.30: 8.34 SF I.45: 4 SF	<ul style="list-style-type: none"> <li>• Waiver for Sign I.30 reasonable given they are located within the building and serves as an ATM sign.</li> </ul>
Sign E.1 Freestanding Sign (1)	8' tall, double-faced with a brick base.	Proposed on northwest corner of Lot 3	E.1 114.68 SF	
Total Sign Surface Area Requested		225.38 SF		
Total Sign Surface Area Allowed		350 SF		
<b>Balance of Wall Signage</b>		<b>124.62 SF</b>		
Number of Wall Signs Requested		3		
Number of Wall Signs Allowed		4		

As part of their recommendation to the Village Board during the March 3, 2021 Plan Commission meeting, the Plan Commission added a condition that requires the Applicant to relocate the proposed pylon/ground sign five to ten feet (5'-10') further into the site to improve sight lines. The site plan reflects the modification of the proposed ground sign for Lot 3. Please note that Staff anticipates that the Applicant will propose a total sign surface area closer to the total allowable sign surface area of three hundred square feet (350 SF).

**Parking, Site Access & Circulation**

The subject property is currently served by an existing eastbound right-in, right-out only access along Plainfield Road. The proposed development proposes constructing a new access driveway in the approximate location of the existing access driveway and to maintain this right-in/right-out access. This access has been shifted approximately twenty feet to the east to better align with the flow of traffic from the fast food establishment's drive-through.

A two-way internal driveway runs between each of the three proposed lots and provides the main circulation through the subject property. There is also a shared driveway between the subject property and the Town Center along the western portion of the subject property. The proposed site plan requires the relocation of



this existing driveway between the two properties to be shifted slightly to the south more than twenty feet (20'). The proposed site plan also incorporates a dedicated left turn lane from the existing Town Center drive aisle for vehicles turning into the subject property from Plainfield Road. The proposed site plan as included in **Attachment 7** indicates sufficient parking with a total of one hundred five (102) parking spaces, including five (5) parallel employee parking spaces and six (6) accessible spaces. The parking requirement is fifty-four (54) parking spaces.

#### Bank

The bank is located on Lot 3 towards the northwest portion of the site. Two drive-through lanes are proposed along the south wall of the bank building and an additional bypass lane. The bank provides a total of thirty (30) parking spaces (including two handicap accessible spaces) and is accessible via the right-in/right-out driveway on Plainfield Road, where vehicles would travel in a clockwise rotation around the bank building. The bank is also accessible via the existing shared driveway between the Town Center and the subject property. The Traffic Impact Study (TIS) has indicated that approximately three to four vehicles will be accommodated within each of the drive-through lanes without blocking the access drives or internal circulation, and that this should be sufficient to accommodate the peak demand of the proposed bank. The TIS also included a recommendation that exiting movements from the drive-throughs should be under stop sign control, which has been included as a condition of approval.

#### Fast Food Establishment

The proposed restaurant and drive-through is located on Lot 2 and the drive-through facility for the proposed quick-serve restaurant will extend along the west side of the building. Vehicles will enter through the Plainfield Road driveway and make an immediate right turn and then an immediate left turn to either park the car in the restaurant's parking lot or drive through the parking lot to enter the single-lane drive-through. A separate by-pass lane is not proposed. A secondary path of travel is provided by the existing cross access driveway between the Town Center and the subject property, and via the internal drive aisle between all three uses. Vehicles will approach the menu/order board to place their order and then pick up items before exiting the drive-through. After exiting the drive-through, the vehicles will resume straight out to the Plainfield Road driveway. The restaurant provides a total of thirty-one (31) parking spaces including two (2) handicap accessible spaces. (Three of the bank's parking spaces will be donated to the restaurant to meet the parking requirement.) Approximately eleven (11) vehicles can be accommodated within the drive-through lane without blocking the access drives or internal circulations. The TIS has determined that the stacking area will be sufficient to accommodate the peak demand of the proposed fast food establishment.

#### Car Wash

The single-lane automatic car wash tunnel will be an exterior-only car wash system and will have a clockwise rotation around Lot 3. The entrance to the car wash drive-through system is located at the southeast portion of Lot 1. Patrons to the car wash will enter from the Town Center driveway and vehicles will proceed east through the internal driveway that runs between each of the three proposed lots. Vehicles will then make two right turns (south) to enter the car wash drive aisle that leads patrons directly to the vacuum stations/parking lot that provide a total of forty-one (41) parking spaces (includes two (2) handicap accessible spaces and five (5) parallel employee parking spaces), or vehicles can proceed forward to three queue lanes that lead to the entrance of the car wash tunnel. At the entrance to the car wash tunnel, the driver will remain in the vehicle and the car wash will automatically pull the vehicle through the tunnel.

After exiting the tunnel, the vehicles will turn west and then either proceed straight to the vacuum positions and then exit the car wash by making a left-turn back to the Town Center driveway. If patrons of the car wash wish to use the bank or the restaurant, vehicles can make a right-turn out into the internal driveway.



There is stacking for approximately thirty (30) vehicles to queue before cars exit onto the internal drive aisle. Based on the experience with similar car washes, the TIS has determined that the proposed site plan provides for efficient circulation and adequate stacking for the proposed car wash.

**Willowbrook Town Center with Internal Access Drive**

The TIS has revealed that when a southbound exclusive left-turn lane is not provided at the access drive, the results of a simulation that was conducted indicate that vehicles are queueing back toward Plainfield Road, especially during the weekday evening and Saturday midday peak hours. Therefore, the TIS recommends the provision of an exclusive southbound left-turn lane to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road. In addition, "Do Not Block Intersection" signage was recommended to prevent vehicles from blocking the access drive. The proposed site plan incorporates both of these recommendations.

**Cross Access Agreements and Amendment to the Town Center PUD**

The relocation of the existing driveway between the subject property and the Town center will require an amendment of the recorded plat for the Town Center PUD. The Applicant would be required to seek authorization from the Town Center to amend the Town Center PUD and the existing development agreement between the Town Center and the Village of Willowbrook as a condition of approval. Representatives of GW Properties indicated they had met with the Harlem Irving Group to discuss the amendment to the Town Center PUD. The response from Harlem Irving appears to have been positive and it appears as if full cooperation will be achieved.

The subject property also has an existing cross access agreement in place with the Town Center along the western portion of the lot. The proposed development will further require an additional cross access agreement since interior vehicular circulation is dependent upon shared access between all three lots. The proposed development also proposes an access drive between Lot 2 and the lot to the east of the property. The topography needs further study to see if this cross access is feasible and has included a condition of approval that this be further studied, and if feasible, to be incorporated as part of the Final PUD and Final Plat of Subdivision processes. Staff notes that Lot 3 will be landlocked due to the subdivision of the three lots and will not have frontage along a public street. Lot 3 will only be accessible via the existing drive aisle that is part of the Town Center. A waiver from the subdivision regulations that require lots to front on a public street will be required.

**Pedestrian Access**

Sidewalks along Plainfield are being added and/or reconstructed and additional sidewalks within the subject property are proposed to increase pedestrian connectivity between the proposed lots.

**Parking Requirements**

Parking for the proposed uses is regulated by the Zoning Ordinance as the sum of the individual uses planned. The following table summarizes the proposed uses and the associated parking requirements. Note that there appears to be a parking surplus of forty-eight (48) parking spaces and can be attributed to the number of parking spaces in Lot 1. Lot 1 also does not provide the minimum required number of stacking spaces and this is noted as a waiver as part of the PUD.



Table 7

Item	Code Section	Code Requirement	Proposed			Departure
			Lot 1	Lot 2	Lot 3	
Required Spaces	9-10-5(K)	Car Wash: 1/1.5 employees = 2 spaces Stacking for 50 vehicles required  Restaurant: 1/100 SF = 29 spaces  Bank: 1/300 SF = 22 spaces	2 spaces  Stacking for 30 vehicles	31 spaces (include 2 accessible spaces)  Shared parking of 3 spaces from bank	30 spaces (include 2 accessible spaces)	Yes ☐ Lot 1

**Loading Requirements**

No loading berths are proposed within the planned unit development. Since only businesses with a gross floor area of over 5,000 square feet are required to provide one loading berth, only the proposed car wash and bank are each required to provide one loading berth. However, since the automated car wash operations and the proposed bank do not anticipate any loading requirements to operate, Village staff considers the waivers from Section 9-10-4(H) to reduce the loading requirement to zero berths as reasonable requests.

**Landscape Plan**

Staff requested that a landscape berm of a minimum of three feet (3') in height be added along the Plainfield Road frontage on Lots 2 and 3 in accordance with Section 9-10-5(G) of the Zoning Ordinance. Staff also noted that certain plantings were incorrectly labeled and misnumbered. In response, the Applicant has updated the Landscape Plan and Grading Plan to include the 3-foot tall berm along the site's frontage on Plainfield Road, and removed the perennial plantings near the shared access driveway with Town Center, as these were unnecessary without the ground sign originally proposed on Lot 3.

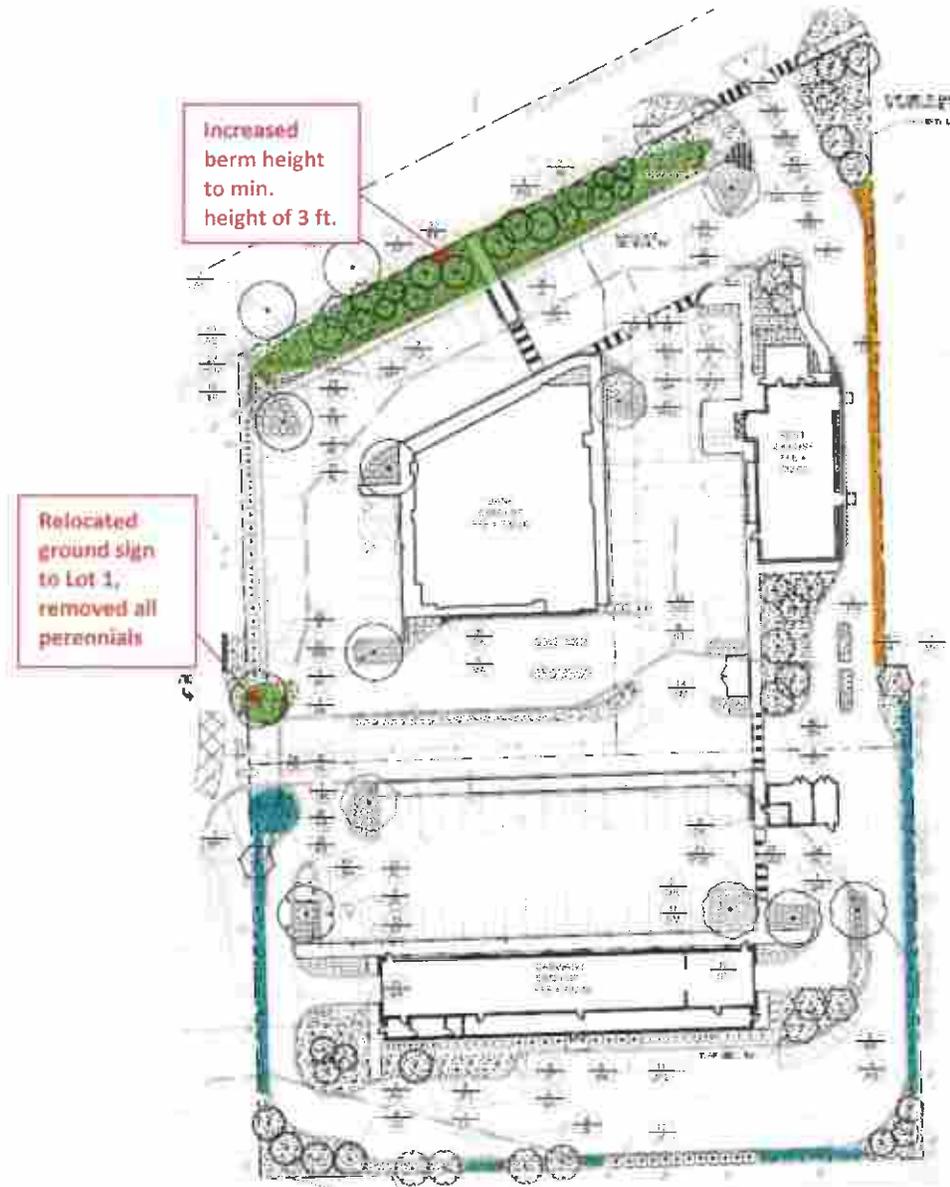
As noted in the third planning review letter, and included as **Attachment 24** of the staff report, additional landscape plantings are recommended for the areas along the west and east lot lines of Lot 1, additional evergreen shrubs/trees are recommended to fill in the gaps for the areas along the south lot line of Lot 1, and along the east lot line of Lot 2, in accordance with Section 9-10-5(G)2 of the Zoning Ordinance. The areas that have been revised are highlighted in green, and the areas that require additional plantings are highlighted in cyan.

The Applicant has addressed Staff's comments and has provided a revised Landscape Plan, included as **Attachment 9** of the staff report.

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**Exhibit 15** Revisions, Additional Landscape Plantings and Waivers Required



**Trash Enclosure**

To comply with the current zoning ordinance, the Applicant has proposed two areas for trash enclosures on Lots 2 and 3. One trash enclosure would serve the car wash exclusively, and the other trash enclosure would be shared between the bank and the restaurant. Staff raised concerns that the location of the enclosure located on Lot 3 could be problematic as trash vehicles might block access to the restaurant's drive-through or to the drive aisle leading up to the car wash. The Applicant explained that the trash bins would be on rollers and trash pickup would be scheduled off hours to avoid conflicts in circulation.

**Stormwater Management/Engineering**

Stormwater control on redevelopment sites is not required if the net new impervious area is less than 25,000 square feet. The threshold for Best Management Practices (BMPs) is 2,500 square feet of net new impervious

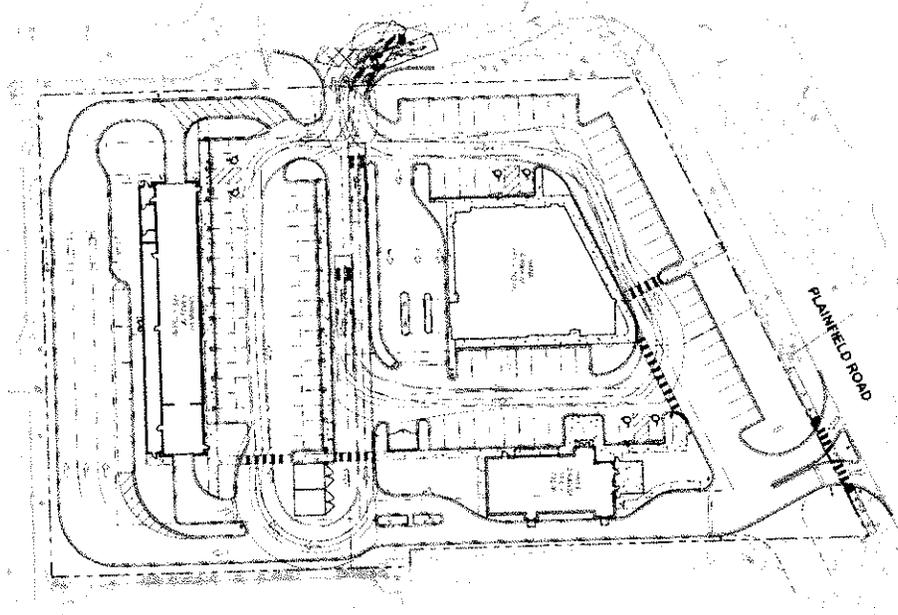


surface. As the subject property is nearly one hundred percent impervious, and the proposed redevelopment would provide more pervious area, stormwater control is not anticipated.

#### Tri-State Fire Protection District Comments

Staff requested that a revised site plan include all comments issued by Tri-State Fire Protection District regarding the width of drive aisles, location of trash enclosures, radii of curbs, and clear heights to Tri-State's satisfaction. In response, the Applicant provided a Fire Truck Turn Exhibit, included under "Sheet EXH" in **Attachment 8** of the staff report, and illustrated as **Exhibit 16** below. Tri-State has reviewed the site plans and turn exhibits for the subject property. Tri-State has found the plans to be in apparent compliance with applicable standards relative to fire prevention and life safety.

**Exhibit 16** Fire Truck Exhibit



#### Police Department Comments

For the previous Plan Commission meeting held on February 3, 2021, Police Chief Robert Schaller reviewed the proposed Traffic Regulation Agreement and Site Plan and identified the following three main areas of concern that could impact police/fire, to which the Applicant has provided responses:

1. To the west of the development is the entrance/exit into the shared Town Center drive which is heavily congested at times and will lead to traffic backing up in all directions. Currently at the Chase bank location across the street, the teller lanes often are 5-6 vehicles deep during peak times. Similar queues at the proposed bank location may lead to vehicles stacking up impacting the west entrance/exit and creating an even greater traffic bottleneck.

**Applicant Response:** Chase does not expect anywhere near the drive-up (DU) queueing at the new location. The drive-up scope has been reduced from the old branch to the new branch. The new branch only has two ATMs and one by-pass lane. The ATMs are much faster per transaction than the manned teller windows (30 second transaction time vs. 2+ minutes).

2. To the east at the restaurant drive through, Chief Schaller agrees with the concerns raised at the November 4th planning commission concept review. If the drive-through restaurant is in any way



close to the volume of traffic Chick-fil-A produces, this will no doubt impact the ability to access the car wash.

**Applicant Response:** Guzman Y Gomez does not expect similar volume to Chick-Fil-A. They expect a maximum of stacking of 6 cars which can be accommodated in the current plan without impacting the car wash.

3. Lastly, the northeast entrance/exit onto Plainfield could present an issue. During peak rush hour times there are occurrences where westbound Plainfield traffic is backed up past the northeast entrance/exit. Regardless, if there is right turn only lane, it is inevitable that traffic will turn left from that lane.

**Applicant Response:** We are modifying the existing full access to be a right-in/right-out access. The access has been designed to meet DUDOT standards. The site has been designed to discourage traffic from turning left as much as possible.

### Engineering Comments

As requested by email on March 12, 2021, the Village Engineer has reviewed the Preliminary PUD (dated March 8, 2021), Preliminary Plat of Subdivision (dated March 15, 2021) and supporting documents. The Preliminary Plats and Preliminary Engineering were prepared by Kimley-Horn. Previous comments have been addressed, and there was no objection to the Village approving the Preliminary PUD subject to the following:

1. It is our understanding that cross access easements will be included in separate documents to be recorded, which have been provided to the Village for review.
2. It is our understanding that the Village may require roadway lighting of Plainfield Road. If required, this will be reviewed by the Du Page County Department of Transportation (DuDOT).
3. A permit for the driveway access and other right of way improvements will be required from DuDOT.
4. Approval of the sanitary sewer will be required from Du Page County Public Works.
5. It is our understanding that an amendment to the Town Center PUD will be required for the relocation of the cross access between the two properties.
6. We presume the fire protection district has or will review the plan with respect to their ability to maneuver their equipment and placement of hydrants and building connections.

We presume the above items can be addressed during the final PUD stage if the Preliminary PUD is approved.

### Traffic & Circulation Comments

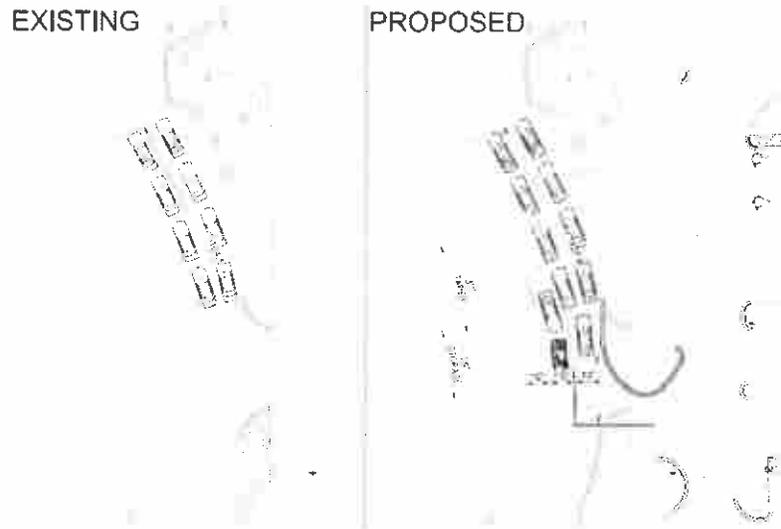
Gewalt Hamilton Associates, Inc. (GHA) has reviewed the response letter and supporting information prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) dated February 8, 2021 and found it to adequately address traffic comments, questions, and concerns. No further response is needed.

### Requested Information on Traffic

The Plan Commission also requested more detail regarding the shared access drive between the subject property and the Town Center. The Applicant has provided a stacking exhibit included as **Attachment 14** that illustrates the existing conditions of the shared access driveway between the subject property and the Town Center, with a driveway storage that accommodates approximately four (4) cars in the north-bound lane and suggests approximately four (4) cars in the south bound lane. The stacking exhibit also illustrates the proposed conditions, in a side-by-side comparison, of the relocated driveway (approximately 20 feet to the south) and the incorporation of a dedicated left-turn lane into the subject property. The proposed conditions show the relocated driveway increases the driveway storage to five (5) cars with approximately two (2) cars within the left-turn lane.



**Exhibit 17** Stacking Exhibit



The Plan Commission also asked the Applicant about the possibility of extending the east curb of the Plainfield Road “pork chop” to discourage vehicles from making a left-turn onto Plainfield Road. The Applicant provided the following exhibit, included as **Attachment 15** of the staff report.

**Exhibit 18** Plainfield Road Access (Right-In/Right-Out)



In order for the “flare” of the curb radius to avoid any intrusion into the neighbor’s right-of-way area to the east, the driveway access has been shifted to the west. The exhibit depicts a larger radius for the pork chop at the Plainfield Road access. While ultimately the access will be reviewed and approved by DUDOT, the Applicant provides the following reasons for maintaining the originally proposed geometry and not the alternative for the following reasons:

- The alternate access would result in the access being shifted closer to the signalized intersection.
- The alternate access does not align with the site plan configuration for the exit of the drive-through and creates geometric challenges.



- A vehicle will still be able to turn left out of the alternate access.

The Village traffic consultant concurred that the alternative driveway would require review and approval by DuDOT and indicated that the original design does appear to be consistent with typical DuDOT/IDOT standards for RIRO access. The Village traffic consultant further concurred that the alternative driveway concept, as presented, would create additional on-site circulation challenges.

## Market and Tax Impact Studies

The Market and Tax Impact Studies are included as **Attachments 19 and 20** of the staff report.

### Market Study Memo

A memo in place of a full Market Study was provided and was acceptable to the Village as long as the requirements under Section 9-13-5(B)17 were met. The Village had requested that the Applicant elaborate on what makes the proposed car wash “unique” with the inclusion of specific price points. Based on the submitted Market Study memo, the following questions were posed by Village Administration:

1. Does the car wash use heat to dry the vehicles?
2. Can this tight site hold enough “free vacuum stalls”?
3. How many stalls equals a “large” number? What is the definition of “self-service”?
4. How large is the “queuing area” and how does this site work with the drive-through and the adjacent drive-throughs?

Most of this detail has been shown on the site plan, but the Village requested confirmation that the statements in the memo correspond to the site plan.

### Tax Impact Study Memo

A memo in place of a full Tax Impact Study was acceptable to the Village. The Village requested that the memo highlight the economic impact, property tax, number of employees and income tax, sales tax, places of eating tax, etc. According to the memo provided by the Applicant, the following statements were made:

1. The redevelopment of the vacant bowling alley will produce increased sales tax and employment for the Village or Willowbrook.
2. The proposed Guzman Y Gomez restaurant estimates its revenue to be \$3,000,000.00. Since this property is located within the Route 83 / Plainfield Road Business district, a tax totaling 10% will be levied against it. The approximate revenue that will be generated by the restaurant would produce \$300,000.00 in total taxes annually, of which the projected amount that would go to the Village would be \$120,000.00 (See below breakdown):
  - 7% State Sale Tax (1% to Village, 0.75% to Regional Transportation Authority, and the rest to the state)
  - 1% Home Rule Tax
  - 1% Business District Tax
  - 1% Places of Eating Tax (for restaurants with indoor seating)
3. Additionally, between Guzman & Gomez and Encore Carwash, these businesses will bring in roughly 50 new jobs into the community.



4. The stabilized value of this property, after completing the project is projected to be \$5,100,000.00, which would result in approximately \$86,000.00 in property taxes for the school districts and other taxing bodies (see below breakdown):
  - Chase Bank: Market Value - \$2,040,000.00
  - Estimated Property Taxes - \$35,000.00
  - Restaurant: Market Value - \$960,000.00
  - Estimated Property Taxes - \$16,500.00
  - Encore: Market Value - \$2,100,000.00
  - Estimated Property Taxes - \$34,500.00
  
5. As the property stands today, the value is \$870,220.00 with property taxes being \$42,162.16. This project would be a major generator of new sales tax revenue to the Village as well as generate property taxes for the school districts and other taxing bodies. The development of this property will create hundreds of new jobs between construction, and employees of the businesses. It is expected that some of the jobs would be filled by local residents and will utilize nearby business for various needs of the project throughout time. In total, the project would encompass approximately \$8 million of new investment into Willowbrook.

The Village's Director of Finance has reviewed and confirmed these initial tax figures.

### **Certain Relief/Waivers Requested**

To maintain compliance with the Village Zoning Code, the proposed development will require certain relief, exceptions, and waivers. Staff recommends that the Applicant work with planning staff to minimize the number of waivers and variations, as feasible.

### **Zoning Ordinance**

Pursuant to Section 9-13-6 of the Village Code, the following waivers from the provisions of the Zoning Ordinance include but are not limited to:

#### Overall Site

1. That Section 9-3-3(B), Division of Lots, be varied to permit the division of the SUBJECT REALTY into more than two (2) lots that do not conform with all the applicable bulk regulations of the B-2 zoning district.
2. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more permitted or special uses from five acres (5 AC) to two and 79/100ths acres (2.79 AC).
3. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from twenty-five feet (25') to twenty-four feet (24') along Plainfield Road.
4. ~~That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required height of a landscaped earth berm along the Plainfield Road frontage from three feet (3') to two feet (2').~~
5. That Section 9-10-5(L)2(d), Driveway Location On Lots For All Uses Other Than Single- Family Residential, be varied to permit a reduction in the minimum separation requirement between an access driveway entrance and an adjoining lot line from seventy feet (70') to fifty-five point four feet (55.4').
6. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways from four hundred feet (400') to one hundred fifty-three and eight tenths feet (153.8') between the Plainfield Road driveway and the driveway to the east, to three hundred thirty-two and one tenths feet (332.1') between the Plainfield Road driveway and the Town Center driveway to the



west, and to sixty-four and four tenths feet (64.4') between the shared access driveway with Town Center and the driveway to the south (Lock-Up Storage driveway).

7. That Section 9-10-5(L)2(g), Access Driveways From Arterial Streets For All Uses Other Than Single-Family Residential, be varied to permit a reduction in the driveway storage area from one hundred feet (100') to thirty-eight feet (38').

LOT 1 (Automobile Washing and Cleaning Facility)

8. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to permit metal siding and metal panels as building façade materials, as shown on the architectural elevations.
9. That Section 9-6B-3(D), Minimum Lot Depth, be varied to permit a reduction in the minimum required lot depth from two hundred feet (200') to one hundred eighty and three tenths feet (180.3').
10. That Section 9-6B-3(E)1, Required Setbacks, Front Yard, be varied to permit a reduction in the minimum required front yard setback from sixty feet (60') to nine and seven tenths feet (9.7') for the detached canopy and to thirteen feet (13'-0") for the vertical canopy support/column for the detached canopy and the vacuum station equipment along the north side of the proposed car wash building.
11. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to eight tenths feet (0.8') for the detached canopy and to two and two tenths feet (2.2') for the vertical canopy support/column along the south side of the proposed car wash building.
12. That Section 9-6B-3(G), Maximum Height, be varied to permit an increase in the maximum building height from thirty feet (30') to forty feet (40') to the top of the proposed water tank.
13. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.
14. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to four and four tenths feet (4.4') along the west lot line, to five feet (5') along the east and south lot lines.
15. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from fifteen feet (15') to zero feet along the north lot line.
16. That Section 9-10-5(K), Off-Street Parking, Required Spaces, be varied to permit a reduction in the minimum number of stacking spaces for automobile laundries from fifty (50) spaces to thirty (30) spaces for the automobile washing and cleaning facility.
17. That Section 9-10-5(L)1, Off-Street Parking, Minimum Parking Space And Aisle Dimensions, be varied to permit five (5) parallel parking spaces for employee parking along the southern building façade.
18. That Section 9-11-4(C), Prohibited Signs, Roof Signs, be varied to permit the roof signs on top of the pay canopy and vacuum station canopies, as shown in the elevations.
19. ~~That Section 9-11-4(K), Prohibited Signs, Painted Signs, be varied to permit painted signs on the east and west building facades.~~
20. That Section 9-11-4(R), Prohibited Signs, Multiple Message, Digital, Dynamic and/or Video Display Signs, be varied to permit the digital displays on the ground sign located near the shared access driveway with the Willowbrook Town Center, as shown in the elevations.
21. That Section 9-11-6(L), Signs, Exemptions, be varied to permit in increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to eleven and eleven hundredths square feet (11.11 SF) for the private traffic direction sign (illuminated exit indicator sign) located at the end of the car wash tunnel and to twelve square feet (12 SF) for each of the three private traffic direction signs located at the entrance and exits of the vacuum station parking lot.
22. That Section 9-11-12(B)1(a), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the maximum total sign surface area from three hundred fifty square feet (350 SF) to three hundred ninety-nine and one tenths square feet (399.11 SF) for the following signs: one (1) freestanding sign proposed at the northwest corner of the lot, one (1) wall sign proposed on the north



building facade, and three (3) roof signs proposed on each of the three detached canopies, as shown in the sign package.

- ~~23. That Section 9-11-12(B)1(d)1, Freestanding Sign Or Ground Sign Permitted, be varied to eliminate the requirement that signs must contain brick or other similar material in keeping with the design of the principal structure.~~
24. That Section 9-11-11(B)2 "Sign Location", be varied to allow building mounted sign to extend higher than one foot (1') below the top line of the face of the building and exceed a height of twenty feet (20') for the signage on the north building facade.
25. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marquees, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to allow the detached canopy and vertical canopy support/column located to the south of the building to be set back eight tenths feet (0.8') and two and two tenths feet (2.2') from the south lot line, and to allow the northernmost detached canopy and vertical canopy support/column located to the north of the building to be set back nine and seven tenths feet (9.7') and thirteen feet (13'-0") from the north lot line.
26. That Section 9-12-4(C)3, Bulk Regulations, Detached Accessory Structures, be varied to permit a reduction in the minimum clearance above grade from fourteen feet (14') to twelve feet six inches (12'-6") for the detached pay canopy located to the south of the building and to twelve feet one inch (12'-1") for the detached canopies over the vacuum stations.
27. That Sections 9-12-11, Refuse Disposal Areas and Recycling Containers - Location and Screening, be varied to permit an increase in the height of the refuse enclosure from a maximum of seven feet (7') to nine feet six inches (9'-6").
28. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width to zero feet along the north, east and west building facades.

LOT 2 (Fast Food Establishment and Drive-Through)

29. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
30. That Section 9-6-1(A), Minimum Lot Area; Two Or More Uses On A Lot, be varied to permit a reduction in the minimum lot area for two (2) or more permitted uses or special uses (fast food establishment and drive-through) from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
31. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to permit the black metal cap as building façade materials, as shown on the architectural elevations.
32. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the fast food establishment and drive-through from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
33. That Section 9-6B-3(C)1, Minimum Lot Width, be varied to permit a reduction in the minimum lot width for restaurants from two hundred feet (200') to one hundred twenty-two and seven tenths feet (122.7').
34. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to fifteen and five tenths feet (15.5') for the proposed fast food establishment, to eleven and four tenths feet (11.4') for the proposed attached canopies, to sixteen and one tenths feet (16.1') and to twenty-six and two tenths feet (26.2') for the menu/order boards closest to the east lot line.
35. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to twenty-two and nine tenths feet (22.9') and twenty-three feet (23') for the menu/order boards located closest to the south lot line.
36. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to two and four tenths feet (2.4') along the east lot line and to zero feet along the west and south lot lines.



- ~~37. That Section 9-10-5(G)2 Off-Street Parking, Interior Side and Rear Yards, be varied to eliminate the requirement for permanent peripheral screening at least five feet (5') high in the interior side yard along the east lot line adjacent to the drive-through.~~
38. That Section 9-10-5(G)3 Off-Street Parking, Interior Parking Lot Landscaping, be varied to permit a reduction in the minimum end parking island width from nine feet (9') to five feet (5') and six and eight tenths feet (6.8') for two end parking islands.
39. That Section 9-10-5(G)3 Off-Street Parking, Interior Parking Lot Landscaping, be varied to eliminate the requirement for one (1) shade tree and nine (9) dwarf variety shrubs required within the three parking islands.
- ~~40. That Section 9-11-6(L), Signs, Exemptions, be varied to permit an increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to eight and one tenths square feet (8.1 SF) for each of the three private traffic direction signs and fifteen and six tenths square feet (15.6 SF) for the private traffic direction sign located underneath the freestanding sign.~~
41. That Section 9-11-12(B)1, Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the total sign surface area from three hundred two and five tenths square feet (302.5 SF) to three hundred seven and forty-three hundredths square feet (307.43 SF), to permit an increase in the maximum number of wall signs from four (4) wall signs to five (5) wall signs, to permit building mounted signage to exceed a height of twenty feet (20') for the wall signs on the north and west building elevations, and to permit a reduction in the minimum separation distance between wall signs on the north building facade to less than 20% of the linear dimension of the business site frontage, in accordance with the building elevations.
42. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marqueses, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to eleven and four tenths feet (11.4') from the east lot line for the two attached canopies located along the east building façade.
43. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north, west and south building facades, and to less than seven feet (7') along the east building façade.

#### LOT 3 (Financial Institution and Drive-Through)

44. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more permitted or special uses from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
45. That Section 9-3-7(A)4, Specific Setbacks, Plainfield Road, be varied to permit a reduction in the minimum special setback from for one hundred feet (100') to seventy-one and 8/10ths feet (71.8') for the proposed building.
46. That Section 9-6-1(A), Minimum Lot Area; Two Or More Uses On A Lot, be varied to permit reduction in the minimum lot area for two (2) or more permitted uses or special uses (financial institution and drive-through) from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
47. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to allow aluminum composite panels as building façade materials, as shown on the architectural elevations.
48. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the financial institution and drive-through from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
49. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to seven feet (7') for the proposed building.
50. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to thirty-six and two tenths feet (36.2') for the attached canopy along the south side of the building.



51. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.
52. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to eight and five tenths feet (8.5') along the west lot line and to zero feet along the east and south lot lines.
53. That Section 9-11-6(L), Signs, Exemptions, be varied to permit in increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to four and sixty-two hundredths square feet (4.62 SF) for the private traffic direction sign located to the southwest of the building.
54. That Section 9-11-5(E)2, Illuminated Window Signs, be varied to permit an increase in the maximum sign surface area for an illuminated window sign for the Chase ATM located in the vestibule of the west building facade from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).
55. That Section 9-11-6(M), Exemptions, ATM Signs, be varied to permit an increase in the maximum sign surface area from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).
- ~~56. That Section 9-11-12(B)1(a), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the maximum total sign surface area from one hundred ninety-seven and eighty five hundredths square feet (197.85 SF) to three hundred forty four square feet (344 SF) for the one (1) freestanding sign proposed at the northwest corner of the lot and for each wall sign proposed on the north, east and west building facades for a total of three wall signs, as shown in the sign package.~~
- ~~57. That Section 9-11-12(B), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit the signs for the financial institution in accordance with the building elevations.~~
58. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marqueses, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to allow the attached canopy located to the south of the building to be set back eleven and five tenths feet (11.5') from the east lot line.
59. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north, east, west and south building facades, as shown in the Landscape Plan.

#### **PUD Standards**

Pursuant to Section 9-13-6 of the Village Code, the following variations from the provisions of the Planned Unit Development Regulations include but are not limited to:

60. That Section 9-13-6(B) PUD Standards, Size and Ownership, be varied to waive the requirement that the subject realty be under single ownership and/or unified control.
61. That Section 9-13-6(F) PUD Standards, Yards, be varied to waive the requirement that the required yards or setbacks along the periphery of the planned unit development be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district.
62. That Section 9-13-6(L) PUD Standards, Other Standards, be varied to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section.

#### **Subdivision Ordinance**

Pursuant to Section 10-8-7 of the Village Code, the following variations from the provisions of the Subdivision Regulations be and the same are requested:

63. That Section 10-4-3(A)2, Lots, Sizes and Shapes, be varied to waive the requirement that the lot areas and lot widths conform to at least the minimum requirements of the zoning ordinance for the district in which the subdivision is proposed for Lots 2 and 3.
64. That Section 10-4-3(A)3, Lots, Sizes and Shapes, be varied to waive the requirement that building setback lines conform to at least the minimum requirements of the zoning ordinance for the district.



65. That Section 10-4-3(B), Lots, Arrangement, be varied to waive the requirement that Lot 1 front on a public street.

### **Applicable Findings**

Section 9-14-5(B) of the Willowbrook Zoning Ordinance establishes seven (7) standards for a Special Use Permit that must be evaluated by the Plan Commission and Village Board. The applicant must meet all standards and draft responses to these standards if they wish to proceed with a petition for special use approval.

Additionally, the Plan Commission and Village Board shall not recommend or grant variations from the regulations of the Village's Zoning Ordinance unless affirmative findings of fact are made as to all of the standards set forth in Section 9-14-4(E) of the Willowbrook Zoning Ordinance. The applicant is also applying for a Planned Unit Development, and therefore the applicant must also draft responses to each of the Standards for Planned Unit Developments.

### **Summary**

The Plan Commission last saw concepts for a Planned Unit Development (PUD) proposal at 735 Plainfield Road at the February 5, 2020 meeting, November 4, 2020 meeting and then again at the February 3, 2021 meeting. The previous proposal included a ninety (90) room hotel and a coffee shop with drive-through. Due to the economic downturn caused by the Covid-19 pandemic, the hotel operator has since withdrawn, and the Applicant has since replaced the hotel use with a car wash and has found a fast food/drive-through operator for the previous coffee shop use. These two uses are anticipated to bring additional foot traffic to the area and will support surrounding commercial uses.

Although the proposed uses are allowed in the underlying zoning district as a combination of permitted and special uses, the proposed uses may not be the highest and best use for the site. Chase Bank will be relocated from its existing location across the street, and there will be a concentration of banks along the south side of Plainfield Road (TCF, Chase and PNC). Although the proposed car wash offers a different type of service, there are several car washes associated with gas stations in town, including a car wash expansion that was approved early last year at the northwest intersection of Kingery and Plainfield Road. The proposed development also presents some challenges as the site will need to accommodate, at a minimum, two high-intensity uses on less than three acres, and the project as proposed includes nearly 60 waivers, which may be an indication that the site may not accommodate a combination of uses of this intensity. However, as the site has sat vacant for some time, the proposed development will bring increased foot traffic, some additional tax revenue to the Village, and additional traffic calming measures on Town Center Drive and Plainfield Road.

Staff has provided the following sample motions and will defer to the Plan Commission for their recommendation. If the Plan Commission wishes to continue the public hearing, staff recommends approval of the following sample motion:

### **Sample Motion to Continue the Public Hearing**

Based on the submitted petition, the testimony provided by the Applicant, and the staff report for PC 21-03 at the March 3, 2021 Plan Commission meeting, I move that the Plan Commission continue the public hearing to April 21, 2021 (or to another date to be determined) to allow Village Staff and the Applicant time to address the various issues raised by the Plan Commission and Village staff.

If the Plan Commission wishes to support the project, staff recommends approval of the following sample motion:



### **Sample Motion to Recommend Approval**

Based on the submitted petition, the testimony provided by the Applicant, and the staff report prepared for PC 21-03 at the February 3, 2021 and March 3, 2021 Plan Commission meetings, I move that the Plan Commission recommend and forward to the Village Board the Findings of Fact presented and discussed by the Plan Commission at the February 3, 2021 and March 3, 2021 meetings, and further recommend that the Village Board approve the following:

1. A special use for a planned unit development associated with PC 21-03, including the “proposed waivers” outlined in the staff report.
2. Special uses for one 5,582 square foot automobile washing and cleaning facility, one 2,830 square foot fast food establishment with drive-through, and one 6,660 square foot financial institution with drive-through.
3. Approval of the Preliminary Plat of Subdivision and Preliminary Plat of PUD for “735 Plainfield Road Subdivision”, except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

Subject to the following conditions:

1. All plans and documents shall be revised and resubmitted as required by Village staff and the Plan Commission as indicated in the staff report or as discussed during the March 3, 2021 meeting and approved by staff prior to being forwarded to the Village Board for final consideration.
2. Approval of Preliminary Plat of PUD is expressly conditioned on the approval of an amendment of the Town Center PUD with respect to changes in the ingress, egress and incorporation of a dedicated left-turn lane as shown on 735 Plainfield Road Plat of PUD. An exclusive southbound left-turn lane shall be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
3. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Market Study and Tax Impact Study or related studies to the satisfaction of the Village, prior to Village Board consideration.
4. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Cross Access Agreement and indicate the required easements on their preliminary plats.
5. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, a parking agreement shall be executed to allow three of the parking spaces located on Lot 3 to satisfy the parking requirement on Lot 2.
6. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall investigate the feasibility of proposing an Ingress and Egress Easement on the northeast end of the subject property to allow vehicular access between the subject realty and the TCF Bank property.
7. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide a photometric/lighting study that demonstrates compliance with DuDOT standards for any required off-street lighting.
8. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall submit all required executed Traffic Regulation, Improvement and Redevelopment Agreements in a form acceptable to the Village Board, approved by Village staff and subject to review by the Village attorney.
9. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall submit the Declaration of Covenants, which is subject to the approval by the Village.
10. The Applicant shall provide documentation of the DuDOT approval of Traffic Impact Study and Plainfield Road access, upon receipt.



11. The completion of all County of DuPage and Village traffic improvements shall be made prior to the issuance of the first permanent occupancy permit for the subject realty.
12. Outdoor dining and restaurant seating shall not be allowed on the subject realty except where identified as "Outdoor Dining" on the fast food establishment architectural plans.
13. Off-site improvements shall include a sidewalk to be constructed in accordance with the PUD plans. The sidewalk shall be installed along Plainfield Road and is subject to the County of DuPage permitting, inspection and approval.
14. That the digital signs on the SUBJECT REALTY shall be at all times subject to the following requirements:
  - a. Operational Limitations: Display shall contain static messages only, and shall not have movement of any kind, or the appearance or optical illusion of movement, of any part of the sign.
  - b. Minimum Display Time: Each message on the sign must be displayed for a minimum of 8 seconds or such longer duration as is hereafter enacted in the Village Sign Ordinance for comparable signs.
  - c. Message Change Sequence: The change between static messages must be accomplished immediately, with no use of any transitions.
  - d. Illumination: The sign must include light sensors and dimmer controls that automatically adjust to outdoor lighting levels so that illumination levels are dimmer at night and on cloudy days than during sunny days; but in no instance shall illumination and lighting not be in compliance with Section 9-11-13 of the Willowbrook Zoning Ordinance.
  - e. Only one freestanding or ground sign shall be constructed or erected on Lot 1.
  - f. The sign shall not contain any other advertising other than the identity of the car wash, the address; and the promotion of related business products for Lot 1.
  - g. A separate sign permit shall be obtained pursuant to Village Code.
15. All freestanding or ground signs shall not contain any advertisement other than the identity of the business located therein; therefore, the freestanding sign proposed for each business shall be located on its own lot.
16. The multi-tenant sign located north of the shared access drive with the Town Center shall be removed from all plans prior to consideration before the Village Board.
17. No deliveries or other loading and unloading activities shall be allowed on the subject realty between the hours of 7:00 pm to 10:00 am.
18. No trucks shall be permitted to sit idling on the subject realty.
19. No outside loudspeakers shall be permitted other than businesses with approved drive-through windows and then only for the operation of the drive-through service.
20. Outside refuse compactors shall only be operated between the hours of 9:00 a.m. and 6:00 p.m. and shall be screened by a masonry wall large enough to visually large enough to visually screen the compactor dumpster and buffer any noise created by the compactor unit.
21. The earthen berms located along the Plainfield Road frontage shall be constructed prior to the issuance of the first temporary or permanent occupancy permit for the subject realty, or such earlier time as is reasonably practical. All exiting movements from the drive-throughs shall be under stop sign control.
22. Exiting movements from the bank drive-through shall be under stop sign control.
23. "Do Not Enter" signs shall be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.
24. The Applicant shall provide an analysis of the traffic operations at the site access from Town Center after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access).
25. A permit will shall be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.



26. A permit shall be required from Du Page County Public Works for the proposed sanitary sewer and connections.
27. Prior to final approval, the plans will be provided to the fire district for comment on both the geometrics and the location of hydrants and fire department connections on each building.

### **Sample Motion to Recommend Denial**

If the Plan Commission wishes to *deny* the petition, staff recommends the following sample motion:

Based on the submitted petition, the testimony provided by the Applicant, and the staff report prepared for PC 21-03 at the February 3, 2021 and March 3, 2021 Plan Commission meetings, I move that the Plan Commission forward a negative recommendation to the Village Board for PC Case No. 21-03 as discussed by the Plan Commission at the February 3, 2021 and March 3, 2021 meetings, and further recommend that the Village Board deny the following:

1. A special use for a planned unit development associated with PC 21-03, including the “proposed waivers” outlined in the staff report.
2. Special uses for one 5,582 square foot automobile washing and cleaning facility, one 2,830 square foot fast food establishment with drive-through, and one 6,660 square foot financial institution with drive-through.
3. The Preliminary Plat of Subdivision and Preliminary Plat of PUD for “735 Plainfield Road Subdivision”, except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

### **Motion**

The following motion made by Kaucky was seconded by Remkus and approved unanimously, a 5-0 roll call vote of the members present:

Based on the submitted petition, the testimony provided by the Applicant, and the staff report prepared for PC 21-03 at the February 3, 2021 and March 3, 2021 Plan Commission meetings, I move that the Plan Commission recommend and forward to the Village Board the Findings of Fact presented and discussed by the Plan Commission at the February 3, 2021 and March 3, 2021 meetings, and further recommend that the Village Board approve the following:

1. A special use for a planned unit development associated with PC 21-03, including the “proposed waivers” outlined in the staff report.
2. Special uses for one 5,582 square foot automobile washing and cleaning facility, one 2,830 square foot fast food establishment with drive-through, and one 6,660 square foot financial institution with drive-through.
3. Approval of the Preliminary Plat of Subdivision and Preliminary Plat of PUD for “735 Plainfield Road Subdivision”, except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

Subject to the following conditions:

1. All plans and documents shall be revised and resubmitted as required by Village staff and the Plan Commission as indicated in the staff report or as discussed during the March 3, 2021 meeting and approved by staff prior to being forwarded to the Village Board for final consideration.
2. Approval of Preliminary Plat of PUD is expressly conditioned on the approval of an amendment of the Town Center PUD with respect to changes in the ingress, egress and incorporation of a dedicated left-turn lane as shown on 735 Plainfield Road Plat of PUD. An exclusive southbound left-turn lane



- shall be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
3. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Market Study and Tax Impact Study or related studies to the satisfaction of the Village, prior to Village Board consideration.
  4. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Cross Access Agreement and indicate the required easements on their preliminary plats.
  5. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, a parking agreement shall be executed to allow three of the parking spaces located on Lot 3 to satisfy the parking requirement on Lot 2.
  6. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall investigate the feasibility of proposing an Ingress and Egress Easement on the northeast end of the subject property to allow vehicular access between the subject realty and the TCF Bank property.
  7. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide a photometric/lighting study that demonstrates compliance with DuDOT standards for any required off-street lighting.
  8. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall submit all required executed Traffic Regulation, Improvement and Redevelopment Agreements in a form acceptable to the Village Board, approved by Village staff and subject to review by the Village attorney.
  9. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall submit the Declaration of Covenants, which is subject to the approval by the Village.
  10. The Applicant shall provide documentation of the DuDOT approval of Traffic Impact Study and Plainfield Road access, upon receipt.
  11. The completion of all County of DuPage and Village traffic improvements shall be made prior to the issuance of the first permanent occupancy permit for the subject realty.
  12. Outdoor dining and restaurant seating shall not be allowed on the subject realty except where identified as "Outdoor Dining" on the fast food establishment architectural plans.
  13. Off-site improvements shall include a sidewalk to be constructed in accordance with the PUD plans. The sidewalk shall be installed along Plainfield Road and is subject to the County of DuPage permitting, inspection and approval.
  14. That the digital signs on the SUBJECT REALTY shall be at all times subject to the following requirements:
    - a. Operational Limitations: Display shall contain static messages only, and shall not have movement of any kind, or the appearance or optical illusion of movement, of any part of the sign.
    - b. Minimum Display Time: Each message on the sign must be displayed for a minimum of 8 seconds or such longer duration as is hereafter enacted in the Village Sign Ordinance for comparable signs.
    - c. Message Change Sequence: The change between static messages must be accomplished immediately, with no use of any transitions.
    - d. Illumination: The sign must include light sensors and dimmer controls that automatically adjust to outdoor lighting levels so that illumination levels are dimmer at night and on cloudy days than during sunny days; but in no instance shall illumination and lighting not be in compliance with Section 9-11-13 of the Willowbrook Zoning Ordinance.
    - e. Only one freestanding or ground sign shall be constructed or erected on Lot 1.
    - f. The sign shall not contain any other advertising other than the identity of the car wash, the address; and the promotion of related business products for Lot 1.
    - g. A separate sign permit shall be obtained pursuant to Village Code.



15. All freestanding or ground signs shall not contain any advertisement other than the identity of the business located therein; therefore, the freestanding sign proposed for each business shall be located on its own lot.
16. The multi-tenant sign located north of the shared access drive with the Town Center shall be removed from all plans prior to consideration before the Village Board.
17. No deliveries or other loading and unloading activities shall be allowed on the subject realty between the hours of 7:00 pm to 10:00 am.
18. No trucks shall be permitted to sit idling on the subject realty.
19. No outside loudspeakers shall be permitted other than businesses with approved drive-through windows and then only for the operation of the drive-through service.
20. Outside refuse compactors shall only be operated between the hours of 9:00 a.m. and 6:00 p.m. and shall be screened by a masonry wall large enough to visually screen the compactor dumpster and buffer any noise created by the compactor unit.
21. The earthen berms located along the Plainfield Road frontage shall be constructed prior to the issuance of the first temporary or permanent occupancy permit for the subject realty, or such earlier time as is reasonably practical. All exiting movements from the drive-throughs shall be under stop sign control.
22. Exiting movements from the bank drive-through shall be under stop sign control.
23. "Do Not Enter" signs shall be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.
24. The Applicant shall provide an analysis of the traffic operations at the site access from Town Center after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access).
25. A permit will shall be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.
26. A permit shall be required from Du Page County Public Works for the proposed sanitary sewer and connections.
27. Prior to final approval, the plans will be provided to the fire district for comment on both the geometrics and the location of hydrants and fire department connections on each building.

Added by the Plan Commission at the March 3, 2021 Plan Commission meeting (public hearing):

28. The motion shall include the four modifications to the waivers discussed at the meeting and the revised finding of fact that were discussed at the meeting. The four modifications are as follows:
  6. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways from four hundred feet (400') to one hundred fifty-three and eight tenths feet (153.8') between the Plainfield Road driveway and the driveway to the east, to three hundred thirty-two and one tenths feet (332.1') between the Plainfield Road driveway and the Town Center driveway to the west, and to sixty-four and four tenths feet (64.4') between the shared access driveway with Town Center and the driveway to the south (Lock-Up Storage driveway).
  10. That Section 9-6B-3(E)1, Required Setbacks, Front Yard, be varied to permit a reduction in the minimum required front yard setback from sixty feet (60') to nine and seven tenths feet (9.7') for the detached canopy and to thirteen feet (13'-0") for the vertical canopy support/column for the detached canopy and the vacuum station equipment along the north side of the proposed car wash building.



28. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width to zero feet along the north, east and west building facades.
  52. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to eight and five tenths feet (8.5') along the west lot line and to zero feet along the east and south lot lines.
- 
29. The pylon/ground sign on Lot 3 shall be relocated approximately 5 to 10 feet further away from the lot lines to improve sight visibility for vehicles.
  30. The ground sign proposed for Lot 1 shall contain brick in keeping with the design of the principal structure.



**Attachment 1**  
**Legal Description**

LOT 1 IN WILLOWBROOK CENTER UNIT NO. 1, OF PART OF LOT 7 IN OWNER'S SUBDIVISION IN SECTIONS 23 AND 26, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 16, 1963, AS DOCUMENT R63-37895, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-23-406-003

ADDRESS: 735 Plainfield Road, Willowbrook IL 60527.



**Attachment 2**  
March 3, 2021 Public Hearing Discussion and Summary  
(12 pages)

**Public Hearing and Communications**

The Plan Commission conducted a public hearing on this petition at a regular meeting of the Plan Commission on March 3, 2021. This meeting would typically take place in the Willowbrook Police Department Training Room, 7760 S. Quincy St, Willowbrook, IL 60527. However, due to the current circumstances concerning Covid-19, this meeting was held virtually via Zoom.

**Summary of Public Hearing and Communications**

Seven (7) individuals from the public were sworn in at the public hearing.

1. Present: Approximately forty-one (41) individuals were present. The following members of the Plan Commission were in attendance: Chairman Dan Kopp, Vice Chairman John Wagner, Commissioners Leonard Kaucky, William Remkus, and Maciej Walec. Commissioners Kaczmarek and Soukup were not in attendance. The following Village staff members were present: Planning Consultant Ann Choi, Building Official Roy Giuntoli, Village's Legal Counsel/Attorney Matt Holmes and Building and Zoning Secretary Lisa Shemroske. Court Reporter Annette Moriarty was also in attendance.
2. Speakers: Eight (8) individuals presented testimony.
3. There were three (3) members of the Applicant team that provided testimony in support of the petition.
4. There were five members (5) of the public, that provided testimony in opposition of the petition.

**Speakers Supporting the Petition**

A total of three (3) speakers supported the petition.

- Alex Katz, the Applicant with GW Properties.
- Jonathan Krissoff, Market Director of Chase Bank Real Estate for Illinois and Northwest Indiana.
- Mitch Goltz, Managing Partner with GW Properties.

**Speakers Opposing the Petition**

A total of five (5) speakers opposed the petition.

- Eugene Murphy, attorney for Maqpoon Management (Shell gas station and the car wash located at 7000 S. Kingery Highway).
- Sharafat Ali, resident on 68<sup>th</sup> Street.
- Hani Atassi, current property owner 720-730 Plainfield Road and current landlord of Chase Bank.
- Sal Lababidy, resident/owner for a property in Willowbrook, whose family owns ten properties within a one mile radius of the subject property.
- Omar Dweydari, representing 720-730 Plainfield Road.

**Communications Received**

The Village received one (1) letter in opposition to the proposed petition.



## Public Hearing Testimony Notes

Village of Willowbrook Planning & Development Department

Planning Consultant Choi gave an overview and a brief timeline of the proposed project. Planning Consultant Choi explained that at the February 3, 2021 public hearing, the Plan Commission requested a number of follow-up items before the Plan Commission could make a recommendation to the Village Board. The follow-up items included:

1. Outstanding Submittal Items: Staff requested that the petitioner submit revised engineering drawings including a revised Preliminary Plat of PUD and a Preliminary Plat of Subdivision for review by the Village Engineer.
2. Landscape Plan Revisions: Staff requested minor revisions to the Landscape Plan. Staff has requested that additional landscape plantings be added in the area along the subject property's west, east and south lot lines.
3. Site Plan Revisions: Staff requested that a revised site plan include all comments issued by Tri-State Fire Protection District regarding the width of drive aisles, location of trash enclosures, radii of curbs, and clear heights to Tri-State's satisfaction.
4. Signage Revisions: The Plan Commission requested that signs be revised to align more closely with what has been approved in other planned unit developments in Willowbrook. The proposed number of signs and sign surface area proposed for Lot 1 (Encore Car Wash) was considered too excessive. Staff therefore requested that all sign packages be re-reviewed and assessed before presenting these to the Plan Commission. Staff has also requested that a master sign plan be prepared to give the Plan Commission a comprehensive picture of the signs proposed for the overall development.
5. Market and Tax Impact Studies: The requirements of the Village Code for Preliminary PUD Approval under Section 9-13-5(B)15 and Section 9-13-5(B)17 include submission of a Market Study and a Tax Impact Study.
6. Requested Information on Traffic: Vice Chairman Wagner requested that more detailed information be provided on the existing conditions near the shared Town Center Drive access, and how this would be impacted based on the shifting of the driveway to the south and incorporating a dedicated left-turn lane into the subject property. Vice Chairman Wagner also suggested that the Applicant explore the possibility of an extension on the "porkchop" proposed on the Plainfield Road driveway to further discourage left-turn movement onto Plainfield Road.
7. Responses to Police Department Concerns: The Applicant provided a list of responses to address Police Schaller's concerns.

Planning Consultant presented the changes made to the signage packages for all three proposed lots. Planning Consultant Choi explained the changes made by the Applicant for each lot. These changes included the total sign surface area proposed for each lot, the waivers requested under the Sign Ordinance, and how much total sign surface area was reduced from the previous proposal.

Planning Consultant Choi also presented two new exhibits (Stacking Exhibit and Plainfield Road Access Exhibit) provided by the Applicant to address the Plan Commission's request for more information on the existing conditions near the shared Town Center Drive access. During the last public hearing, the Plan Commission inquired how the relocation and the incorporation of a dedicated left-turn lane into the subject property would impact the traffic from and onto Plainfield Road.

Planning Consultant Choi restated that the Traffic Impact Study (TIS) revealed that when a southbound exclusive left-turn lane is not provided at the access drive, the results of the traffic simulation indicated that vehicles would queue back toward Plainfield Road, especially during the weekday evening and Saturday midday peak hours. The TIS recommended the provision of an exclusive southbound left-turn lane to keep



the southbound through lane clear and minimize the queueing back toward Plainfield Road. In addition, “Do Not Block Intersection” signage was recommended to prevent vehicles from blocking the access drive. The conclusion of the TIS was confirmed by the Village’s traffic consultant, Lynn Means with Bollinger & Lach, that the proposed supplemental pavement markings with signage was the best solution. Per Ms. Means’ suggestion, Condition of Approval #24 had also been added to require that the Applicant provide an analysis of the traffic operations at the site access from Town Center after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access).

Planning Consultant Choi indicated that per the Plan Commission’s suggestion, the Applicant also explored the possibility of an extension to the “porkchop” median proposed on the Plainfield Road driveway to further discourage left-turn movement onto Plainfield Road. The Applicant provided the following reasons for maintaining the originally proposed geometry and not the alternative:

1. The alternate access would result in the access being shifted closer to the signalized intersection.
2. The alternate access does not align with the site plan configuration for the exit of the drive-through and creates geometric challenges.
3. A vehicle will still be able to turn left out of the alternate access.

Planning Consultant Choi noted that the Village’s traffic consultant concurred that the alternative driveway would require review and approval by DuDOT and indicated that the original design appeared to be consistent with typical DuDOT/IDOT standards for right-in/right-out access. Planning Consultant Choi also noted that the Village’s traffic consultant concurred that the alternative driveway concept, as presented, would create additional on-site circulation challenges.

Planning Consultant Choi brought to the attention of the Plan Commission that modifications needed to be made to four of the waivers requested. The modifications included specific distances between the proposed relocation driveway from the Lock-Up Storage driveway, the inclusion of vacuum station equipment on Lot 1, the minimum foundation landscape area width proposed for Lot 2, and reduction of the interior side parking area setback on Lot 3.

Planning Consultant Choi also noted that the Applicant provided two items that were not included in the Plan Commission’s agenda packets as they were provided to the Village after the agenda packets were uploaded to the Village’s website and delivered to the Plan Commission. One of the items included a revision to Section 9-13-7(F) Findings of Fact for Planned Unit Developments to include a discussion on the desirability of the proposed plan with respect to the tax base and economic well-being of the Village. The second item was a one-page supplement to the Market Study Memo information for the Car Wash. Planning Consultant Choi read these items into the public record.

Planning Consultant Choi reminded the Plan Commission that three sample motions had been provided in the staff report and deferred to the Plan Commission for a recommendation. Planning Consultant Choi requested that the sample motion include the four modifications to the waivers, and that the Plan Commission accept the revised Findings for the Planned Unit Development, as was discussed. Planning Consultant Choi concluded her presentation.

Chairman Kopp asked if the Plan Commission had any questions of the Applicant. As there were no questions posed by the Plan Commission, Chairman Kopp opened up the discussion to the public. Chairman Kopp stated this was the opportunity for anyone from the public to ask questions of the Applicant, make statements and provide their opinion on the proposed project.



## PUBLIC COMMENT AND DISCUSSION

The Applicant, Alex Katz of GW Properties, spoke in support of the project. Mr. Katz thanked the Plan Commission for the feedback that was provided at the February 3, 2021 Plan Commission meeting. Mr. Katz stated that significant changes were made based on the feedback that was received and accomplished what the Plan Commission was looking for. Mr. Katz introduced his team: Mitch Goltz (partner at GW Properties), Eric Tracy (civil engineer from Kimley-Horn), Eric Russell (traffic engineer from KLOA), John Krissoff (Chase Bank), John Murlock (Guzman Y Gomez), and Chris Kane ((Encore Car Wash). Mr. Katz indicated that specific questions related to each tenant could be directed to each of the representatives that were in attendance, and the development team was available to answer any questions posed by the Plan Commission.

Eugene Murphy, attorney for Maqpoon Management (Shell gas station and the car wash located at 7000 S. Kingery Highway), spoke in opposition to the proposed petition. Mr. Murphy stated that he represented a landowner and business owner located about a block and a half away from the subject property. Mr. Murphy indicated that his client retained a traffic expert, an economic expert, and a land use expert, and it was only until today that they were able to create their objections. Mr. Murphy stated that they were unable to create a report until they had the final changes from the petitioner which were not seen until today. According to Mr. Murphy, the second report was a bit more concerning because there was significant, unsubstantiated economic data suggested in that report, with absolutely no back-up, and his client was not given the opportunity to rebut. Mr. Murphy requested that his client be given an extension of a minimum of thirty days to provide to the Board at least three expert reports as well as additional testimony of the neighbors to show the impact on traffic, land use and economics. Mr. Murphy emphasized that this was the first time they have had the information to make meaningful objections and retained the experts to do so. At this time, Mr. Murphy was not asking to depose any of the experts of the petitioner or any of the Village personnel that the Village had used as experts.

Planning Consultant Choi clarified and stated for the record that the Market Study Memo and Tax Impact Study memo were included in the staff report ahead of the public hearing for March 3, 2021 and clarified that what was presented as new exhibits was supplemental to one of the existing exhibits per the Village's request (the Village had additional questions).

Mr. Murphy stated that he understood that the petitioner is seeking approval and has invested time, energy, and money into the project, but it was only fair to allow the neighbors and surrounding businesses to retain their own experts to provide expert examination and rebuttal and additional objections to what has now been finalized. Mr. Murphy concluded.

Chairman Kopp asked if there was anyone else in the audience that wanted to speak on the matter or ask any questions of the Applicant.

Sharafat Ali, resident of 68<sup>th</sup> Street, stated that he and his neighbors were just notified of this project yesterday, and "everyone else" could not find the Zoom log-in info and the passwords. Mr. Ali stated that he was able to find this information on the Village's website but did not have time to get this information to his neighbors. Mr. Ali requested more time to review this information since they have paid a premium price on their properties and asked what the impact would be on their property values because of the proposed car wash, the drive-through restaurant, and the associated traffic and noise. Mr. Ali expressed concern since he lives one block away from the subject property. Mr. Ali and his neighbors requested time to evaluate the impacts on their property values, and the possibility of hiring an expert/attorney to do so. Mr. Ali also stated that additional time would also allow his neighbors to be part of the next meeting.



The next speaker, Hani Atassi, current property owner 720-730 Plainfield Road and current landlord of Chase Bank, spoke in opposition to the proposed petition. Mr. Atassi highlighted some statements made by other speakers during the February 3, 2021 public hearing and indicated these statements only added to his serious concerns and strong opposition to the proposed project. Mr. Atassi made the following three points:

1. Negative traffic impacts to his property. Although a traffic study was submitted, Mr. Atassi referred the commissioners to page 59, line 13 of the transcript of the February 3, 2021 Plan Commission meeting. Mr. Atassi quoted Mr. Krissoff, Chase Bank representative, "as you're trying to get into the branch from the eastbound on Plainfield, you have to make a very dangerous, maybe illegal maneuver to get into the branch. Also, the stacking from the new light goes past the branch of getting in from the right turn lane is pretty difficult as well." Mr. Atassi claimed that this statement only proved his concerns about the negative traffic impacts caused by the recently Village-approved projects, which would only be exacerbated by approving the "crammed" proposed project. Mr. Atassi asserted that not only was the current tenant looking to leave due to the negative traffic impacts, but also pointed to the diminishing prospects of backfilling his space. Mr. Atassi stated that it would be ironic and hypocritical for the Plan Commission to consider Chase Bank's reason to relocate and dismiss his concerns about the negative traffic impacts.
2. Diminishing prospects of backfilling. Mr. Atassi again quoted Mr. Krissoff on page 59, line 19 from the transcript of the February 3, 2021 public hearing. Mr. Atassi confirmed the diminishing prospects of backfilling the Chase bank space with another financial institution. Mr. Atassi stated that given Mr. Krissoff's background, this was highly credible and realistic. Mr. Atassi quoted Mr. Krissoff on page 60, line 3, "So I think you can help steer him towards another retail use, potentially a tax revenue for us." Mr. Atassi asserted that the proposed project would only endanger and do financial hardship to Mr. Atassi as an owner that would require a costly and lengthy rezoning process. Mr. Atassi quoted Mr. Tarshis, representative of the current property owner of 735 Plainfield Road, on page 62, line 8, "have spent two years looking for tenants only to propose to move Chase Bank from across the street." Mr. Atassi stated that this again proved his point of diminishing prospects of backfilling even with a retail use.
3. Neutrality is essential in making a recommendation for the Plan Commission. Mr. Atassi again referred to page 65, line 4, of the transcript from the February 3, 2021 Plan Commission meeting, where Chairman Kopp stated "Every time we've looked at something for this property, it's always like there's one too many things on it, but I understand that this -- that you have to get a return, the seller has to get a return, the buyer has to get a return, so everything is always crammed in on this property. That's fine. We gave you positive feedback on the site plan before." Mr. Atassi stated that as the owner of 720 Plainfield, he was flabbergasted by the Chairman's statement. Mr. Atassi asserted that not only did Chairman Kopp dismiss his earlier stated serious concerns about the negative economic impacts this project would have on Mr. Atassi's property but asserted that Chairman Kopp also dismissed Ms. Ann Choi's earlier statement made on page 46, line 12 "the proposed uses may not be the highest and best use of the site." Mr. Atassi also pointed out that Planning Consultant Choi also cited the concentration of financial uses and car washes. Mr. Atassi emphasized there were sixty waivers required and two high-intensity uses proposed on less than three acres. Mr. Atassi quoted Planning Consultant Choi who stated in the earlier meeting "which may be an indication that the site may not accommodate accommodation of these uses of this intensity."

Mr. Atassi invited and urged all the commissioners to remain impartial when considering this project and to have a holistic perspective on the negative impact this project would have on the surrounding small businesses.



Jonathan Krissoff introduced himself as the Market Director of Chase Bank Real Estate for Illinois and Northwest Indiana for twelve years and spoke in support of the project. Mr. Krissoff stated that for the majority of his time at Chase Bank, he has been looking to fix the issues with their current facility in Willowbrook. Mr. Krissoff indicated that the Willowbrook branch has been an extremely important branch for Chase Bank because of its high deposits and high transactions and considered Willowbrook an important community that Chase Bank would like to serve well. Mr. Krissoff noted that their current facility has not been kept up, and they have tried to fix these issues in the current facility, and they had tried to work it out with the current landlord without success. Mr. Krissoff stated that he probably had about a hundred different presentations to communities like Willowbrook and he has never had an existing landlord talk and object to a proposed relocation like tonight. Mr. Krissoff stated that he hoped that everyone sees that Mr. Atassi's objection was not in the interest of the community and not in the interest of the project, but it was in the self-interest of the landlord. Mr. Krissoff indicated that Chase Bank is very excited about the project and would like to invest millions into the Willowbrook community. Mr. Krissoff stated that Chase Bank thinks this is a great solution, although not perfect, but it is close, and stated that he believes it will be a huge improvement to what exists there now. Mr. Krissoff stated that "All the conversations and asks for more time is to try to kill the deal. That time kills deals in real estate". Mr. Krissoff stated that the project has been out there for a long time, and if there are requests for more time, the deal will die. Mr. Krissoff stated that it was time to seriously consider the proposal and move forward. Mr. Krissoff stated that he would happily respond to any direct questions about the Chase Bank facility or its operations.

Sal Lababidy, resident/owner for a property in Willowbrook, whose family owns ten properties within a one mile radius of the subject property. Mr. Lababidy stated that he shares concerns with other residents about the project's impacts on traffic congestion and the negative effects on nearby properties. Mr. Lababidy indicated that he needed to know more and have more details as one of the earlier commenters raised some concerns which made him more concerned. Mr. Lababidy stated that he just learned about the petition on March 3, 2021 and admitted that he did not know much about the proposal. Mr. Lababidy repeated that the gentleman from Chase Bank was concerned that this area was not well developed, and he would like to see the area well developed but expressed reservations about the way the proposed project has been progressing. Mr. Lababidy asserted that the area is terribly congested and did not know how adding more projects "this heavy" will not affect the traffic and will not increase risks for Mr. Lababidy and his family. Mr. Lababidy restated that he is heavily invested and lives in the Willowbrook community and would like to maintain the value of their properties.

Mr. Ali shared the same concerns as Mr. Lababidy and stated that he takes his kids every day to school at Gower West. Mr. Ali indicated that he is convinced that the proposed uses will pose a danger to his family within a one mile radius of where they live. Mr. Ali expressed a desire to educate himself more on the proposed project. Mr. Ali spoke with ten to fifteen of his neighbors who did not have enough information. Mr. Ali stated that he was able to retrieve this information from the Village' website but his neighbors did not receive this information. Mr. Ali requested more time to prepare a study and evaluate the proposed project.

Mr. Murphy addressed Mr. Krissoff's earlier statement that Mr. Murphy had made repeated attempts to delay or continue this matter and Mr. Murphy stated this was his and his client's first appearance before the Board [Plan Commission] and wanted to remind Mr. Krissoff and everyone else on the call that it was only today [March 3, 2021] that they had the final information from petitioners. Mr. Murphy argued that his client had very little information and certainly not as much as they were given today [March 3, 2021] to rebut. Mr. Murphy stated that he understands and appreciates that the Applicant wishes to move forward but not at the expense of his client's due process rights. Mr. Murphy further stated that he and his client are not willing to sacrifice or forgo the right to meaningfully object since they were given the information tonight [March 3, 2021], especially with the last two reports from Planning Consultant Choi. Mr. Murphy emphasized that there



is a significant prejudice to those who are not allowed the rights to object and the weight significantly falls onto the people and their ability to make a meaningful objection.

Chairman Kopp asked the Applicant if they have now submitted everything. Mr. Katz deferred to Mitch Goltz to respond to that question.

Mitch Goltz responded that yes, they have submitted everything for the prior Plan Commission which was a public hearing with notice provided and the reason the public hearing was continued was that there were a couple of clarifications and changes requested by the Plan Commission. Mr. Goltz stated that the application was complete. Mr. Goltz also stated that their experts have been through various reviews both within the Village of Willowbrook and outside agencies. Mr. Goltz indicated that multiple traffic engineers have weighed in and have worked very diligently with staff and other agencies to make sure the plan is designed in the most safe and successful manner possible.

Chairman Kopp then asked the public and the Plan Commission if there are any other questions.

Omar Dwedari, representing 720 Plainfield Road, spoke in opposition to the proposed petition. Mr. Dwedari indicated that the lease that they have in place with Chase Bank is a triple net lease and indicated that Chase Bank never approached them for any requested modifications to the current facility at 720-30 Plainfield Road. Mr. Dwedari disputed Mr. Krissoff's earlier statements about approaching the landlord about improving the property and stated that Mr. Krissoff's statement was absolutely wrong.

Chairman Kopp gave Mr. Krissoff the opportunity to rebut but also indicated that the Plan Commission appeared to be in the middle of a landlord-tenant dispute.

Mr. Krissoff agreed and indicated that this is a landlord-tenant dispute and claiming that Chase Bank never raised any concerns over the facility was absolutely incorrect. Mr. Krissoff indicated that there have been so many issues in their current facility including a building that does not work, that is on two levels, that is not ADA compliant, and keeping the facility clean. Mr. Krissoff stated that they did not need to get into all the issues and argues that the landlord has been aware of all the issues, but that it was not relevant to the petition discussed tonight and requested that the discussion continue around the project.

Vice Chairman Wagner said that if the public was finished with comments. Vice Chairman Wagner thanked the developer for producing the stacking capacity on the entry and the left-turn bay. Vice Chairman Wagner stated that the stacking exhibit cleared up his earlier concerns since the exhibit clearly shows how the traffic will be stacked. Vice Chairman Wagner also agreed with the developer and the traffic report [Plainfield Road exhibit] that enlarging the pork chop and realigning the drive did not appear to be advantageous to the site. Vice Chairman Wagner had one additional question that perhaps Planning Consultant Choi would be able to answer. Vice Chairman Wagner asked for clarification on one of the recommended conditions of approval regarding traffic monitoring. Vice Chairman Wagner asked who would be responsible and what authority the Village would have to act on any traffic concerns.

Planning Consultant Choi asked Vice Chairman Wagner if he was referring to Condition No. 24 and indicated that with the Village's traffic consultant it was decided that this condition was included in case the traffic would become difficult at the shared access with Town Center. Planning Consultant Choi responded that the Village would require the developer to prepare an analysis if traffic congestion became an issue at that location and determine if additional signage or pavement markings would be required. The Village may even to consider restricting that driveway access if traffic congestion became too problematic.



Vice Chairman Kopp expressed one additional concern and referred to the site plan, Sheet C1.0. Vice Chairman Kopp indicated that the monument sign for the Encore Car wash is roughly 5 feet wide and 8 feet tall, the monument sign for the restaurant is approximately 8 feet tall and 52 inches wide, and the Chase monument sign is approximately 13 feet wide and 8 feet tall. Vice Chairman Kopp was concerned that the Chase Bank monument sign appeared rather large and appeared too close to the right-of-way. Vice Chairman Kopp asked if this would be appropriate to relocate the ground sign back an additional 5 to 10 feet to reduce visual obstructions for vehicles traveling eastbound onto Plainfield Road within the right turn lane at the traffic light.

Planning Consultant Choi asked Vice Chairman Wagner to clarify that he wished the Chase Bank monument sign to move back 5 to 10 feet from the north lot line. Vice Chairman Wagner responded that when compared to the fast food restaurant's ground sign, a smaller monument sign, is set back 16'-9" from the north property line. Moving Chase Bank's sign an additional 5 to 10 feet would allow better sight distance around that corner.

Mr. Goltz did not have an objection to Vice Chairman's and stated he would be happy to work with staff to determine the appropriate location. Mr. Krissoff expressed that he would be happy to make that change as a condition of approval.

Chairman Kopp gave the Applicant the chance to have the last word.

Mr. Goltz expressed appreciation for the opportunity and indicated that his Applicant team had worked very closely with staff and the various agencies and consultants. Mr. Goltz stated that a lot of care and time was put into putting together the proposal and believed that the end result was a nice collaboration of users that balanced the site nicely. Mr. Goltz stated that the site has challenges, but a solution was found to take advantage of the full site and to find users who have different peak hours of operation. Mr. Goltz stated the project would bring in different businesses and people into the community. Mr. Goltz also stated that the project would improve off-site access. Mr. Goltz stated that access is not a first come first serve measure in Illinois and that the proposed project would not solve all traffic concerns in the community, but that the project has adequately addressed traffic concerns to ensure a project that is well designed, safe, and a nice benefit to the community. Mr. Goltz reiterated that competition is out there in American society, but that competition should not be a basis for denying something to go forward. Mr. Goltz concluded by stating that the proposed project will be a big improvement both to the property and the community and will bring a lot of great things to Willowbrook, and Mr. Goltz hoped to have that opportunity to work with the Village to move the project through.

Chairman Kopp closed the public comment.

Chairman Kopp acknowledged that he was the most vigorous questioner about the proposed signage and appreciated that all the signage was reduced. Chairman Kopp believed that the increases above the standard for Lot 2 were and not significant. Chairman Kopp stated that the proposed roof signs for Lot 1 did not appear to be as imposing as they would be if they were against a background. Chairman Kopp did express concern for the materials for the pylon sign on Lot 1. Chairman Kopp stated that the Village has required everyone else to use the same building materials as the building and acknowledged that the car wash was a cool, retro looking building, but that the proposed ground sign was garish, and Chairman Kopp was not in favor of the ground sign. Chairman Kopp acknowledged that it probably was meant to be eye catching on purpose but that the proposed materials were not in keeping with the other signs proposed on the subject property. Chairman Kopp indicated that the purpose of the Plan Commission, in his personal opinion, was not to stifle competition, because he believed that was not America works. That being said, Chairman Kopp stated that he does agree that it is important that everyone have the opportunity to make a case and if Mr. Murphy's client,



Mr. Ali, and the other speakers would like more time because some of the materials were submitted late, Chairman Kopp stated he would be in favor of continuing the meeting for another thirty days.

Commissioner Remkus indicated that the public had 60 days to comment on the proposed project, acknowledged there were some items that were raised tonight, but that there is a time period in here. Commissioner Remkus highlighted that the Plan Commission is only a recommending body and if members of the public have issues, those can be brought forward to the Village Board at the Village Board meeting.

Chairman Kopp asserted that the Plan Commission is the fact finding body and Mr. Murphy's argument was that he did not have sufficient information to cross examine the experts for the applicant. Chairman Kopp indicated that Mr. Murphy does not necessarily have the right to rebut once he gets up to the Trustee level.

Commissioner Remkus stated he was okay either way.

Commissioner Wagner tended to agree that there was a public hearing notice for an initial public hearing that was then continued to a second public meeting. Commissioner Wagner asked if there any reason why the gentlemen who have made an objection on record could not submit their additional objections in writing to be made part of the public record. Chairman Wagner asked the Village attorney if he had an opinion on whether the Village is required to continue this public hearing or if adequate time was given for submittals.

Village Attorney Holmes stated that this hearing was conducted pursuant to adequate notice. Village Attorney Holmes stated that the question is whether or not the residents and the public had adequate time, and this is really a fact question for the Chairman or the commissioners whether they had adequate time to prepare and review the materials. Village Attorney Holmes indicated he did not know is how much was new information that was not published for this meeting and deferred back to the Plan Commission. Village Attorney Holmes stated that the witnesses are currently present and available to be cross examined and asked how much of the information was new that was not available to allow the public to prepare to participate meaningfully in the hearing.

Chairman Kopp deferred to Planning Consultant Choi.

Planning Consultant Choi responded to say that the new information [that Mr. Murphy was referring to] included the supplemental information to the Market Study memo for the car wash. The revised finding for the planned unit development that was included in the Tax Impact Study memo was provided in the staff report and was available to the public prior to the March 3, 2021 Plan Commission meeting. Planning Consultant Choi indicated the information in the revised finding was not new information.

Chairman Kopp then asked Commissioner Kaucky if he wished to add anything.

Commissioner Kaucky stated that he was very impressed with the project. Commissioner Kaucky acknowledged that the Plan Commission asked the applicant to make a second go and stated that the Applicant has done a lot of legwork to answer many of the questions that were brought up during the February 3, 2021 public hearing. Commissioner Kaucky expressed concern that if the Plan Commission continued to delay the project, that the Village might end up losing the project because of time sensitivities. Commissioner Kaucky stated that he was comfortable on voting on the item tonight but certainly he would defer to the Plan Commission and the other commissioners to make that decision.

Chairman Kopp asked the Plan Commission the commissioners would be in favor of not continuing the public hearing and would like to vote on the item tonight. Chairman Kopp noted that it would be three commissioners in favor of voting tonight and one commissioner in favor of continuing the public hearing, and



then corrected it to 4 commissioners to include Commissioner Walec in favor of voting on the item that night. At the March 3, 2021 Plan Commission meeting, the Plan Commission voted to forward a positive recommendation on the petition to the Village Board.

The following motion made by Remkus was seconded by Wagner and approved unanimously, a 5-0 roll call vote of the members present:

**Based on the submitted petition, the testimony provided by the Applicant, and the staff report prepared for PC 21-03 at the March 3, 2021 Plan Commission meeting, I move that the Plan Commission recommend and forward to the Village Board the Findings of Fact presented and discussed by the Plan Commission at the February 3, 2021 and March 3, 2021 meetings, and further recommend that the Village Board approve the following:**

1. A special use for a planned unit development associated with PC 21-03, including the “proposed waivers” outlined in the staff report.
2. Special uses for one 5,582 square foot automobile washing and cleaning facility, one 2,830 square foot fast food establishment with drive-through, and one 6,660 square foot financial institution with drive-through.
3. Approval of the Preliminary Plat of Subdivision and Preliminary Plat of PUD for “735 Plainfield Road Subdivision”, except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

Subject to the following conditions:

1. All plans and documents shall be revised and resubmitted as required by Village staff and the Plan Commission as indicated in the staff report or as discussed during the March 3, 2021 meeting and approved by staff prior to being forwarded to the Village Board for final consideration.
2. Approval of Preliminary Plat of PUD is expressly conditioned on the approval of an amendment of the Town Center PUD with respect to changes in the ingress, egress and incorporation of a dedicated left-turn lane as shown on 735 Plainfield Road Plat of PUD. An exclusive southbound left-turn lane shall be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
3. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Market Study and Tax Impact Study or related studies to the satisfaction of the Village, prior to Village Board consideration.
4. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, the Applicant shall submit a Cross Access Agreement and indicate the required easements on their preliminary plats.
5. That as part of the approval of a Preliminary Plat of Subdivision and Preliminary Plat of PUD, a parking agreement shall be executed to allow three of the parking spaces located on Lot 3 to satisfy the parking requirement on Lot 2.
6. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall investigate the feasibility of proposing an Ingress and Egress Easement on the northeast end of the subject property to allow vehicular access between the subject realty and the TCF Bank property.
7. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall provide a photometric/lighting study that demonstrates compliance with DuDOT standards for any required off-street lighting.
8. Prior to approval of a Final Plat of Subdivision and Final Plat of PUD, the Applicant shall submit all required executed Traffic Regulation, Improvement and Redevelopment Agreements in a form acceptable to the Village Board, approved by Village staff and subject to review by the Village attorney.



9. That as part of the Final PUD and Final Plat of Subdivision processes, the Applicant shall submit the Declaration of Covenants, which is subject to the approval by the Village.
10. The Applicant shall provide documentation of the DuDOT approval of Traffic Impact Study and Plainfield Road access, upon receipt.
11. The completion of all County of DuPage and Village traffic improvements shall be made prior to the issuance of the first permanent occupancy permit for the subject realty.
12. Outdoor dining and restaurant seating shall not be allowed on the subject realty except where identified as "Outdoor Dining" on the fast food establishment architectural plans.
13. Off-site improvements shall include a sidewalk to be constructed in accordance with the PUD plans. The sidewalk shall be installed along Plainfield Road and is subject to the County of DuPage permitting, inspection and approval.
14. That the digital signs on the SUBJECT REALTY shall be at all times subject to the following requirements:
  - a. Operational Limitations: Display shall contain static messages only, and shall not have movement of any kind, or the appearance or optical illusion of movement, of any part of the sign.
  - b. Minimum Display Time: Each message on the sign must be displayed for a minimum of 8 seconds or such longer duration as is hereafter enacted in the Village Sign Ordinance for comparable signs.
  - c. Message Change Sequence: The change between static messages must be accomplished immediately, with no use of any transitions.
  - d. Illumination: The sign must include light sensors and dimmer controls that automatically adjust to outdoor lighting levels so that illumination levels are dimmer at night and on cloudy days than during sunny days; but in no instance shall illumination and lighting not be in compliance with Section 9-11-13 of the Willowbrook Zoning Ordinance.
  - e. Only one freestanding or ground sign shall be constructed or erected on Lot 1.
  - f. The sign shall not contain any other advertising other than the identity of the car wash, the address; and the promotion of related business products for Lot 1.
  - g. A separate sign permit shall be obtained pursuant to Village Code.
15. All freestanding or ground signs shall not contain any advertisement other than the identity of the business located therein; therefore, the freestanding sign proposed for each business shall be located on its own lot.
16. The multi-tenant sign located north of the shared access drive with the Town Center shall be removed from all plans prior to consideration before the Village Board.
17. No deliveries or other loading and unloading activities shall be allowed on the subject realty between the hours of 7:00 pm to 10:00 am.
18. No trucks shall be permitted to sit idling on the subject realty.
19. No outside loudspeakers shall be permitted other than businesses with approved drive-through windows and then only for the operation of the drive-through service.
20. Outside refuse compactors shall only be operated between the hours of 9:00 a.m. and 6:00 p.m. and shall be screened by a masonry wall large enough to visually screen the compactor dumpster and buffer any noise created by the compactor unit.
21. The earthen berms located along the Plainfield Road frontage shall be constructed prior to the issuance of the first temporary or permanent occupancy permit for the subject realty, or such earlier time as is reasonably practical. All exiting movements from the drive-throughs shall be under stop sign control.
22. Exiting movements from the bank drive-through shall be under stop sign control.
23. "Do Not Enter" signs shall be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.



24. The Applicant shall provide an analysis of the traffic operations at the site access from Town Center after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access).
25. A permit will shall be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.
26. A permit shall be required from Du Page County Public Works for the proposed sanitary sewer and connections.
27. Prior to final approval, the plans will be provided to the fire district for comment on both the geometrics and the location of hydrants and fire department connections on each building.

Added by the Plan Commission:

28. The motion shall include the four modifications to the waivers discussed at the meeting and the revised finding of fact that was discussed at the meeting. The four modifications are as follows:
  6. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways from four hundred feet (400') to one hundred fifty-three and eight tenths feet (153.8') between the Plainfield Road driveway and the driveway to the east, to three hundred thirty-two and one tenths feet (332.1') between the Plainfield Road driveway and the Town Center driveway to the west, and to sixty-four and four tenths feet (64.4') between the shared access driveway with Town Center and the driveway to the south (Lock-Up Storage driveway).
  10. That Section 9-6B-3(E)1, Required Setbacks, Front Yard, be varied to permit a reduction in the minimum required front yard setback from sixty feet (60') to nine and seven tenths feet (9.7') for the detached canopy and to thirteen feet (13'-0") for the vertical canopy support/column for the detached canopy and the vacuum station equipment along the north side of the proposed car wash building.
  28. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width to zero feet along the north, east and west building facades.
  52. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to eight and five tenths feet (8.5') along the west lot line and to zero feet along the east and south lot lines.
29. Relocate the ground sign on Lot 3 approximately 5 to 10 feet further away from the lot lines to improve sight visibility for vehicles.
30. The ground sign proposed for Lot 1 shall contain brick in keeping with the design of the principal structure.



**Attachment 3**  
February 3, 2021 Public Hearing Discussion and Summary  
(6 pages)

**Public Hearing and Communications**

The Plan Commission conducted a public hearing on this petition at a regular meeting of the Plan Commission on February 3, 2021. This meeting would typically take place in the Willowbrook Police Department Training Room, 7760 S. Quincy St, Willowbrook, IL 60527. However, due to the current circumstances concerning Covid-19, this meeting was held virtually via Zoom.

**Summary of Public Hearing and Communications**

Six (6) individuals from the public were sworn in at the public hearing.

5. Present: Approximately thirty-nine (39) individuals were present. The following members of the Plan Commission were in attendance: Chairman Dan Kopp, Vice Chairman John Wagner, Commissioners Catherine Kaczmarek, Leonard Kaucky, James Soukup, William Remkus, and Maciej Walec. The following Village staff members were present: Planning Consultant Ann Choi, Building Official Roy Giuntoli, and Building and Zoning Secretary Lisa Shemroske. Court Reporter Robin Hejnar was also in attendance.
6. Speakers: Six (6) individuals presented testimony.
7. The project owner's representatives provided testimony in support of the petition.
8. There were two members (2) of the public, that provided testimony in opposition of the petition.

**Public Hearing Testimony Notes**

Village of Willowbrook Planning & Development Department

Planning Consultant Choi gave an overview of the proposed project and discussed the proposal for a three-lot subdivision as part of the proposed planned unit development proposed for the 735 Plainfield Road site. Planning Consultant Choi described the uses proposed for the site, the overall circulation, the existing traffic conditions, the proposed parking, bulk regulations, building and parking area setbacks, trash enclosure, signage, and landscaping. Planning Consultant Choi noted that there were outstanding issues related to traffic circulation based on Tri-State's latest review comments and signage issues that still needed to be addressed. Planning Consultant Choi indicated that although the proposed uses are allowed in the underlying zoning district as a combination of permitted and special uses, the proposed uses may not be the highest and best use for the site. Planning Consultant Choi indicated that the relocation of Chase Bank from its existing location across the street would result in a concentration of banks along the south side of Plainfield Road (TCF, Chase and PNC). Planning Consultant Choi also stated that while the proposed car wash offers a different type of car wash service from the existing car washes in Willowbrook, Willowbrook already has several car washes associated with gas stations in town, including a car wash expansion that was approved early last year at the northwest intersection of Kingery and Plainfield Road. The proposed development also could present some challenges as the site will need to accommodate, at a minimum, two high-intensity uses on less than three acres, and the project as proposed includes nearly 60 waivers, which may be an indication that the site may not accommodate a combination of uses of the proposed intensity. Planning Consultant Choi did acknowledge some positive aspects of the proposed development and pointed to the site's vacancy for quite some time. Planning Consultant Choi recognized that the proposed development would fill this key vacancy, bring increased foot traffic to the area, produce some additional tax revenue to the Village, and that



the developer was proposing much needed traffic calming measures on Town Center Drive and Plainfield Road.

#### SPEAKERS COMMENTS SUPPORTING THE PETITION

A total of four (4) speakers supported the petition.

- The Applicant, Alex Katz of GW Properties, spoke in support of the project. Mr. Katz indicated they had worked with the Village for a long time and have implemented all comments/thoughts/concerns into an improved plan that works better than what was originally proposed. Mr. Katz stated that the proposed planned unit development offers two type of tenants that the Village of Willowbrook currently does not have and clarified that the proposed fast food establishment would be leasing their lot, not buying, from GW Properties. Mr. Katz indicated they are thrilled with the tenants they have in place to move the project forward. Mr. Katz acknowledged that a number of different tenants had been vetted, and that the intention was to secure tenants that did not currently exist in the community to make the proposed development a better project. Mr. Katz assured the Plan Commission that they would continue to work with the Village to ensure that the Village obtains the best achievable outcome.
- Eric Tracy of Kimley-Horn, civil engineer for the Applicant, spoke in support of the project, and testified that the proposed development is an improvement over the existing conditions. As it currently exists today, Mr. Tracy indicated that the site is a “sea of asphalt” and that a significant amount of landscaping and infrastructure/utility improvements have been proposed for the site. Mr. Tracy also highlighted the improvements made to the access driveway on Plainfield Road. The relocated driveway access on Plainfield Road has been restricted to a right-in/right-out only access and would be a safety improvement to the existing condition that is currently a right-in/left- and right-out.
- John Krissoff, representing Chase Bank, spoke in support of the project, and indicated that their bank has been looking at a relocation of their existing branch in Willowbrook for a long time. Mr. Krissoff indicated that Willowbrook is an extremely important and strong branch for Chase Bank and is considered a long-time keeper. Mr. Krissoff admitted there have been a number of existing facility issues at their current location, so the proposed relocation would help to solve many of those issues. Mr. Krissoff indicated that the issues were related to access and maintenance of the current property. Mr. Krissoff noted that the approval of the proposed planned unit development would finally allow Chase Bank to make an investment into the community, to refresh their existing branch, and solidify their presence in Willowbrook for the future. The proposed development would also allow Chase Bank to own as opposed to leasing. Mr. Krissoff also noted that the current access issue is difficult for customers going eastbound on Plainfield Road trying to get to the bank. Mr. Krissoff stated that customers are forced to make a dangerous, illegal maneuver to get to the branch, and that stacking from the new traffic light goes past the branch so getting in from the right turn lane is difficult as well. Mr. Krissoff contradicted the statement that their current landlord made about being forced to find another financial institution as a new tenant that would add to the concentration of banks along Plainfield Road in that area. (See Speakers Comments Opposing the Petition.) Mr. Krissoff stated that their current landlord could backfill the vacancy with any other permitted use such as retail and would not be restricted to just bank uses. Mr. Krissoff also testified that he was not aware of any other banks that were looking to expand and found it difficult to believe that the current landlord would be able to find another bank tenant to fill that vacancy. Mr. Krissoff reiterated his excitement to reinvest money into the community and solidify their future in Willowbrook.



- Matthew Tarshis of Frontline Real Estate Partners, representing the current property owner, also spoke in support of the proposed petition. Mr. Tarshis testified that he had been working on behalf of ownership for over two years and acknowledged the difficulty of the process. Mr. Tarshis indicated that he had attended the last meeting that reviewed concepts for the site back in February 2020. Mr. Tarshis shared his thoughts on the marketing of the site, and the overall state of the retail marketplace. Mr. Tarshis testified that he has engaged with prolific developers throughout the Chicagoland area, many who are responsible for significant developments in all of the suburban areas around Willowbrook and within Willowbrook. Mr. Tarshis testified that he vetted a number of different developers, each with different plans for the site. Mr. Tarshis stated that a significant amount of time was spent to determine who could execute on the right plan in conjunction with the best developer to work with the Village, the community, and neighbors to come up with a comprehensive plan that could be executed properly. Mr. Tarshis acknowledged that the site has remained underutilized and how this was a big part of their marketing efforts. Mr. Tarshis assured the Plan Commission that they have done their best as the property owner to get the right plan in place with the right tenants, to move the project forward. Mr. Tarshis reiterated that they have done their best to work with everyone involved and is very excited about what the proposed plan can ultimately bring to the Village of Willowbrook.

#### SPEAKERS COMMENTS OPPOSING THE PETITION

A total of two (2) speakers opposed the petition.

- Hani Atassi, current property owner 720 Plainfield Road and landlord of Chase Bank, spoke in opposition to the proposed petition. Mr. Atassi expressed serious concerns and strong opposition to the proposed plans. As the current property owner of 720 Plainfield Road, Mr. Atassi stated that allowing this plan to move forward would be detrimental to the value of his property. Since Chase would be relocating across the street, Mr. Atassi claimed that they would be forced to look for a fourth financial institution to replace Chase Bank as their tenant. Mr. Atassi also stated that it would be impossible to find another bank tenant due to the concentration of bank across Plainfield Road. Due to Covid-19, Mr. Atassi stated that it would take a significant amount of time to find this fourth financial institution, and this would also pose a risk to losing the special use permit that they have always been entitled to on their property. Mr. Atassi requested that his objection be added to the Plan Commission's consideration and requested that the commissioner consider how much the area will actually improve when an existing financial institution would be relocated across the street and leave behind an empty building.
- Omar Dweydari, representing 720 Plainfield Road, also spoke in opposition to the proposed petition. Mr. Dweydari stated that he tried to do business at the 735 Plainfield Road site and was turned down by the Village of Willowbrook, because the Village was looking for tax revenue income. Mr. Dweydari expressed support for the development of the proposed restaurant and car wash as improvements to the area but pointed out that if they were lucky to get a fourth financial institution, the area would be heavily congested with banks. Mr. Dweydari also pointed out that the access issue raised by Chase Bank was approved by the Village during the Pete's Fresh Market and Harlem-Irving developments. The Village at the time did not oppose or mention any difficulties of the entrance from going east-bound or west-bound.

#### Communications Received

The Village did not receive any letters or emails in support or in opposition to the proposed petition.



## QUESTIONS POSED BY THE PLAN COMMISSION

Chairman Kopp voiced the following concerns:

1. Each time the Plan Commission has reviewed concepts for this project, it seems that one too many uses seem to be proposed for this property. Chairman Kopp understands the reason behind this, however, since the seller and buyer both need to get a return on their investment and believed that nothing could be done about this.
2. Chairman Kopp expressed concerns regarding the signage. Normally, the Village is fairly accommodating to signage relief and pointed to the Town Center as an example. Chairman Kopp noted that if the Town Center was given certain signage rights, these are rights that should theoretically be given to all of the retailers, existing and new. Chairman Kopp stated there was some work done on the sign ordinance a few years ago to make it more modern, flexible, and accommodating. Chairman Kopp expressed alarm that the car wash tenant was requesting literally double of what would be allowed under the existing sign ordinance. Chairman Kopp acknowledged that he realized that the car wash is located to the rear of the site and wants to be seen, but that the signage proposed is double what has been given to the other retailers and personally, he did not believe this was appropriate.
3. Chairman Kopp also wanted to make sure that Tri-State's comments were accommodated since the Village would not approve a plan that Tri-State does not approve.

Chairman Kopp also stated he was inclined to continue the public hearing, but if the majority of the plan commissioners wanted to vote, Chairman Kopp was open to voting on the item in the same evening.

Vice Chairman Wagner asked Planning Consultant Choi what the Village traffic consultant's position was on the proposed left-turn lane. Vice Chairman Wagner expressed skepticism about the shared entrance crossing with the Town Center and the number of cars out of the Harlem-Irving development. Vice Chairman Wagner referred to this area as a major bottleneck. Vice Chairman Wagner thought the proposal was a good project; however, he was skeptical because of the existing traffic problems and requested clarification from the traffic consultant to gain a better understanding on how the site would accommodate this level of business with the number of parking and drive-throughs associated with the proposed development. Vice Chairman Wagner believed that a maximum of two to three cars would be accommodated in the left-turn lane and he felt this was completely inadequate. Vice Chairman was in favor of continuing the public hearing to allow this information to be provided.

Commissioner Remkus also requested more information related to how the development was planning on bringing vehicles into the site. If these businesses are successful, and Commissioner Remkus expressed a desire for these businesses to be successful, this would mean the area would be busy and cars would be backed up onto Town Center Drive and Plainfield Road. Commissioner Remkus stated that they would need to figure out if the amount of traffic that would be generated could be accommodated. If the amount of new traffic could not be accommodated, then vehicles would be stuck on Plainfield Road, and this would not work. Commissioner Remkus stated he was not too concerned about Tri-State's comments because he knew those would be accommodated, even if the car wash would lose a vacuum station or two. Commissioner Remkus indicated that his concerns mainly had to do with the cars coming off Plainfield Road making that left turn into the development.

Planning Consultant Choi explained that the Village traffic consultant did request more data, and this was included in the comment letter to the Applicant, but that the traffic impact study provided by the Applicant adequately addressed the concerns of the Village traffic consultant. Planning Consultant Choi referenced the most recent comment letter issued by the Village traffic consultant and indicated that this letter stated that



any new information requested would not materially impact the findings and recommendations of the Traffic Impact Study submitted by the Applicant. Chairman Kopp then asked if the Village traffic consultant specifically addressed the concerns raised by Vice Chairman Wagner and Commissioner Remkus. Planning Consultant Choi responded that the Village traffic consultant agreed with the findings of the Traffic Impact Study that the incorporation of a left-turn lane on Town Center Drive would improve the traffic conditions.

Vice Chairman Wagner referenced page 18 of the staff report and highlighted the concerns raised by the Willowbrook Police Department. One of the concerns raised by the Police Department involved the Plainfield Road access driveway. Although a “porkchop” was proposed there to deter vehicles from making a left-turn onto Plainfield Road, Vice Chairman Wagner suggested that the east portion of the porkchop could be extended further to the east to further deter cars from making a left turn onto Plainfield Road.

Vice Chairman Wagner also voiced concern over the striped area proposed at the access driveway shared with the Town Center. Vice Chairman Wagner was concerned that vehicles would block the entrance to the development and expressed his skepticism that the striping area was not sufficient to deter vehicles from blocking the intersection into the subject property. Vice Chairman Wagner proposed additional signage, perhaps flashing lights, and pointed out that people no longer follow traffic rules. Vice Chairman Wagner expressed his hopes that the issues he raised would be addressed and the development is successful.

Mr. Katz stated that the development proposes signs deterring vehicles from blocking the intersection. If the Plan Commission wanted these signs lighted, Mr. Katz was open to lighting these signs. Mr. Katz assured the Plan Commission that they were open to doing what is needed to make that work. Mr. Katz further explained that the proposed cross hatching is similar to what is proposed at fire stations. Mr. Katz further stated that the right-in/right-out access driveway on Plainfield Road would be modified to magnify the driveway as a right-in/right-out only. Mr. Tracy added that this would also need DuDOT’s input to ensure that vehicles would turn right out of that driveway. Mr. Tracy assured the Plan Commission that DuDOT’s standards would be met, and that the driveway access would be permitted through the DuDOT agency, and that they would do all they could to deter the left-turn movement.

#### PLAN COMMISSION DISCUSSION

Chairman Kopp recommended that the Plan Commission continue the public hearing to March 3, 2021 or to a later date. The following motion made by Wagner was seconded by Kaczmarek and approved unanimously, a 7-0 roll call vote of the members present:

**Based on the submitted petition, the testimony provided by the Applicant, and the staff report for PC 21-03 at the February 3, 2021 Plan Commission meeting, I move that the Plan Commission continue the public hearing to March 3, 2021 (or to another date to be determined) to allow Village Staff and the Applicant time to address the various issues raised by the Plan Commission and Village staff.**

Commissioner Kopp indicated to the Applicant that although the Plan Commission was in favor of the project, the Plan Commission was not yet ready to make a recommendation.

Planning Consultant Choi asked the Plan Commission if they could offer more specific direction and guidance to the Applicant before the next meeting. Chairman Kopp recommended that the Applicant scale the proposed signage down to what is consistent with the sign ordinance and to be consistent with the signage that was approved for the Town Center and other developments in Willowbrook. Mr. Katz asked the Plan Commission if there was anything else, they could address. Chairman Kopp stated that the traffic concerns raised by Vice Chairman Wagner and Commissioner Remkus should be addressed.



Vice Chairman Wagner added that he agreed with Chairman Kopp regarding the signage and reiterated that extensive changes were made to the sign ordinance to allow for greater signage than what was allowed in the past. Vice Chairman Wagner added that there might be some accommodation made but as was already mentioned, the car wash was requesting double than what the sign ordinance recommends. Vice Chairman Wagner also added that he was unsure if this were an issue that the Applicant could address, but he thought it would be short-sighted for the Plan Commission to look at this project in its approval stage and also not look at the consequence of redevelopment of the property across the street (720 Plainfield Road) which has large traffic issues. Vice Chairman Wagner wondered what the Village would do at that point.

Planning Consultant Choi asked how the Plan Commission felt about the digital, roof and painted signs proposed by the car wash. Chairman Kopp responded that the painted signs appeared very subtle and that digital signs have been allowed in at least two other locations in the Village so there would be no reason to prohibit a digital sign in the proposed development. The concern is over the volume. Chairman Kopp stated that the sign surface area is large because the individual standalone letters on the detached canopy are treated as a "box" and the sign surface area is not calculated based on the area of the individual letters. Mr. Katz asked whether the signage proposed for the other two tenants were an issue. Chairman Kopp stated that Planning Consultant Choi focused on the signage for the car wash and asked if there was a comparison prepared for the other two tenants. Planning Consultant Choi pointed to page 14 of the staff report to review what was proposed for Lots 2 and 3.

Chairman Kopp indicated that he did not have an issue with the heights of the signs proposed but emphasized there was quite a bit of excess signage for the bank. Chairman Kopp reiterated that the Plan Commission wanted to be fair to all other retailers in the community, so if the Plan Commission were to set a standard, that this standard should be applied for the rest of the community. Chairman Kopp acknowledged that there is room for some excess but the signage for the bank and car wash seemed severe but added that he was just one vote. Mr. Katz acknowledged the Plan Commission's concerns and stated that they would take everything that was discussed into consideration.

Planning Consultant Choi summarized that the following would be addressed prior to the next Plan Commission meeting:

1. Signage for the overall site should be reviewed and reduced.
2. All comments from Tri-State need to be addressed.
3. Traffic issues need a second look. The proposed left-turn lane from Town Center Drive needs more detail to understand.
4. The porkchop proposed on Plainfield Road should be reviewed to extend the curb further to the east to deter vehicles from making a left-turn movement out of the site.



**Attachment 4**  
Letters in Opposition (2 pages)

## **Village of WillowBrook**

7760 S. Quincy Street  
Willowbrook, IL 60527

This letter is addressed to the Honorable Mayor and the respected Trustees.

The purpose of this letter is to express our serious concerns and strong opposition to the proposed Development Plan of 735 Plainfield, Known as The Bowling Alley.

As the owners of 720-730 Plainfield Rd., currently the landlord for Chase Bank, we believe approving and proceeding with the proposed development plan will be detrimental to the economic value of our property. Not only, we lose a long-time corporate tenant but also, it would be generating undue financial hardship. Chase Bank had expressed multiple times their interest in purchasing our property.

The Proposed Plan will add a fourth Banking site to the area. The concertation of banking sites and carwashes, which was noted by Ann Choi during her presentation to the Plan Commission, will deprive our property from any opportunity to backfill the space that Chase may leave behind. Moreover, it would lead to a costly and lengthy re-zoning process.

During the first Plan Commission review meeting on February 3<sup>rd</sup>. Refer to pages 46- 65.

There was no mention to the traffic impact on the surrounding properties and the proposed traffic lane.

Coincidentally, Chase Bank representative, Jon Krissoff, cited the negative traffic impact the surrounding development has had on 730 Plainfield, the current location, and how they are looking to move. This proves the adverse implications this development will have on our property and the diminishing prospects to backfill the space or attract new tenants. Mr. Krissoff. confirmed the low probability of backfilling the space with banking institution and suggested to look for a retail opportunity!

Ironically, the developer, or the applicant, has also confirmed the low prospects of finding retailers. As he has been diligently working for 2 years trying to attract retailers. The applicant ended up chasing Chase Bank from across the street.

Furthermore, to add insult to injury, Mr. Chairman, was very sensitive to the developer, buyer, and seller “of the proposed development “to get a good return”. Conversely, he ignored the negative economic impact on the surrounding properties and small businesses.

As owners of 720- 730 Plainfield, we urge the Trustees to remain impartial, evaluate the proposed development holistically, and consider the negative economic impact on the surrounding properties and the small business.

Sincerely

Hani Atassi

Omar Dweydari.

- Frank A. Trilla, Mayor
- Deborah A. Hahn, Village Clerk
- Sue Berglund, Village Trustee
- Umberto Davi, Village Trustee
- Michael Mistele, Village Trustee
- Gayle Neal, Village Trustee
- Paul Oggerino, Village Trustee
- Gregory Ruffolo, Village Trustee



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**Attachment 5**  
Public Hearing Notice (3 pages)

**NOTICE OF PUBLIC HEARING**  
**ZONING HEARING CASE NO. 21-03**

NOTICE IS HEREBY GIVEN that the Plan Commission of the Village of Willowbrook, DuPage County, Illinois, will conduct a public hearing at a regular meeting of the Plan Commission on the 3rd of February, 2021 at the hour of 7:00 P.M. This meeting would typically take place in the Willowbrook Police Department Training Room, 7760 S. Quincy St, Willowbrook, IL 60527. However, due to the current circumstances concerning Covid-19, this meeting will be held virtually. Internet address and access instructions will be provided on the Village of Willowbrook's Plan Commission website once available:

<https://www.willowbrookil.org/Archive.aspx?AMID=44>

The purpose of this public hearing shall be to consider a petition requesting approval of a special use permit for a planned unit development, including a financial institution with drive through, fast-food establishment with drive through, an automobile washing and cleaning facility, including certain relief, exceptions and variations from Title 9 and Title 10 of the Village Code; approval of a Preliminary Plat of Subdivision; and approval of a Preliminary Plat of PUD on property legally described as follows on the property legally described as follows:

LOT 1 IN WILLOWBROOK CENTER UNIT NO. 1, OF PART OF LOT 7 IN OWNER'S SUBDIVISION IN SECTIONS 23 AND 26, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 16, 1963, AS DOCUMENT R63-37895, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-23-406-003

ADDRESS: 735 Plainfield Road, Willowbrook IL 60527.

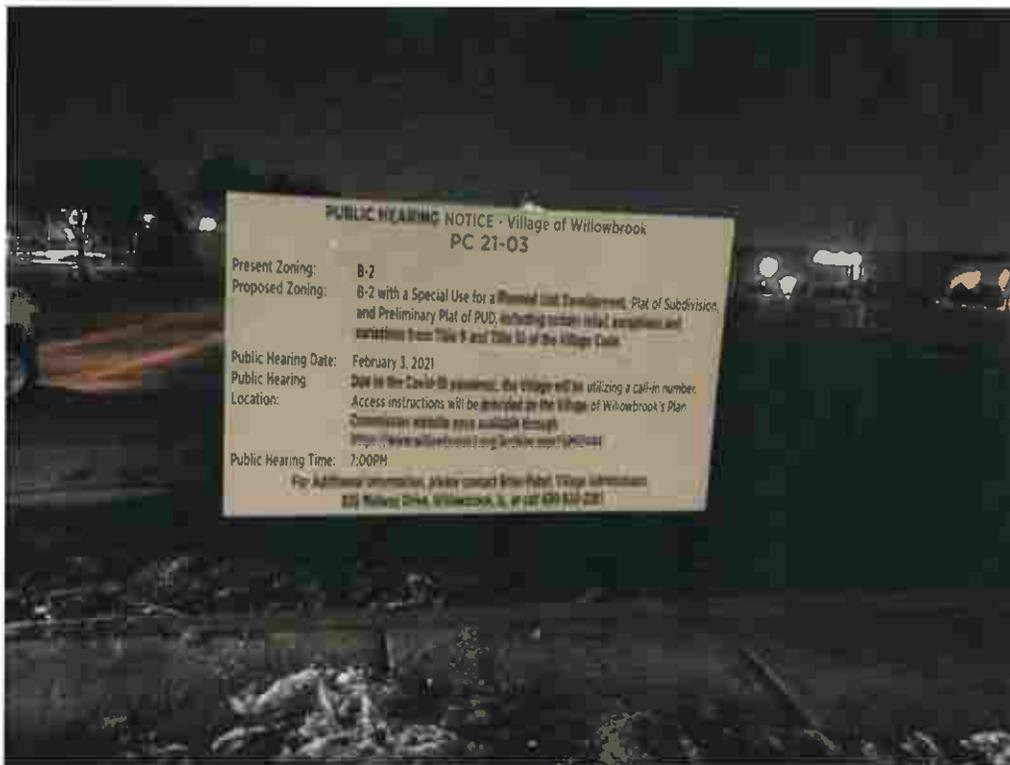
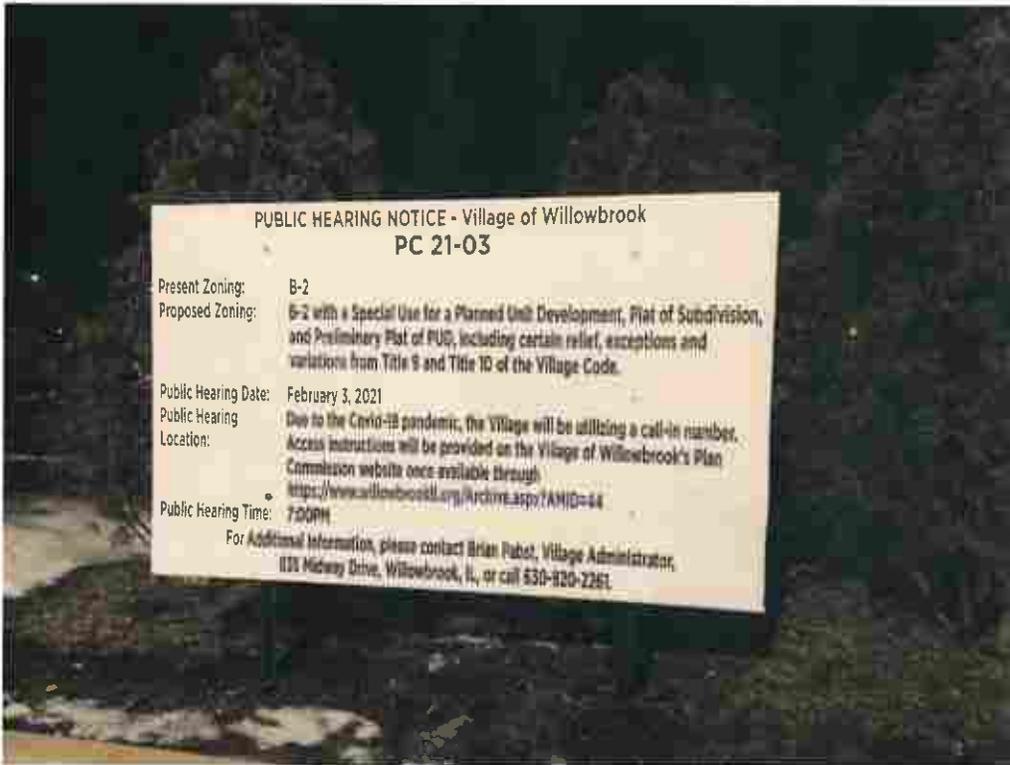
The applicant for this petition is Alex Katz of G.W. Property Group LLC, 2211 N. Elston Avenue, Suite 304. The property owner is Louis W. Viren Jr. of Viren-Gill Ltd., LLC, 735 Plainfield Road, Willowbrook IL 60527.

A copy of the Village's petition is on file in the Office of the Village Planner, Village of Willowbrook, 835 Midway, Willowbrook, Illinois, and is available for public inspection. Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Willowbrook should contact Ann Choi, Village of Willowbrook, 835 Midway, Willowbrook, IL 60527, or call (630) 920-2233, Monday through Friday, between 8:30 A.M. and 4:30 P.M. All persons desiring to be heard in support or opposition to the application shall be afforded an opportunity and may submit their statements orally, in written form, or both. Written comments may be submitted up to the hour of 6:00pm on February 3, 2021 to [planner@willowbrook.il.us](mailto:planner@willowbrook.il.us). This hearing may be recessed to another date if not concluded on the evening scheduled.

/s/ Brian Pabst  
Village Administrator  
(630) 920-2261

Published in the January 14, 2021 edition of *The Doings* Newspaper.







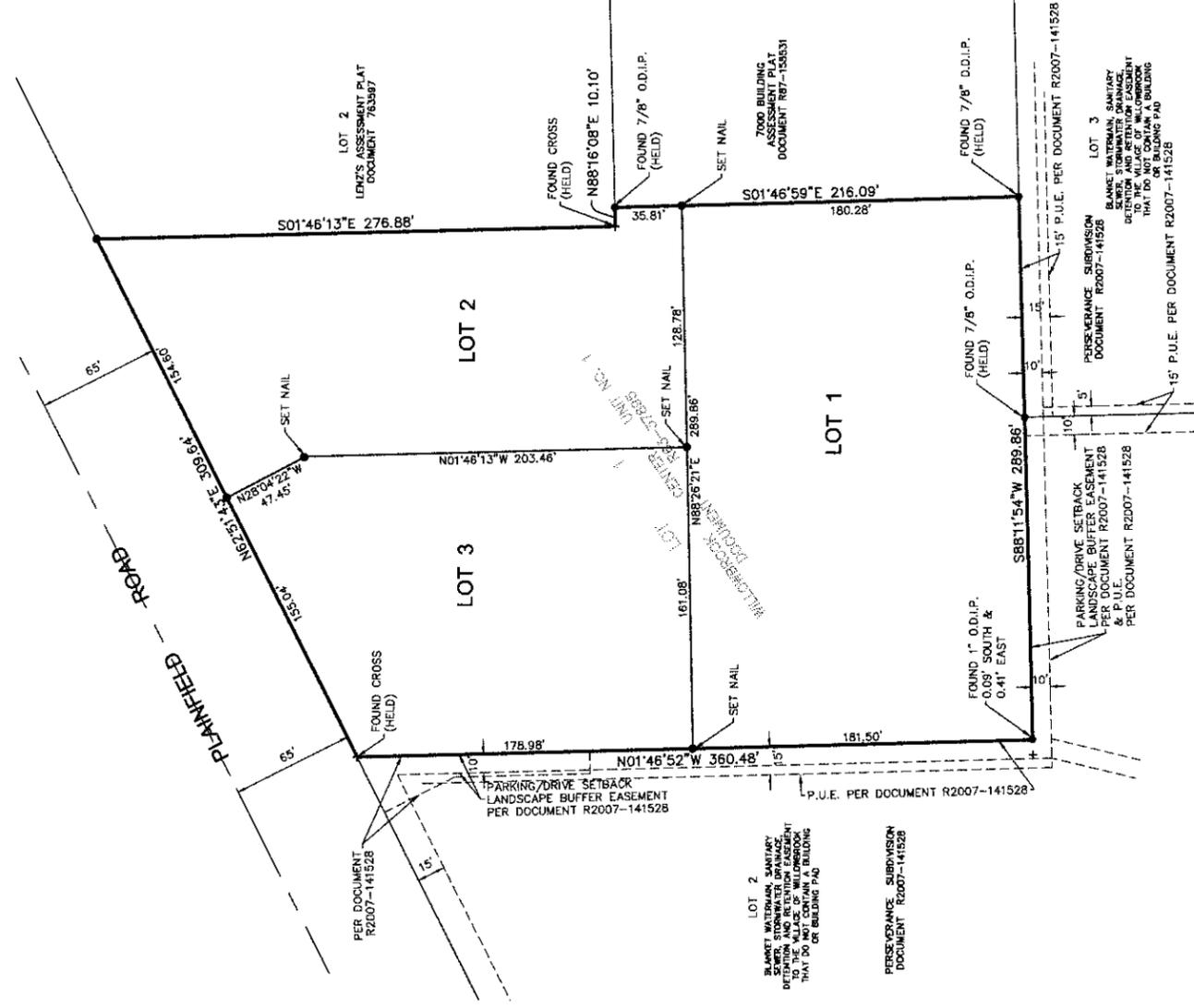
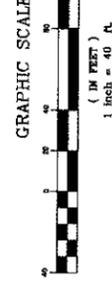
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**Attachment 6**  
Preliminary Plat of Subdivision (1 sheet)

# PRELIMINARY PLAT OF SUBDIVISION 735 PLAINFIELD ROAD SUBDIVISION A PLANNED UNIT DEVELOPMENT

P.I.N. 9-23-406-003

LOT 1 IN WILLOWBROOK CENTER UNIT NO. 1, OF PART OF LOT 7 IN OWNER'S SUBDIVISION IN SECTIONS 23 AND 26, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 16, 1963, AS DOCUMENT R63-37895, IN DUPAGE COUNTY, ILLINOIS.



**OWNERSHIP AND TAX STATEMENT**  
THERE ARE CURRENTLY NO DELINQUENT PROPERTY TAXES OR TAX LIENS AGAINST THE WHOLE OR ANY PART OF THE PROPERTY.

735 PLAINFIELD ROAD  
WILLOWBROOK, IL 60521  
P.I.N. 09-23-406-003

**CURRENT OWNER:**  
WHEN-GILL LTD.

**PROPOSED OWNER:**  
735 PLAINFIELD PROPERTY LLC,  
AN ILLINOIS LIMITED LIABILITY COMPANY

**BY:** GILGW WILLOWBROOK, JV, LLC,  
AN ILLINOIS LIMITED LIABILITY COMPANY,  
ITS: SOLE MEMBER AND MANAGER/MEMBER OF THE COMPANY

**BY:** GW WILLOWBROOK LLC,  
AN ILLINOIS LIMITED LIABILITY COMPANY  
ITS: MANAGER

**BY:** GW PROPERTY GROUP, LLC -- SERIES 121,  
A DELAWARE LIMITED LIABILITY COMPANY,  
ITS: MANAGER

**BY:** THE MITCHELL GOLTZ LIVING TRUST U/T/A  
DATED JUNE 11, 2014, A MEMBER

**BY:** MITCHELL GOLTZ, TRUSTEE

**EASEMENT NOTE**  
A BLANKET EASEMENT FOR ACCESS, PUBLIC UTILITY AND DRAINAGE IS TO BE GRANTED OVER THE SUBJECT SITE, EXCLUDING BUILDING AREAS.

- LEGEND**
- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
  - SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
  - + SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED
- LINE LEGEND**
- SUBDIVISION BOUNDARY LINE
  - ADJACENT LAND PARCEL LINE
  - LOT LINE
  - CENTERLINE
  - BUILDING SETBACK LINE
- ABBREVIATIONS**
- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
  - N = NORTH
  - S = SOUTH
  - E = EAST
  - W = WEST
  - (R) = RECORD BEARING OR DISTANCE
  - (M) = MEASURED BEARING OR DISTANCE
  - (C) = CALCULATED BEARING OR DISTANCE
  - (D) = DEED BEARING OR DISTANCE
  - U.E. = UTILITY EASEMENT
  - D.E. = DRAINAGE EASEMENT
  - P.U.E. = PUBLIC UTILITY EASEMENT
  - P.O.B. = POINT OF BEGINNING
  - P.I.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

**AREA SUMMARY**

LOT 1	52,432 SQUARE FEET OR 1.204 ACRES
LOT 2	34,652 SQUARE FEET OR 0.795 ACRES
LOT 3	34,463 SQUARE FEET OR 0.792 ACRES
R.O.W. DEDICATION	0 SQUARE FEET OR 0 ACRES
<b>NET AREA</b>	<b>121,547 SQUARE FEET OR 2.791 ACRES</b> (10 HEAVY LINES) (BASED ON MEASURED VALUES)

**COMPASS SURVEYING LTD**

ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING  
201 GINGER WOODS PARKWAY, STE. 100  
AURORA, IL 60502  
PHONE: (815) 829-9100 FAX: (815) 829-7000 EMAIL: ADMIN@COMPASSSURVEYING.COM

PROJECT: 735 PLAINFIELD ROAD SUBDIVISION  
WILLOWBROOK, IL

CLIENT: **Kimley-Horn**  
2077 KIMLEY-HORN AND ASSOCIATES, INC.  
1001 WARRENVILLE ROAD, SUITE 300  
WARRENVILLE, IL 60090  
PHONE: 630-487-8800  
WWW.KIMLEY-HORN.COM

DATE: 1/31/20 | PG. N/A | DRAWN BY: MRA | CHECKED BY: SK | BOOK N/A | PG. N/A

NO.	REVISIONS	DATE	BY
1	REVISED LOT LINES	9/2/20	MRA
2	PER CLIENT COMMENTS	11/24/20	MRA
3	PER IN HOUSE REVIEW	12/16/20	RMH
4	ADD CERTS.	01/31/21	MP
5	PER CLIENT COMMENTS	02/02/21	MP
6	PER EMAIL COMMENTS DATED 03-12-21	03/12/21	MP

SCALE: 1" = 40'

**1 OF 1**

PROJ. NO.: 20.0006

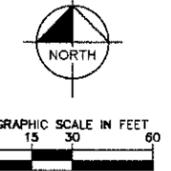
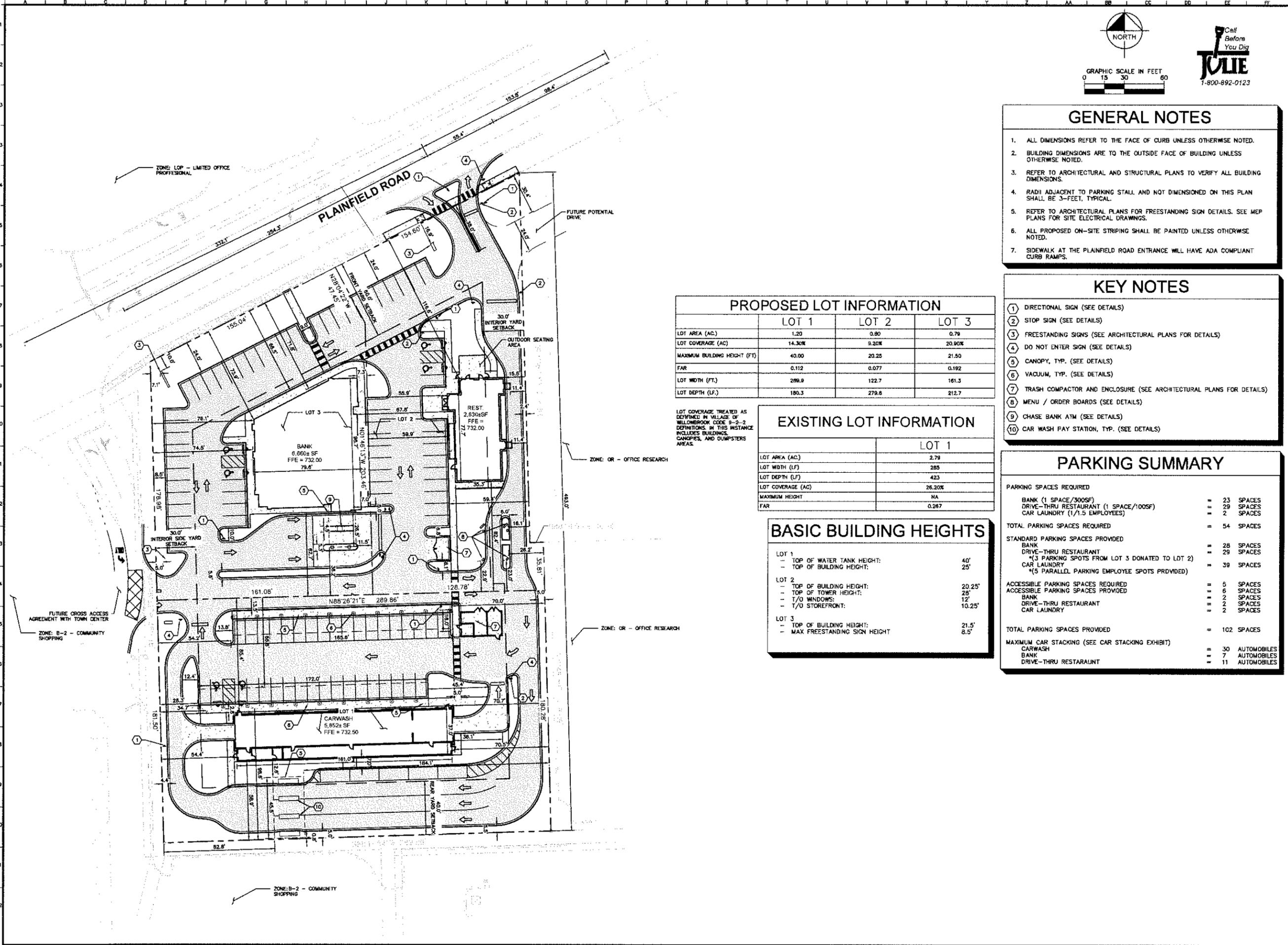
J. Pineda, 2020 Projects, 20.0006, 20.0006, Preliminary P0501.dwg



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**Attachment 7**  
Preliminary Plat of PUD (1 sheet)

Drawing name: K:\GIS\_LDCV\168726009\_09\Projects\168726009\_09\Drawings\168726009\_09\168726009\_09\_PUD Plans.dwg  
 Date: 12/15/2020 10:30 AM  
 User: EAC/Tracy  
 This document, together with the complete set of drawings, is intended only for the specific purpose and client for which it was prepared. Please refer to the specific purpose and client for which it was prepared. Please refer to the specific purpose and client for which it was prepared. Please refer to the specific purpose and client for which it was prepared.



Call Before You Dig  
**1-800-892-0123**  
**1-800-892-0123**

### GENERAL NOTES

- ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
- REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
- RADIi ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3- FEET, TYPICAL.
- REFER TO ARCHITECTURAL PLANS FOR FREESTANDING SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
- ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
- SIDEWALK AT THE PLAINFIELD ROAD ENTRANCE WILL HAVE ADA COMPLIANT CURB RAMPS.

### KEY NOTES

- DIRECTIONAL SIGN (SEE DETAILS)
- STOP SIGN (SEE DETAILS)
- FREESTANDING SIGNS (SEE ARCHITECTURAL PLANS FOR DETAILS)
- DO NOT ENTER SIGN (SEE DETAILS)
- CANOPY, TYP. (SEE DETAILS)
- VACUUM, TYP. (SEE DETAILS)
- TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
- MENU / ORDER BOARDS (SEE DETAILS)
- CHASE BANK ATM (SEE DETAILS)
- CAR WASH PAY STATION, TYP. (SEE DETAILS)

### PROPOSED LOT INFORMATION

	LOT 1	LOT 2	LOT 3
LOT AREA (AC.)	1.20	0.80	0.79
LOT COVERAGE (AC)	14.30%	9.20%	20.90%
MAXIMUM BUILDING HEIGHT (FT)	40.00	20.25	21.50
FAR	0.112	0.077	0.192
LOT WIDTH (FT.)	289.9	122.7	161.3
LOT DEPTH (LF.)	180.3	279.6	212.7

LOT COVERAGE TREATED AS DEFINED IN VILLAGE OF WILLOWBROOK CODE 9-2-2 DEFINITIONS. IN THIS INSTANCE INCLUDES BUILDINGS, CANOPIES, AND DUMPSTERS AREAS.

### EXISTING LOT INFORMATION

	LOT 1
LOT AREA (AC.)	2.79
LOT WIDTH (LF)	285
LOT DEPTH (LF)	423
LOT COVERAGE (AC)	26.20%
MAXIMUM HEIGHT	NA
FAR	0.267

### BASIC BUILDING HEIGHTS

LOT 1		
- TOP OF WATER TANK HEIGHT:		40'
- TOP OF BUILDING HEIGHT:		25'
LOT 2		
- TOP OF BUILDING HEIGHT:		20.25'
- TOP OF TOWER HEIGHT:		28'
- 1/0 WINDOWS:		12'
- 1/0 STOREFRONT:		10.25'
LOT 3		
- TOP OF BUILDING HEIGHT:		21.5'
- MAX FREESTANDING SIGN HEIGHT		8.5'

### PARKING SUMMARY

<b>PARKING SPACES REQUIRED</b>	
BANK (1 SPACE/300SF)	= 23 SPACES
DRIVE-THRU RESTAURANT (1 SPACE/100SF)	= 29 SPACES
CAR LAUNDRY (1/1.5 EMPLOYEES)	= 2 SPACES
<b>TOTAL PARKING SPACES REQUIRED</b>	<b>= 54 SPACES</b>
<b>STANDARD PARKING SPACES PROVIDED</b>	
BANK	= 28 SPACES
DRIVE-THRU RESTAURANT	= 29 SPACES
* (3 PARKING SPOTS FROM LOT 3 DONATED TO LOT 2)	
CAR LAUNDRY	= 39 SPACES
* (5 PARALLEL PARKING EMPLOYEE SPOTS PROVIDED)	
<b>ACCESSIBLE PARKING SPACES REQUIRED</b>	<b>= 6 SPACES</b>
<b>ACCESSIBLE PARKING SPACES PROVIDED</b>	
BANK	= 2 SPACES
DRIVE-THRU RESTAURANT	= 2 SPACES
CAR LAUNDRY	= 2 SPACES
<b>TOTAL PARKING SPACES PROVIDED</b>	<b>= 102 SPACES</b>
<b>MAXIMUM CAR STACKING (SEE CAR STACKING EXHIBIT)</b>	
CARWASH	= 30 AUTOMOBILES
BANK	= 7 AUTOMOBILES
DRIVE-THRU RESTAURANT	= 11 AUTOMOBILES

<b>Kimley-Horn</b>	© 2020 KIMLEY-HORN AND ASSOCIATES, INC. 4207 WINDFIELD ROAD, SUITE 500 WILLOWBROOK, IL 60095 WWW.KIMLEY-HORN.COM						
SCALE: AS NOTED	DESIGNED BY: BWS	DRAWN BY: INS	CHECKED BY: EJT	REVISIONS	DATE	BY	INS
<b>PRELIMINARY PUD</b>							
<b>GW PROPERTIES PUD PLANS</b>							
				735 PLAINFIELD ROAD WILLOWBROOK, IL 60527			
				ORIGINAL ISSUE: 12/15/2020			
				KHA PROJECT NO. 168726009			
				SHEET NUMBER			
				<b>C1.0</b>			

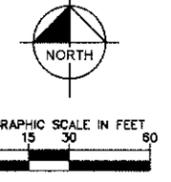


**Attachment 8**  
Preliminary Engineering Drawings (7 sheets)





Drawing name: K:\GIS\LDV\16872609\_DW\_Proposed\_PUD\16872609\_PUD\_Plan\_Site.dwg Date: 03/08/21 8:14am by: Eric Treacy  
 This document, together with the drawings and design presented herein, is an instrument of service. It is intended only for the specific purpose and client for which it was prepared. Plans of and proper reliance on this document without written authorization and approval by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



### GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR FREESTANDING SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
7. SIDEWALK AT THE PLAINFIELD ROAD ENTRANCE WILL HAVE ADA COMPLIANT CURB RAMPS.

### ADDITIONAL NOTES

1. THE TOTAL NUMBER OF CANOPIES ON THE SITE EQUATES TO 4. THERE ARE 3 CANOPIES ON LOT 1 (OVER THE VACUUM STATIONS & STACKING LINES) AND 1 CANOPY ON LOT 3 (OVER THE ATM). THE CANOPIES ARE REPRESENTED BY A DASHED LINE, WHILE BUILDING OVERHANGS ARE REPRESENTED AS THE SAME LINTYPE AS THE BUILDING - SEE "OVERHANG, TYP." CALLOUT ON GYG BUILDING.
2. THERE IS A PROPOSED FREESTANDING SIGN AT THE PLAINFIELD ACCESS KEYNOTED AS 9 - ONE TOTAL FOR LOT 2. THERE IS A PROPOSED FREESTANDING SIGN AT THE WESTERN ACCESS AND AT THE NORTHWESTERN ACCESS KEYNOTED AS 9 - TWO TOTAL FOR LOT 3.
3. REFER TO PUD PLANS FOR SURVEYED DIMENSIONS OF SUB PLOT LOT LINES AND PROPERTY LINES.

### IMPERVIOUS AREA SUMMARY

TOTAL AREA OF SITE	= 2.79 AC
PROPOSED IMPERVIOUS AREA	= 2.24 AC
PROPOSED PERVIOUS AREA	= 0.55 AC
EXISTING IMPERVIOUS AREA	= 2.83 AC
EXISTING PERVIOUS AREA	= 0.18 AC

### PROPOSED LOT INFORMATION

	LOT 1	LOT 2	LOT 3
LOT AREA (AC)	1.20	0.86	0.79
LOT COVERAGE (AC)	14.30%	9.20%	20.90%
MAXIMUM BUILDING HEIGHT (FT)	40.00	20.25	21.50
FAR	0.112	0.077	0.192
LOT WIDTH (FT.)	289.9	122.7	181.3
LOT DEPTH (FT.)	180.3	279.8	212.7

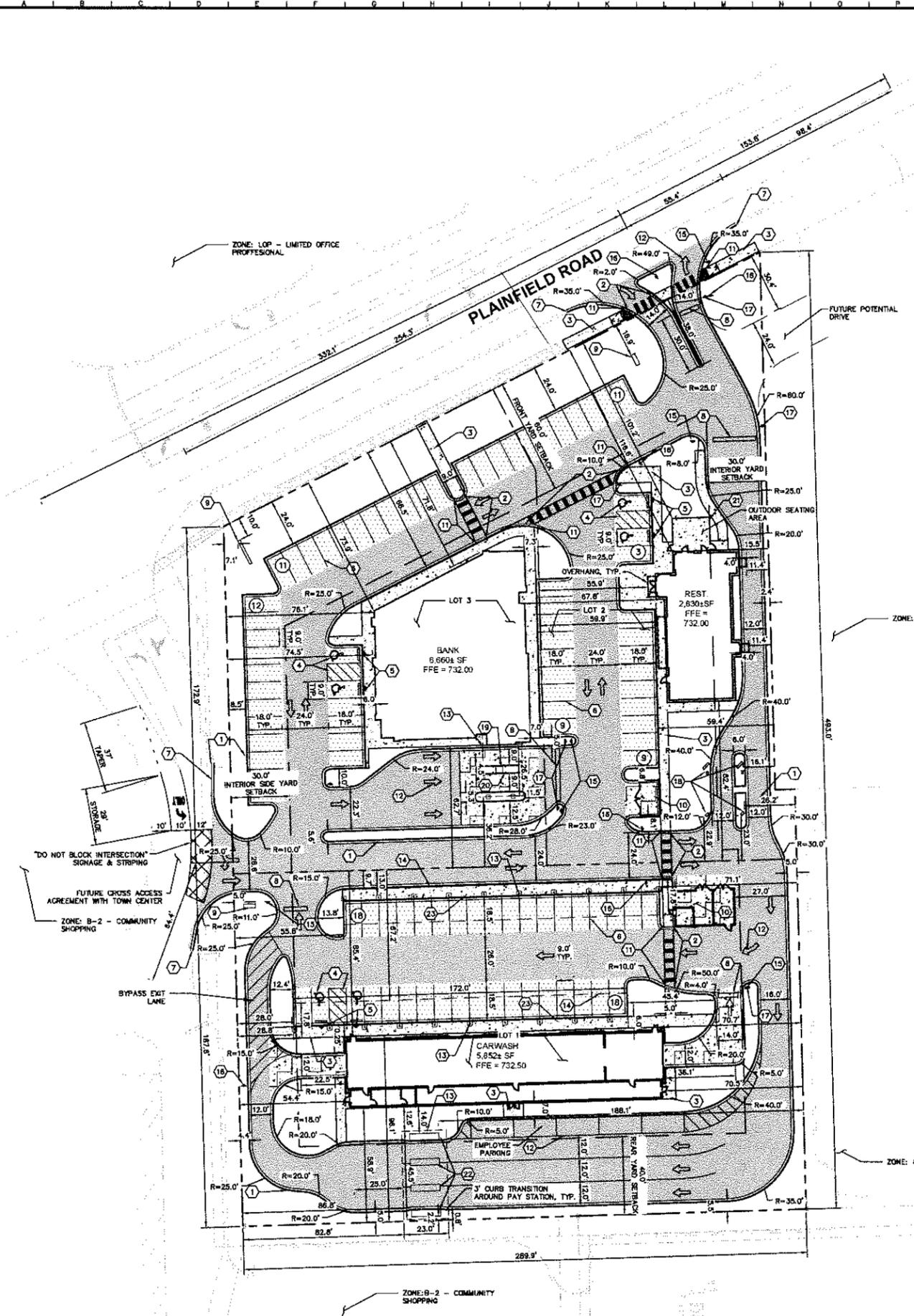
LOT COVERAGE TREATED AS DEFINED IN VILLAGE OF WILLOWBROOK CODE 9-2-2 DEFINITIONS. IN THIS INSTANCE INCLUDES BUILDINGS, CANOPIES, AND DUMPSTERS AREAS.

### PARKING SUMMARY

<b>PARKING SPACES REQUIRED</b>	
BANK (1 SPACE/300SF)	= 23 SPACES
DRIVE-THRU RESTAURANT (1 SPACE/100SF)	= 29 SPACES
CAR LAUNDRY (1/1.5 EMPLOYEES)	= 2 SPACES
<b>TOTAL PARKING SPACES REQUIRED</b>	<b>= 54 SPACES</b>
<b>STANDARD PARKING SPACES PROVIDED</b>	
BANK	= 28 SPACES
DRIVE-THRU RESTAURANT	= 29 SPACES
*(3 PARKING SPOTS FROM LOT 3 DONATED TO LOT 2)	
CAR LAUNDRY	= 39 SPACES
*(5 PARALLEL PARKING EMPLOYEE SPOTS PROVIDED)	
<b>ACCESSIBLE PARKING SPACES REQUIRED</b>	<b>= 5 SPACES</b>
<b>ACCESSIBLE PARKING SPACES PROVIDED</b>	<b>= 8 SPACES</b>
BANK	= 2 SPACES
DRIVE-THRU RESTAURANT	= 2 SPACES
CAR LAUNDRY	= 2 SPACES
<b>TOTAL PARKING SPACES PROVIDED</b>	<b>= 102 SPACES</b>
<b>MAXIMUM CAR STACKING (SEE CAR STACKING EXHIBIT)</b>	
BANK	= 30 AUTOMOBILES
DRIVE-THRU RESTAURANT	= 11 AUTOMOBILES

### PAVING AND CURB LEGEND

	STANDARD DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	CONCRETE SIDEWALK SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY CONCRETE PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	STANDARD PITCH CONCRETE CURB AND GUTTER
	REVERSE PITCH CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER



SCALE: AS NOTED  
 DESIGNED BY: INS  
 DRAWN BY: INS  
 CHECKED BY: EJT

REVISED PER VILLAGE COMMENTS  
 03/08/21 INS  
 01/21/21 INS  
 REVISIONS: DATE BY

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 4201 WINDFIELD ROAD, SUITE 100  
 WILLOWBROOK, IL 60097  
 PHONE: 630-467-8000  
 WWW.KIMLEY-HORN.COM

SITE PLAN

GW PROPERTIES  
 PUD PLANS

735 PLAINFIELD ROAD  
 WILLOWBROOK, IL 60027

ORIGINAL ISSUE:  
 12/15/2020

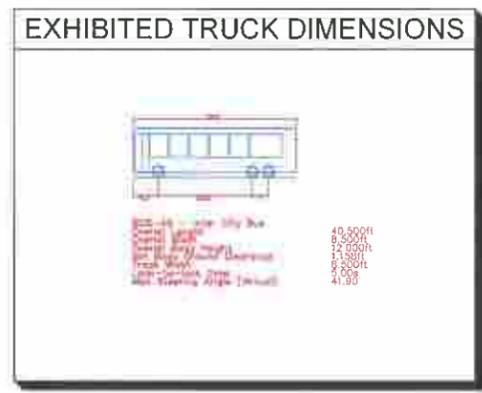
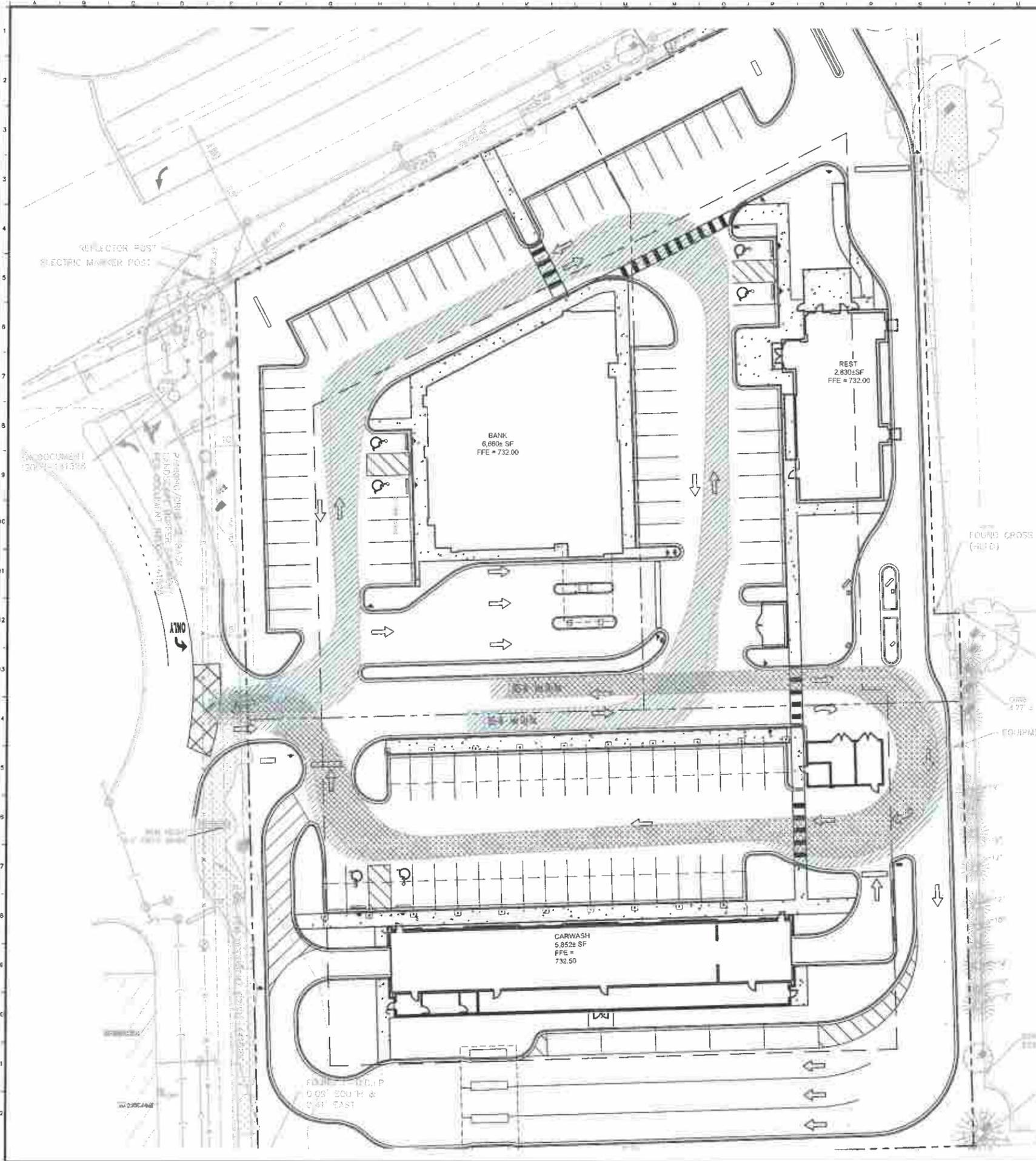
KHA PROJECT NO.  
 168726009

SHEET NUMBER  
 C1.0





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<b>GW PROPERTIES</b> <b>PUD PLANS</b> 735 PLAINFIELD ROAD WILLOWBROOK, IL 60527	<b>FIRE TRUCK</b> <b>TURN EXHIBIT</b>	<b>Kimley»Horn</b> <small>© 2020 KIMLEY-HORN AND ASSOCIATES, INC.          1000 WEST 100TH STREET, SUITE 600          WILLOWBROOK, IL 60527          WWW.KIMLEY-HORN.COM</small>	
		SCALE: AS NOTED DESIGNED BY: INS DRAWN BY: INS CHECKED BY: EJT	REVISED PER VILLAGE COMMENTS 03/08/21 INS 01/21/21 INS
ORIGINAL ISSUE: 12/15/2020 KHA PROJECT NO. 166726009 SHEET NUMBER <b>EXH.</b>	NO. OF REVISIONS 01	DATE 01/21/21	BY INS

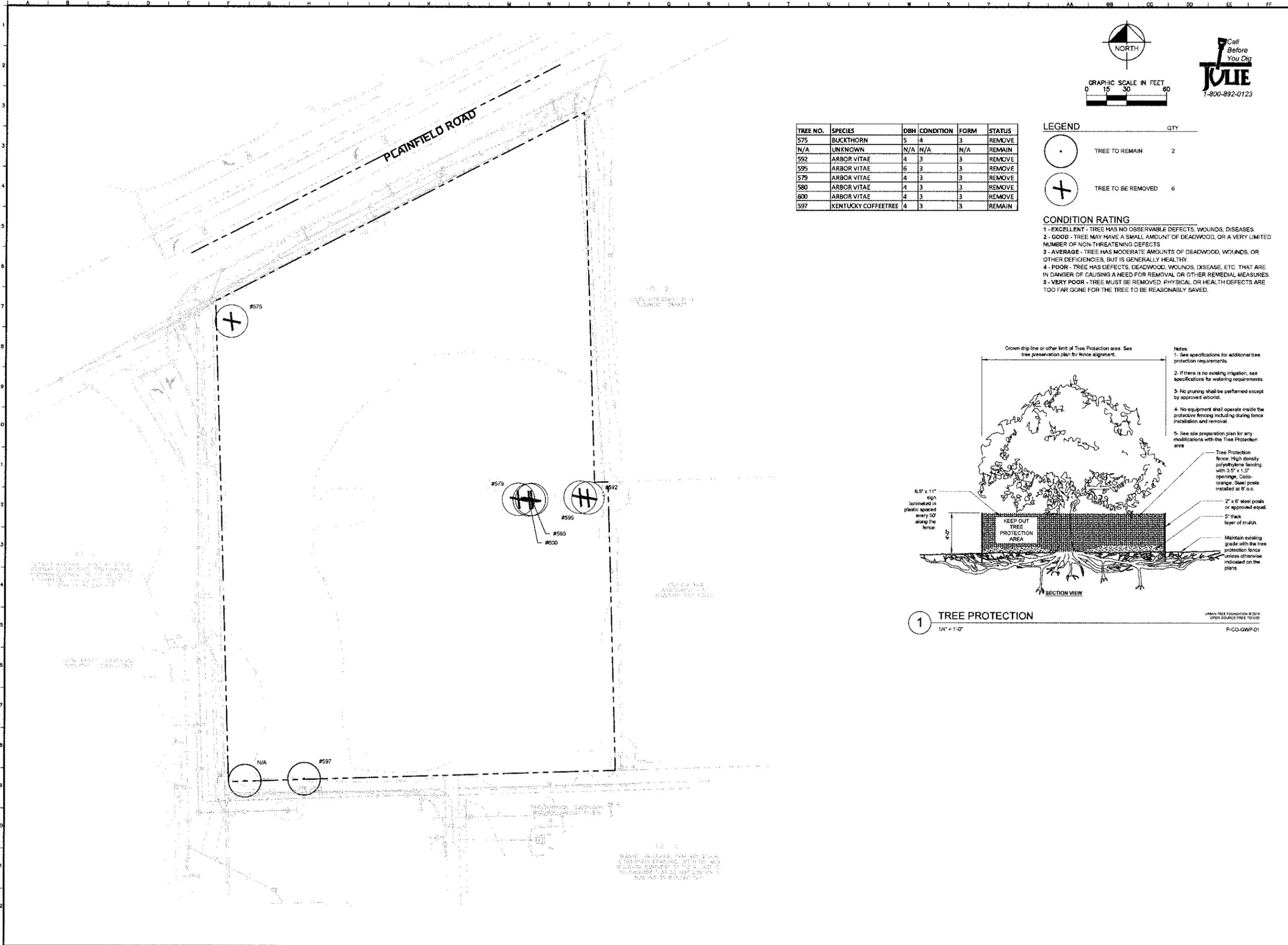




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**Attachment 9**  
Tree Preservation Plan, Landscape Plan and Landscape Notes & Details (3 sheets)

Drawing name: K:\GIS\LDV\168726009\_GW\_Properties\_755\_PUDPlans\Drawings\L10\_TREE\_PLANS TREE PRESERVATION PLAN.dwg  
 Date: 11/11/2021 2:46pm  
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TREE NO.	SPECIES	DBH	CONDITION	FORM	STATUS
575	BUCKTHORN	5	4	3	REMOVE
N/A	UNKNOWN	N/A	N/A	N/A	REMAIN
592	ARBOR VITAE	4	3	3	REMOVE
595	ARBOR VITAE	6	3	3	REMOVE
579	ARBOR VITAE	4	3	3	REMOVE
580	ARBOR VITAE	4	3	3	REMOVE
600	ARBOR VITAE	4	3	3	REMOVE
597	KENTUCKY COFFEETREE	4	3	3	REMAIN

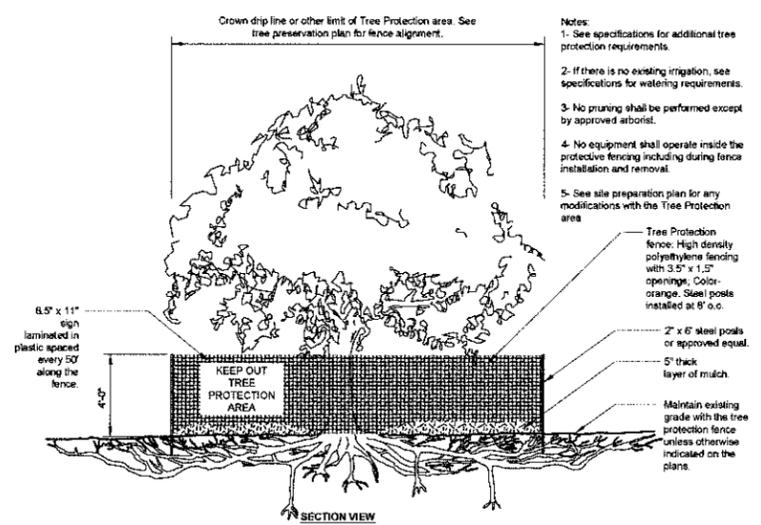
**LEGEND**

○ TREE TO REMAIN 2

⊕ TREE TO BE REMOVED 6

**CONDITION RATING**

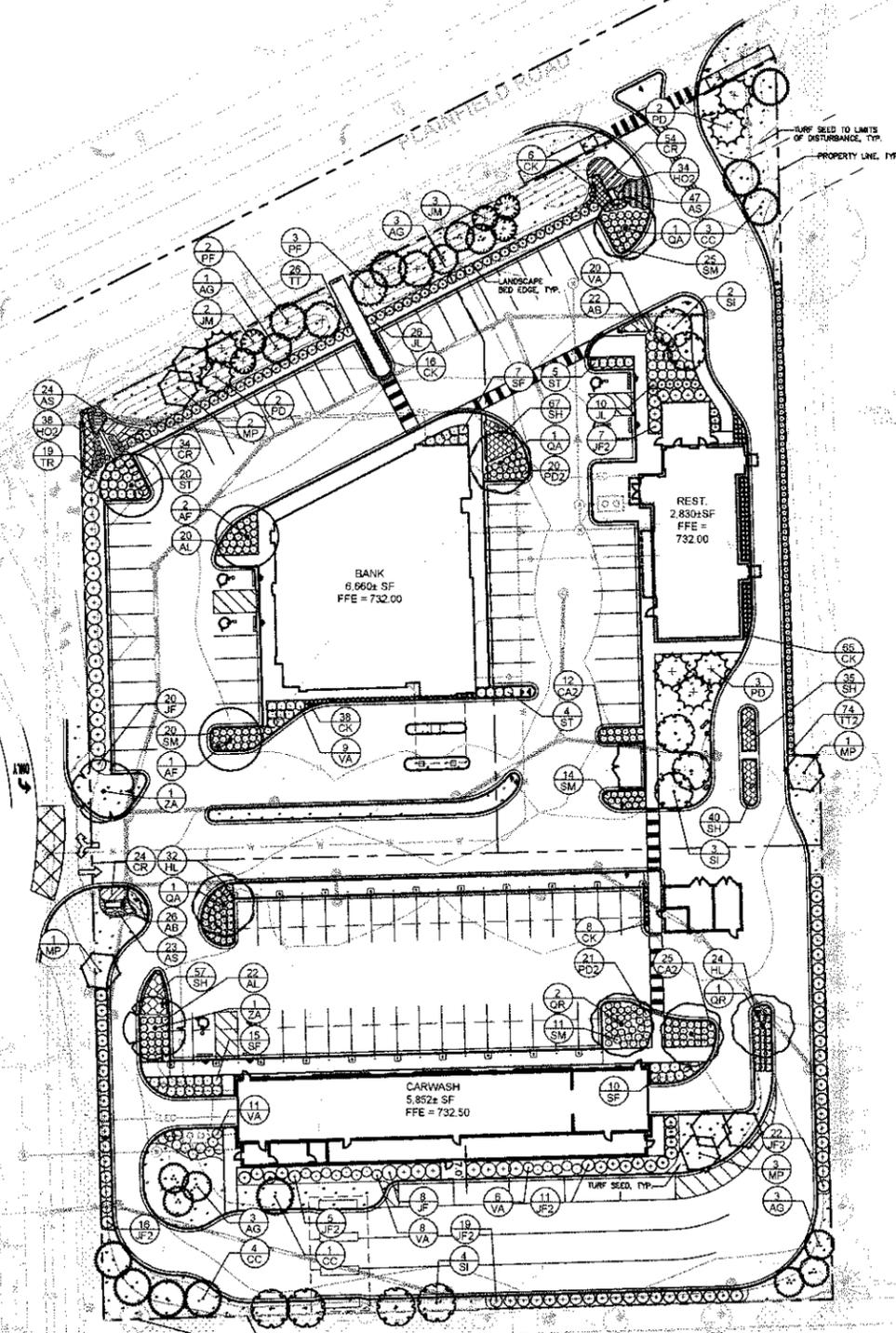
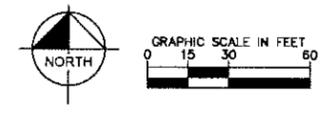
1 - EXCELLENT - TREE HAS NO OBSERVABLE DEFECTS, WOUNDS, DISEASES.  
 2 - GOOD - TREE MAY HAVE A SMALL AMOUNT OF DEADWOOD, OR A VERY LIMITED NUMBER OF NON-THREATENING DEFECTS.  
 3 - AVERAGE - TREE HAS MODERATE AMOUNTS OF DEADWOOD, WOUNDS, OR OTHER DEFICIENCIES, BUT IS GENERALLY HEALTHY.  
 4 - POOR - TREE HAS DEFECTS, DEADWOOD, WOUNDS, DISEASE, ETC. THAT ARE IN DANGER OF CAUSING A NEED FOR REMOVAL OR OTHER REMEDIAL MEASURES.  
 5 - VERY POOR - TREE MUST BE REMOVED. PHYSICAL OR HEALTH DEFECTS ARE TOO FAR GONE FOR THE TREE TO BE REASONABLY SAVED.



**1 TREE PROTECTION**  
 1/4" = 1'-0"

 KIMLEY-HORN AND ASSOCIATES, INC. 6001 MARFIELD ROAD, SUITE 200 WARRENVILLE, IL 60089 WWW.KIMLEY-HORN.COM	SCALE: AS NOTED DESIGNED BY: INS DRAWN BY: INS CHECKED BY: EJT	<b>TREE PRESERVATION PLAN</b>	<b>GW PROPERTIES PUD PLANS</b> 755 PLAINFIELD ROAD WILLOWBROOK, IL 60527	ORIGINAL ISSUE: 12/15/2020 KHA PROJECT NO. 168726009 SHEET NUMBER <b>L10</b>	REVISED PER VILLAGE COMMENTS 03/08/21 INS	REVISED PER VILLAGE COMMENTS 01/21/21 INS	REVISIONS NO. DATE BY

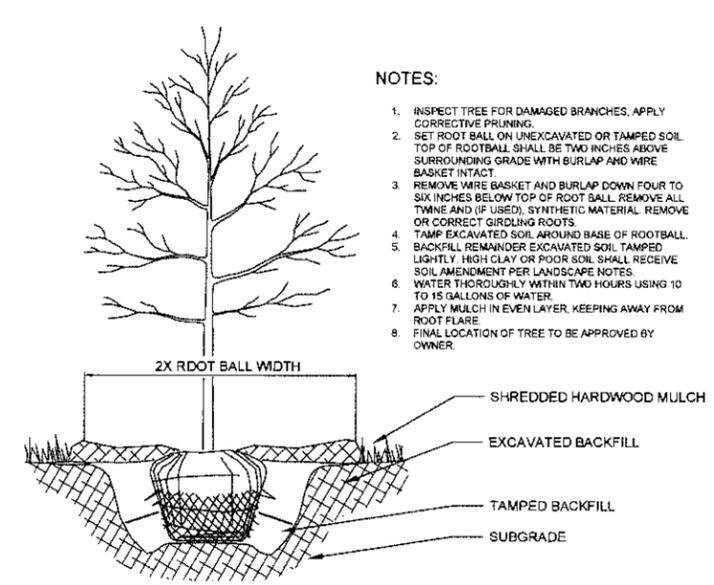
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 User: J. Kimley-Horn and Associates, Inc.  
 Date: 03/08/21  
 Title: L20 Landscape Plan  
 The document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Review of and approval, reliance on this document without written authorization and assumption by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



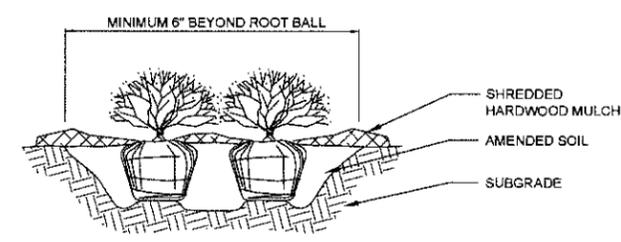
**PLANT SCHEDULE**

CONIFER TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	JM	5	JUNIPERUS CHINENSIS 'MOUNTBATTEN' / CHINESE JUNIPER	B & B		5' HT MIN
	PD	7	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		5' HT MIN
	PF	5	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	B & B		5' HT MIN
ORNAMENTAL TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	AG	10	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY	B & B	1.5"	CAL MIN MULTISTEM
	CC	8	CERCIS CANADENSIS / EASTERN REDBUD	B & B	1.5"	CAL MIN SINGLE STEM
	MP	7	MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE	B & B	1.5"	CAL MIN SINGLE STEM
	SI	9	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	1.5"	CAL MIN SINGLE STEM
SHADE TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	AF	3	ACER FREEMANII 'JEFFERSRED' TM / AUTUMN BLAZE MAPLE	B & B	2.5"	CAL MIN
	QA	3	QUERCUS ALBA / WHITE OAK	B & B	2.5"	CAL MIN
	QR	3	QUERCUS RUBRA / RED OAK	B & B	2.5"	CAL MIN
	ZA	2	ZELKOVA SERRATA 'AUTUMN GLOW' / AUTUMN GLOW JAPANESE ZELKOVA	B & B	2.5"	CAL MIN
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AL	42	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	2 GAL	SEE PLAN	18" HT MIN
	CA2	37	CEANOTHUS AMERICANUS / NEW JERSEY TEA	3 GAL	SEE PLAN	24" HT MIN
	HL	56	HYDRANGEA PANICULATA 'LITTLE LIME' / LITTLE LIME HYDRANGEA	3 GAL	SEE PLAN	24" HT MIN
	PD2	41	POTENTILLA FRUTICOSA 'GOLD DROP' / GOLD DROP POTENTILLA	3 GAL	SEE PLAN	24" HT MIN
	SF	32	SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH SPIREA	3 GAL	SEE PLAN	24" HT MIN
	SM	70	SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET JAPANESE SPIREA	3 GAL	SEE PLAN	18" HT MIN
	ST	29	SPIRAEA BETULIFOLIA 'TOR' / TOR BIRCHLEAF SPIREA	3 GAL	SEE PLAN	24" HT MIN
	VA	54	VIBURNUM DENTATUM 'CHRISTOM' / BLUE MUFFIN VIBURNUM		SEE PLAN	48" HT MIN
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JF	28	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	1 GAL	SEE PLAN	36" HT MIN
	JF2	80	JUNIPERUS CHINENSIS 'FAIRVIEW' / FAIRVIEW JUNIPER	B & B	SEE PLAN	6" HT MIN
	JL	36	JUNIPERUS CHINENSIS 'GOLD LACE' / GOLD LACE JUNIPER	5 GAL	SEE PLAN	24" HT MIN
	TR	19	THUJA OCCIDENTALIS 'ANNA'S MAGIC BALL' / ANNA'S MAGIC BALL ARBORVITAE	1 GAL	SEE PLAN	12" HT MIN
	TT	26	TAXUS X MEDIA 'TAUNTONI' / TAUNTON'S YEW	5 GAL	SEE PLAN	24" HT MIN
	TT2	74	THUJA OCCIDENTALIS 'FILIPS MAGIC MOMENT' / FILIPS MAGIC MOMENT ARBORVITAE	2 GAL	SEE PLAN	5" HT MIN
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	133	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL	SEE PLAN	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	SH	199	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSIED	1 GAL		
PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AB	48	AMSONIA X 'BLUE ICE' / BLUE ICE BLUESTAR	1 GAL		
	AS	94	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION	1 GAL		
	CR	112	COREOPSIS X 'RED SATIN' / RED SATIN THREADLEAF COREOPSIS	1 GAL		
	HO2	72	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAY LILY	1 GAL		
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
			KENTUCKY BLUE GRASS SEED			

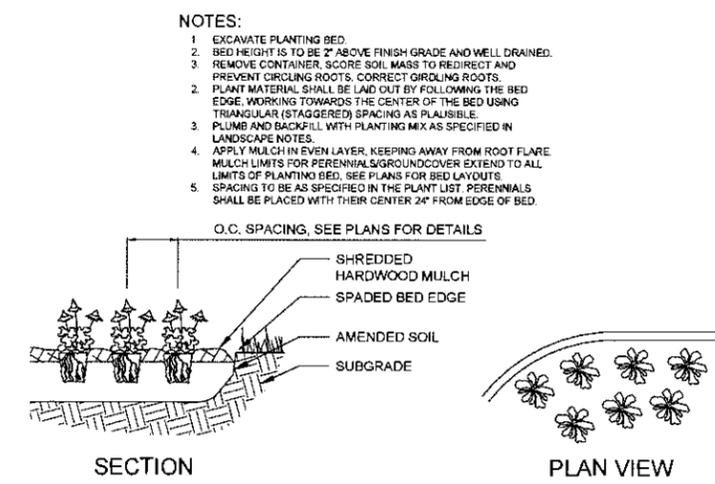
<b>Kimley-Horn</b>	© 2020 KIMLEY-HORN AND ASSOCIATES, INC. WARRENVILLE, IL 60555 PHONE: 630-487-1000 WWW.KIMLEY-HORN.COM	DESIGNED BY: INS	DRAWN BY: INS	CHECKED BY: EJT
<b>LANDSCAPE PLAN</b>	735 PLAINFIELD ROAD WILLOWBROOK, IL 60527	REVISIONS	DATE	BY
<b>GW PROPERTIES PUD PLANS</b>	ORIGINAL ISSUE: 12/15/2020	REVISED PER VILLAGE COMMENTS	03/08/21	INS
<b>L2.0</b>	KHA PROJECT NO. 168726009	REVISED PER VILLAGE COMMENTS	07/21/21	INS
SHEET NUMBER				



1 TREE PLANTING



2 SHRUB PLANTING



3 PERENNIAL PLANTING

**LANDSCAPE NOTES**

- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
- THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
- NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
- ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
- THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
- ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
- PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
- PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
- TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
- PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
- SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
- EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
- CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
- INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
- DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
- ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
- PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
- THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

WILLOWBROOK, IL LANDSCAPE CODE		
CODE	REQUIRED	PROVIDED
9-6-1 D: FRONT AND EXTERIOR SIDE YARD LANDSCAPE PLANTING REQUIREMENTS	QUANTITY OF PLANTINGS REQUIRED WITHIN ALL YARDS ADJACENT TO A STREET USING THE POINT SYSTEM IN ADDITION TO THE REQUIRED PARKWAY TREES SHALL BE 5 TIMES THE LINEAR LENGTH OF THE SPECIFIED YARD FRONTAGE MEASURED AT PROPERTY LINE.  LENGTH OF PLAINFIELD ROAD = 282.77 LF 282.77 LF x 5 = 1,413.85 <b>1,414 PLANT UNITS REQUIRED</b>	SHADE TREE = 0 x 100 pts = 0 pts CONIFER TREE = 14 x 60 pts = 840 pts ORNAMENTAL TREE = 7 x 50 pts = 350 pts EVERGREEN SHRUB = 19 x 15 pts = 285 pts DECIDUOUS SHRUB = 0 x 10 pts = 0 pts  TOTAL ALONG PLAINFIELD ROAD = 1,475 PLANT UNITS
9-10-5: OFF STREET PARKING	FRONT YARDS AND SIDE YARDS: <b>SCREENING ADJACENT TO PARKING AREAS REQUIRED</b> (EARTH BERM, DENSELY PLANTED EVERGREEN SHRUBS OR COMBINATION)	DENSELY PLANTED EVERGREEN SHRUBS ADJACENT TO ALL PARKING AREAS
	INTERIOR SIDE AND REAR YARDS: <b>SCREENING ADJACENT TO PARKING AREAS REQUIRED</b> (EARTH BERM, DENSELY PLANTED EVERGREEN SHRUBS OR COMBINATION)	DENSELY PLANTED EVERGREEN SHRUBS ADJACENT TO ALL PARKING AREAS
9-11-14: SIGN LANDSCAPE	INTERIOR PARKING LOT AREA SHALL BE NO LESS THAN 15% OF SITE AREA (EXCLUDING BUILDING, FRONT YARD AND ALL ROW AREA). 1 SHADE TREE AND 9 DWARF VARIETY SHRUBS REQUIRED PER ISLAND (EVERY 20 PARKING SPACES) OR 50 LF OF PARKING AREA.  INTERIOR VEHICULAR USE AREA = 71,391.5789 SQ.FT 71,391.5789 SQ.FT x 0.10 = 7,139.16 <b>7,139 SQ.FT OF LANDSCAPING REQUIRED</b>	9,757.08 SQ.FT OF INTERIOR LANDSCAPE AREA PROVIDED  ALL PARKING LOT ISLANDS CONTAIN ONE SHADE TREE AND 20 DWARF VARIETY SHRUBS
	EVERY 1 SF OF SIGN FACE SURFACE AREA THERE WILL BE 1.5 SF OF LANDSCAPE AREA PROVIDED  42 SF OF TOTAL SIGN AREA x 1.5 = <b>63 SF OF LANDSCAPE AREA REQUIRED</b>	621 TOTAL SQUARE FEET OF LANDSCAPE PROVIDED AROUND THE BASE OF BOTH SIGNS
9-14-2: MINIMUM PLANTINGS	TOTAL GROSS LOT AREA = 121,552.44 SQ. FT 121,552.44 SQ. FT. / 725 SQ. FT. = 167.65 <b>168 PLANTING UNITS REQUIRED</b>	11 SHADE TREES PROVIDED
	SHADE TREES = 5% OF REQUIRED PLANTING UNITS 167.65 x 0.05 = 8.38 <b>8 SHADE TREES REQUIRED</b>  CONIFER TREES = 10% OF REQUIRED PLANTING UNITS 167.65 x 0.10 = 16.76 <b>17 CONIFER TREES REQUIRED</b>  ORNAMENTAL TREES = 20% OF REQUIRED PLANTING UNITS 167.65 x 0.20 = 33.53 <b>34 ORNAMENTAL TREES REQUIRED</b>  SHRUBS / GRASSES / PERENNIALS = OTHER 65% OF REQUIRED PLANTING UNITS 167.65 x 0.65 = 108.97 <b>109 SHRUBS / GRASSES / PERENNIALS REQUIRED</b>	17 CONIFER TREES PROVIDED  34 ORNAMENTAL TREES PROVIDED  630 DECIDUOUS AND EVERGREEN SHRUBS PROVIDED  332 GRASSES PROVIDED  326 PERENNIALS PROVIDED

\* NOTE - SHRUBS, GRASSES AND PERENNIALS PLANTED THROUGHOUT THE SITE ALONG THE PARKING PERIMETER, IN PARKING LOT ISLANDS AND ALONG BUILDING FOUNDATIONS

SCALE: AS NOTED	DESIGNED BY: INS	DRAWN BY: INS	CHECKED BY: EJT
<p><b>Kimley»Horn</b>          6270 WILLOW BROOK ROAD AND ASSOCIATES, INC.          4270 WILLOW BROOK ROAD SUITE 200          WARRENVILLE, IL 60550          WWW.KIMLEY-HORN.COM</p>			
REVISED PER VILLAGE COMMENTS	03/06/21	INS	DATE
REVISED PER VILLAGE COMMENTS	01/21/21	INS	DATE
REVISIONS			

**LANDSCAPE NOTES & DETAILS**

**GW PROPERTIES PUD PLANS**  
 735 PLAINFIELD ROAD  
 WILLOWBROOK, IL 60527

ORIGINAL ISSUE:  
 12/15/2020  
 KHA PROJECT NO.  
 168728009

SHEET NUMBER  
**L3.0**

Drawing name: K:\CHS\JBA\168728009 GW Properties PUD Plans\13 Design\CAD\Sheet\LANDSCAPE PLANS.dwg, 13.0 LANDSCAPE NOTES AND DETAILS, Nov 11, 2020, 8:46am by EJT, EJT  
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Review of and reliance on this document without written authorization and attestation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



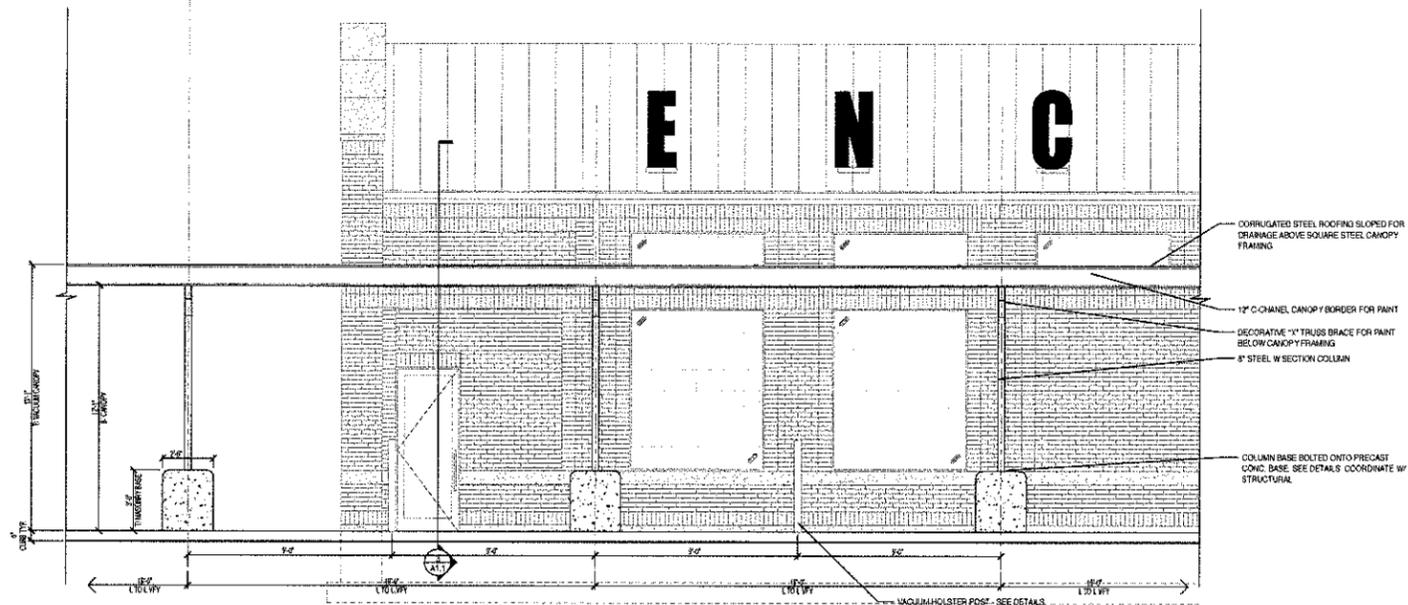
**Attachment 10**  
Photometric Plan (1 sheet)



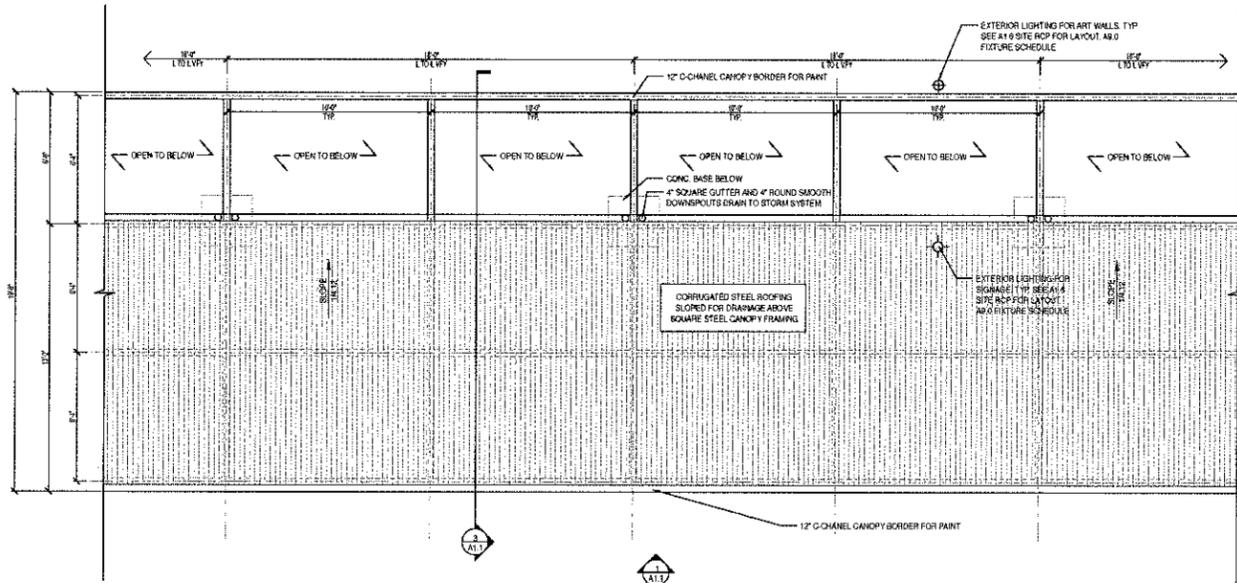


**Attachment 11**  
Lot 1 Car Wash Drawings (18 sheets)

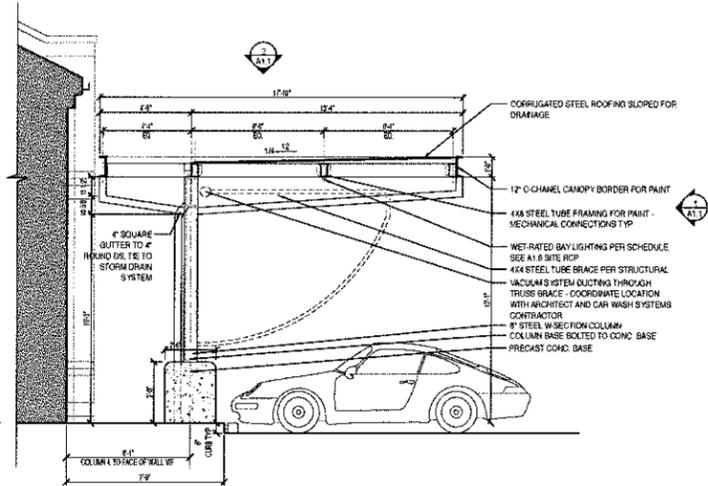
1. **"Vacuum Canopy Plans, Elevations, Sections"** as prepared by Mark Shively Architecture, Sheet No. A1.1, and bearing a plot date of 03.11.2021.
2. **"Vacuum Canopy Plan Diagram"** as prepared by Mark Shively Architecture, Sheet No. A1.2, and bearing a plot date of 03.11.2021.
3. **"Vacuum Vending Enclosure Plans"** as prepared by Mark Shively Architecture, Sheet No. A1.3, and bearing a plot date of 03.11.2021.
4. **"Pay Station Elevations"** as prepared by Mark Shively Architecture, Sheet No. A1.4, and bearing a plot date of 03.11.2021.
5. **"Car Wash First Floor Plan"** as prepared by Mark Shively Architecture, Sheet No. A2.1, and bearing a plot date of 03.11.2021.
6. **"Car Wash Exterior Elevations"** as prepared by Mark Shively Architecture, Sheet No. A4.0, and bearing a plot date of 03.11.2021.
7. **"Car Wash Rendering"** – 1 page, untitled, undated, and provided by GW Properties.
8. **"Sign Package"** for Encore Car Wash as prepared by Aurora Sign Co., Drawing No. 210073, 11 pages, and bearing the latest revision date of 03/10/2021.



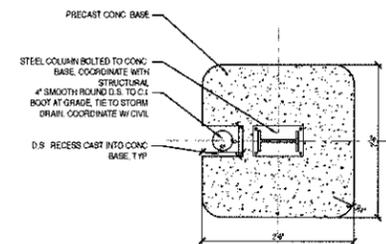
**1 VACUUM CANOPY TYP. ELEVATION**  
1/4" = 1'-0"



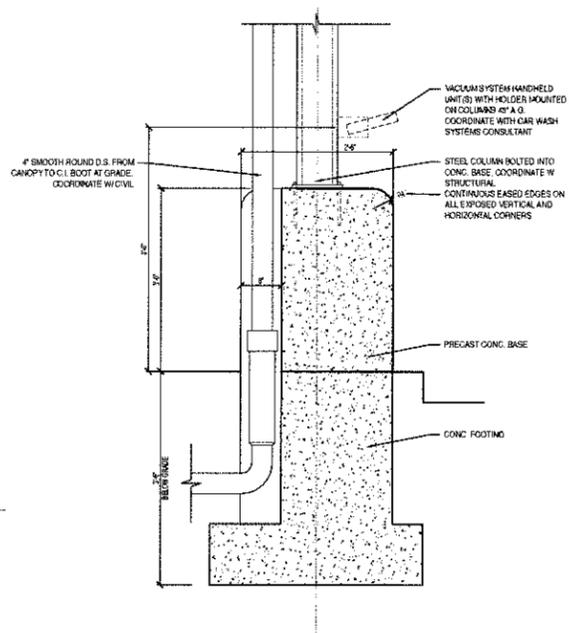
**2 VACUUM CANOPY TYP. ROOF PLAN**  
1/4" = 1'-0"



**3 VACUUM CANOPY TYP. SECTION**  
1/4" = 1'-0"



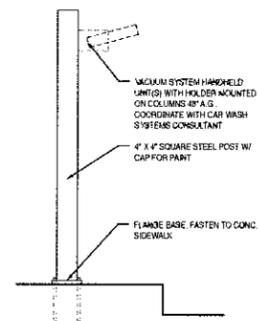
**4 COLUMN BASE PLAN DTL**  
3/4" = 1'-0"



**5 COLUMN BASE SECTION DTL**  
3/4" = 1'-0"



**6 VACUUM HOLSTER POST PLAN**  
3/4" = 1'-0"



**7 VACUUM HOLSTER POST ELEVATION**  
3/4" = 1'-0"



**MIKE SHIVELY**  
ARCHITECTURE

2379 N. California Avenue  
Chicago Illinois 60647  
773.302.0528  
mshively.com

I hereby certify that these drawings were prepared in my office under my direct supervision, and to the best of my knowledge conform with the codes and ordinances of Chicago, Illinois.

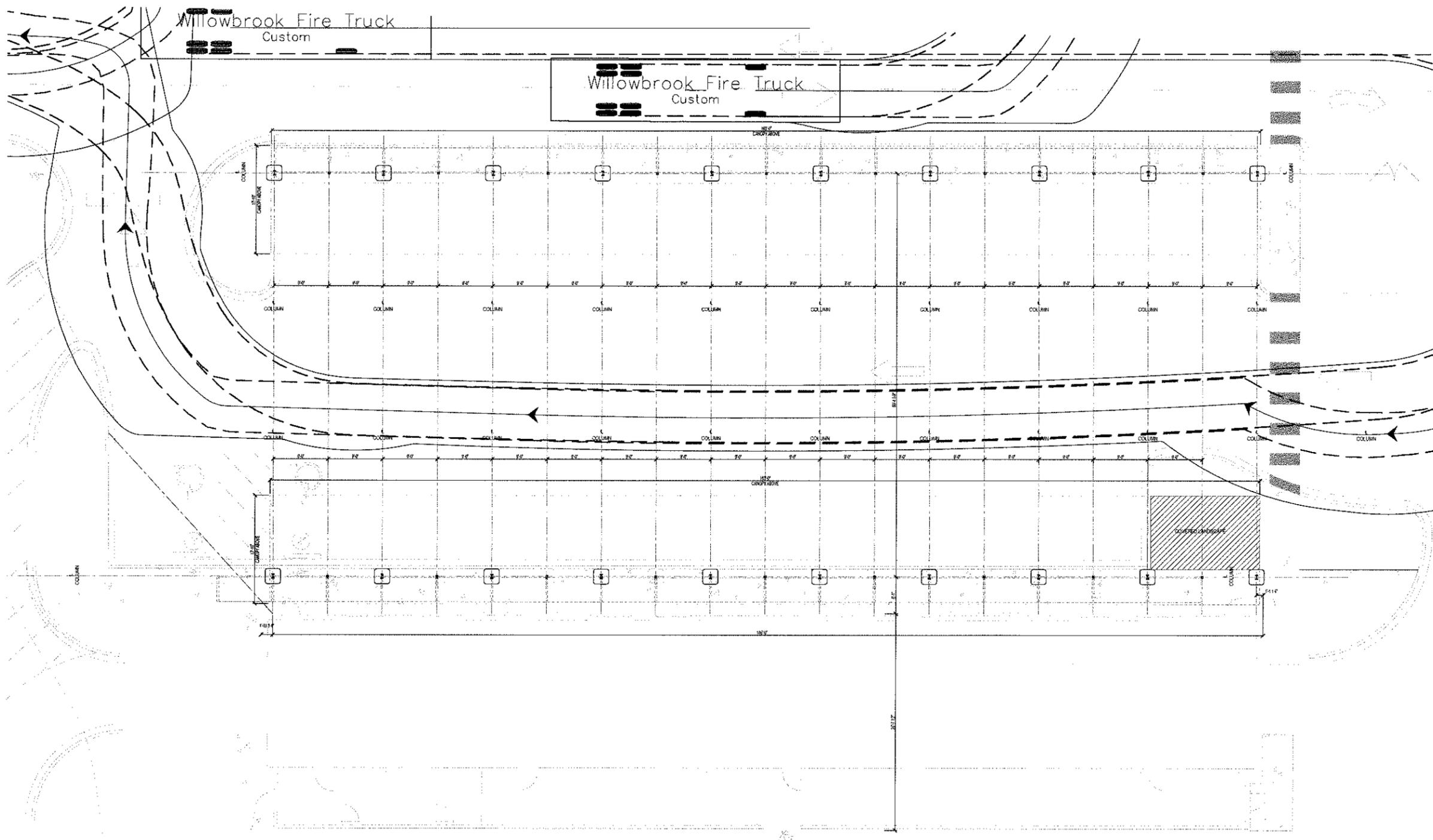
Mike Shively Architect  
License #001-000743 - Expires 11.30.22

**Encore Car Wash**  
188 Conestoga 2-HR Rated Bearing Walls  
Business Group B

755 Pleasant Road  
Wilmette, IL 60097

## A1.1 Vacuum Canopy Plans, Elevations, Sections

Revisions	
1.	Schematic Design 03.11.2021
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
Rev Date:	03.11.2021



**MIKE SHIVELY  
ARCHITECTURE**

2318 N California Avenue  
Chicago, Illinois 60647  
773.272.0928  
mshively.com

I hereby certify that these drawings were prepared in my office, under my direct supervision, and to the best of my knowledge conform with the codes and ordinances of Chicago, Illinois.

Mike Shively, Licensed Architect  
License #091-002010 - Expires 11/30/22

**Encore Car Wash**

118-B Conventry 2-1/2H Raised Basking Wash  
Business Group B

755 Pleasant Road  
Wilmette, IL 60097

**A1.2**

Vacuum Canopy  
plan diagram

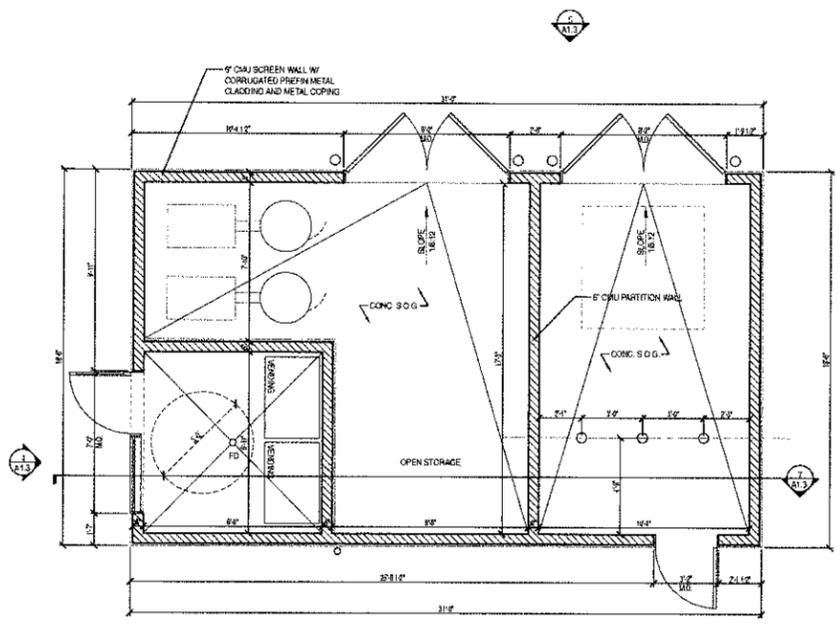
Revisions:

1.	Schematic Design	03.11.2021
2.		
3.		
4.		
5.		
6.		
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9.		
10.		

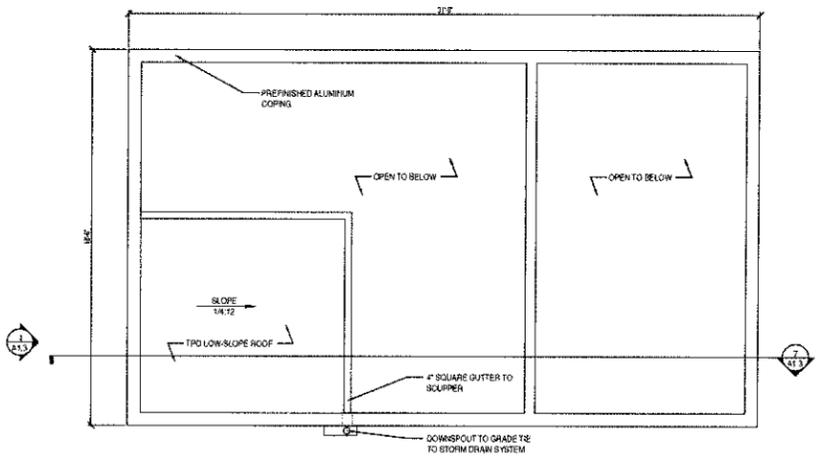
Rev Date: 03.11.2021

**1** VACUUM CANOPY PLAN DIAGRAM  
1/8" = 1'-0"

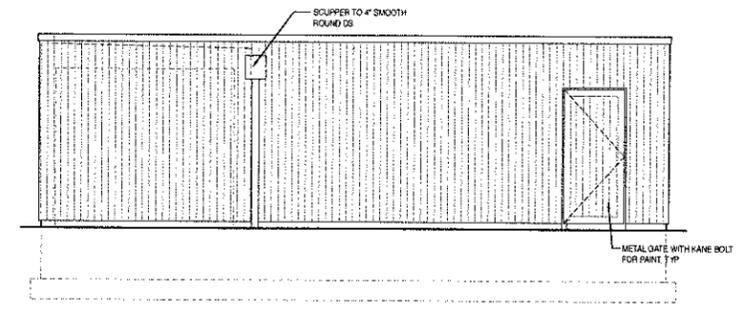




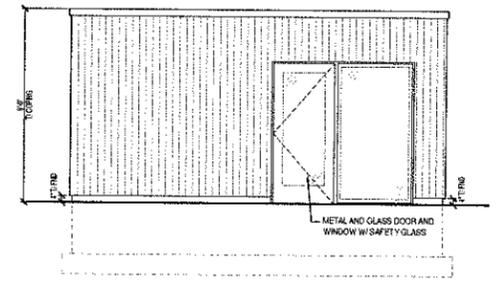
**1 ENCLOSURE FLOOR PLAN**  
1/4" = 1'-0"



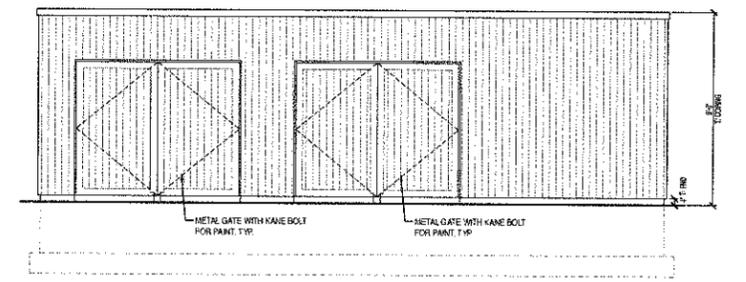
**2 ENCLOSURE ROOF PLAN**  
1/4" = 1'-0"



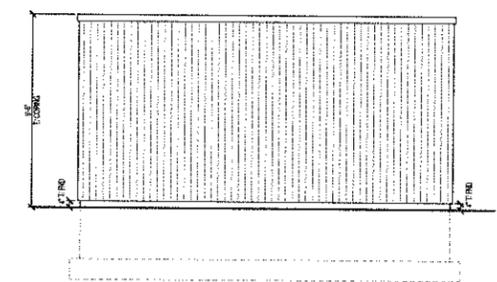
**3 REFUSE ENCLOSURE REAR ELEVATION**  
1/4" = 1'-0"



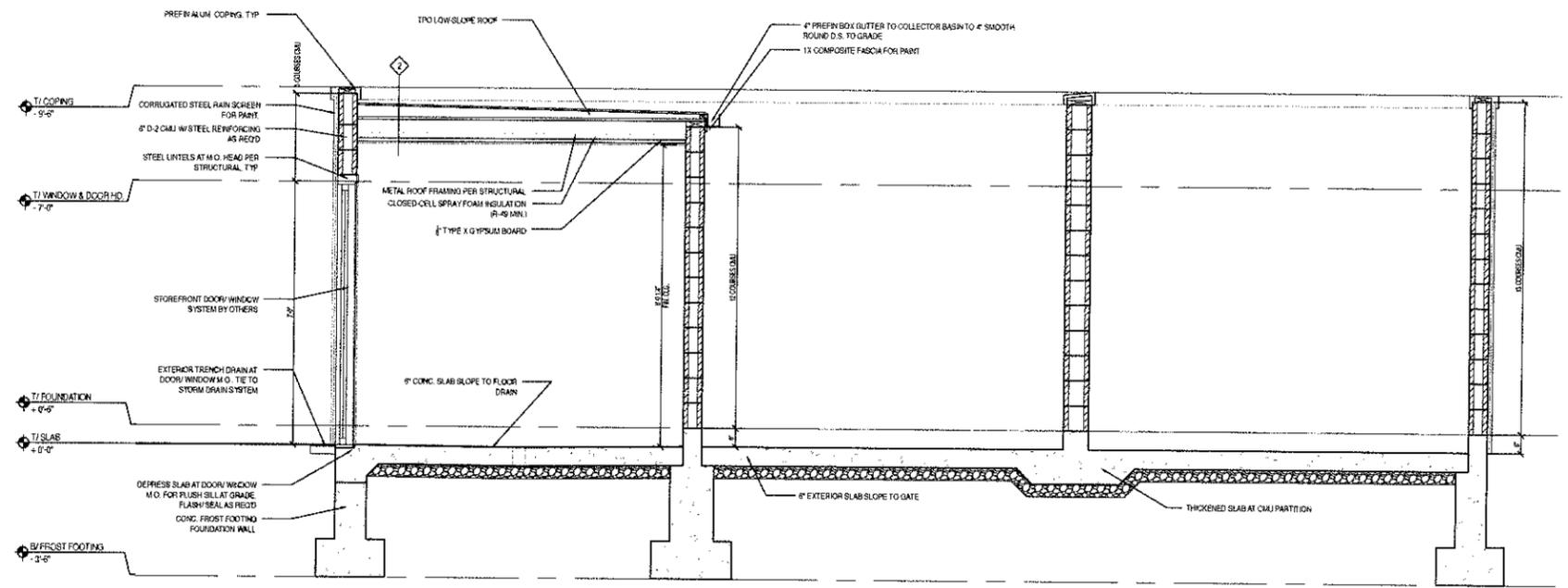
**4 REFUSE ENCLOSURE RIGHT ELEVATION**  
1/4" = 1'-0"



**5 REFUSE ENCLOSURE FRONT ELEVATION**  
1/4" = 1'-0"



**6 REFUSE ENCLOSURE LEFT ELEVATION**  
1/4" = 1'-0"



**7 REFUSE ENCLOSURE SECTION**  
1/2" = 1'-0"



**MIKE SHIVELY**  
ARCHITECTURE

2318 N. Calmar Avenue  
Chicago Illinois 60647  
773.972.0222  
mshively.com

I hereby certify that these drawings were prepared in my office, under my direct supervision, and to the best of my knowledge contain with the codes and ordinances of Chicago, Illinois.

Illinois Licensed Architect  
License #001 020510 - Expires 11.30.22

**Encore Car Wash**  
I/E Construction - CM-At-Risk (Titled Building Walls)  
Business Group B

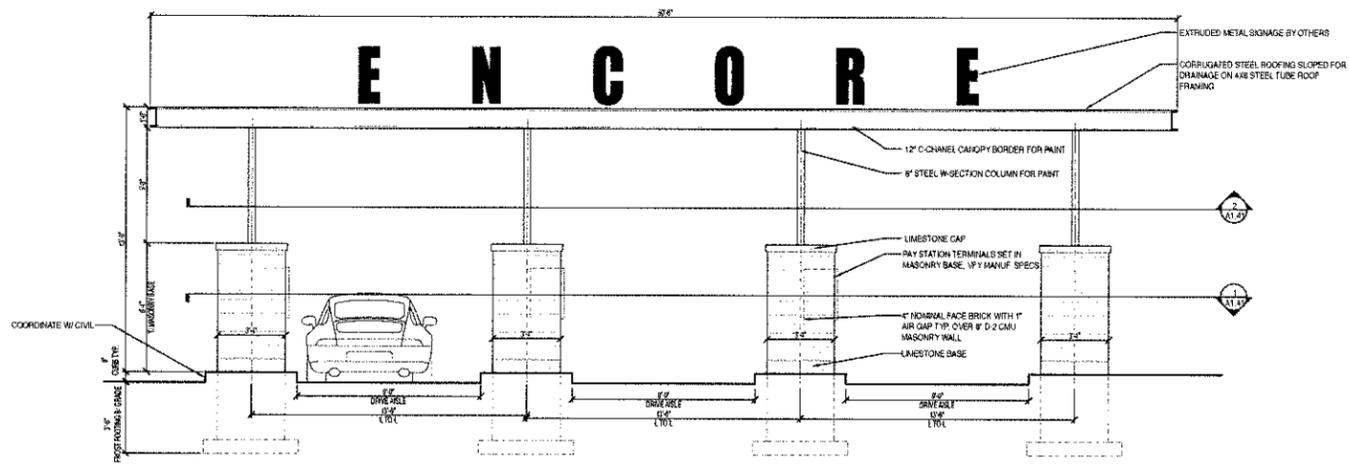
726 Riverside Road  
Wilmette, IL 60097

**A1.3**  
Vacuum & Vending  
Enclosure Plans,  
Elevations, Section

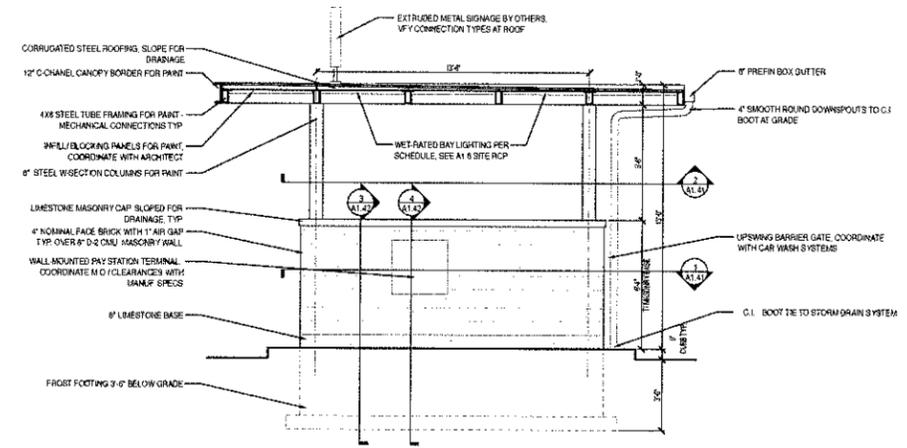
Revisions

1. Schematic Design	03.11.2021
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

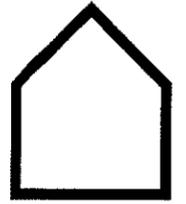
Plot Date: 03.11.2021



1 PAY CANOPY FRONT ELEVATION  
1/4" = 1'-0"



2 PAY CANOPY LATERAL SECTION  
1/4" = 1'-0"



MIKE SHIVELY  
ARCHITECTURE

2318 N. California Avenue  
Chicago, Illinois 60647  
773.272.0232  
mshiv@msa.com

I hereby certify that these drawings were prepared in my office, under my direct supervision, and to the best of my knowledge conform with the codes and ordinances of Chicago, Illinois.

Illinois Licensed Architect  
License #015 200210 - Expires 11.30.23

Encore Car Wash  
1110 Construction 2-HR Fabric Bearing Walls  
Business Group B

735 Pleasant Road  
Woodstock, IL 60097

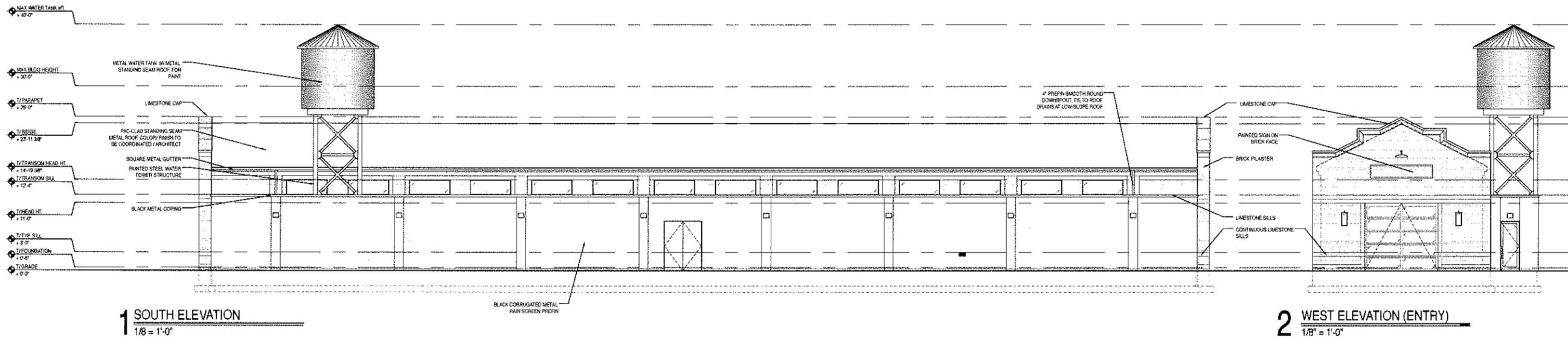
# A1.4

Pay Station Elevations

Revision	Date
1. Schematic Design	03.11.2021
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

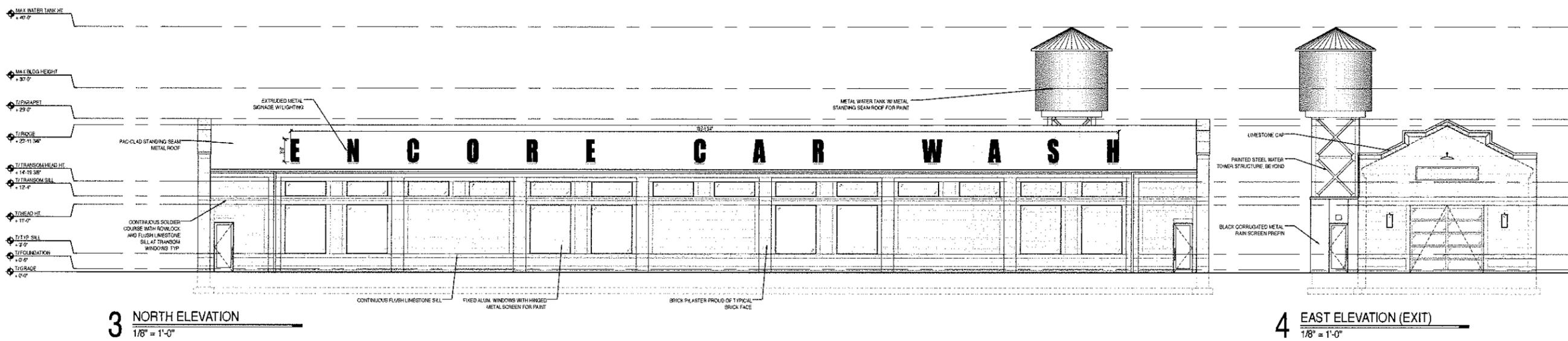
PKL Date: 03.11.2021





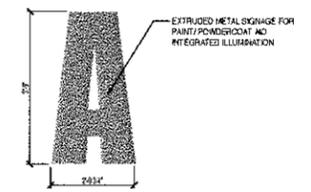
**1 SOUTH ELEVATION**  
1/8" = 1'-0"

**2 WEST ELEVATION (ENTRY)**  
1/8" = 1'-0"

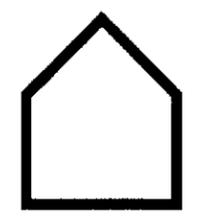


**3 NORTH ELEVATION**  
1/8" = 1'-0"

**4 EAST ELEVATION (EXIT)**  
1/8" = 1'-0"



**5 SIGNAGE - LETTER EXAMPLE**  
1/2" = 1'-0"



**MIKE SHIVELY ARCHITECTURE**

2510 N. Oakdale Avenue  
Chicago, Illinois 60647  
773.272.6322  
mshively.com

I hereby certify that these drawings were prepared in my office, under my direct supervision, and to the best of my knowledge conform with the codes and ordinances of Chicago, Illinois.

Brian L. Linnard, Architect  
License #011203210 - Expires 11.30.22

**Encore Car Wash**  
BID Construction - 24-HR Retail Washing Units  
Business Group B

735 Hawthick Road  
Winnetka, IL 60097

**A4.0**  
Car Wash Exterior Elevations

Revisions

1.	Schematic Design	03.11.2021
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Plot Date: 03.11.2021

# ENCORE CAR WASH

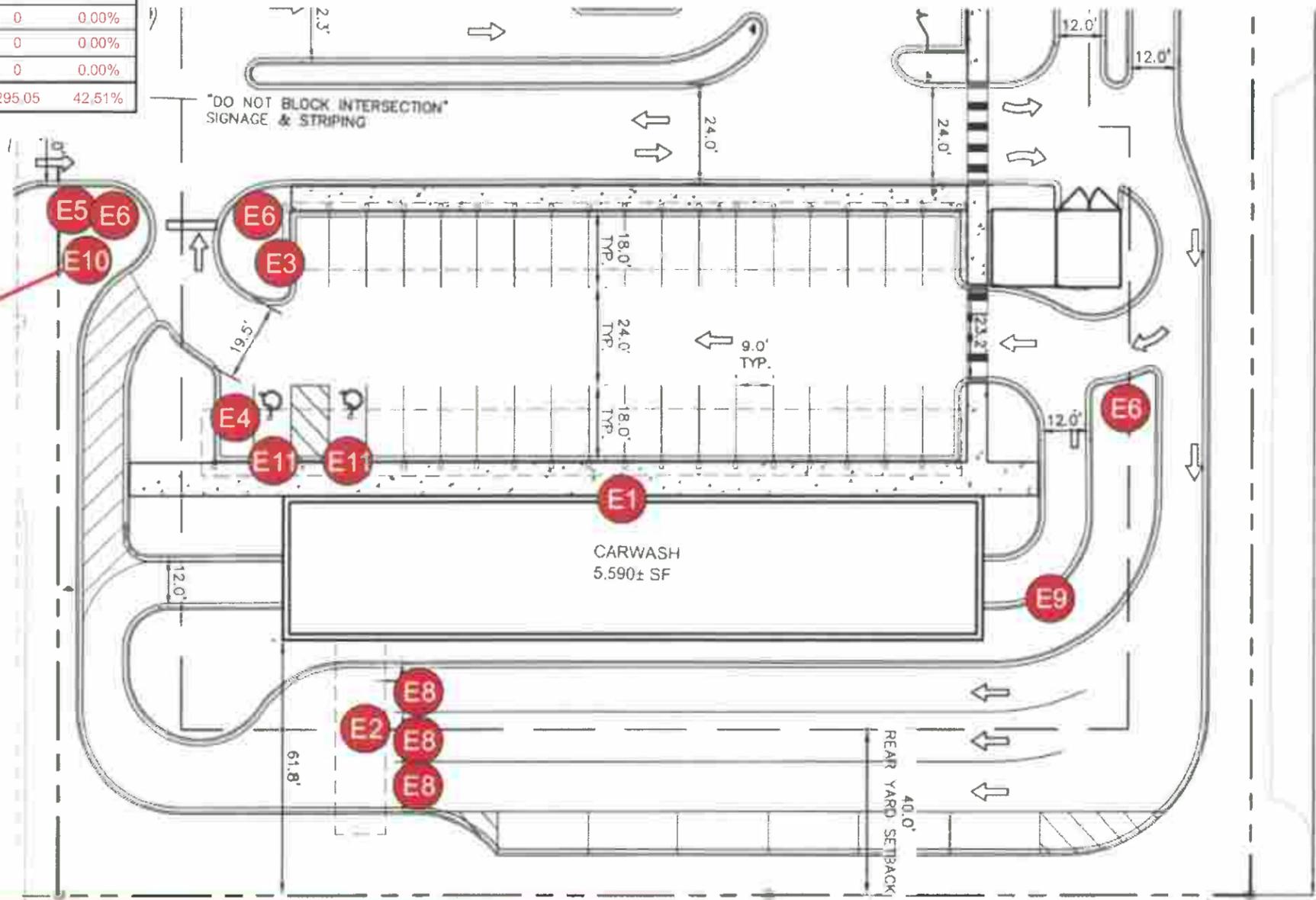
CAR WASH



All Signs Shall Be Installed in Accordance With N.E.C. Article 600  
Temporary Signs Fabricated as per A.S.A. Specifications & 2014 I.B.C.  
 Permanent Signs Fabricated as per N.E.C. Article 600 & 2014 I.B.C.

EXTERIOR SIGN LEGEND - ENCORE CW, LLC - 735 Plainfield Road, LOT 1, Willowbrook, IL						
Lot	Width	Total Signage at 1.25 Multiplier	PREVIOUS SUBMITTAL	CURRENT SUBMITTAL	REDUCTION OF PREVIOUS SUBMITTAL BY	
1	289.86	289.86 x 1.25 = 362.33				
Elevation	Sign No.	Description	SQFT	SQFT	SQFT	%
North	E.1	Illuminated Channel Letters - Entire Length of sign	435.4	262.83	172.57	39.63%
East	E.2	Illuminated Channel Letters	91.43	29.91	61.52	67.29%
West	E.3	Illuminated Channel Letters	20.31	20.31	0	0.00%
West	E.4	Illuminated Channel Letters	14.22	14.22	0	0.00%
North	E.5	Free Standing Sign	108.77	71.81	36.96	33.98%
	E.6	Illuminated Directional Sign (36 but not reflected in total)	0	0	0	0.00%
	E.7	Non-Illuminated Painted Sign on Brick <i>omitted</i>	24	0	24	100.00%
	E.8	Illuminated Menu Sign (24sqft per qty 3- 1 per pay lane)			0	0.00%
	E.9	Illuminated Exit Indicator Sign			0	0.00%
	E.10	Temporary Construction Sign - Skid Mount			0	0.00%
	E.11	Post Mounted Handicap Stall Sign			0	0.00%
			694.1	399.1	295.05	42.51%

**TEMPORARY  
CONSTRUCTION  
"COMING SOON"  
SIGN**

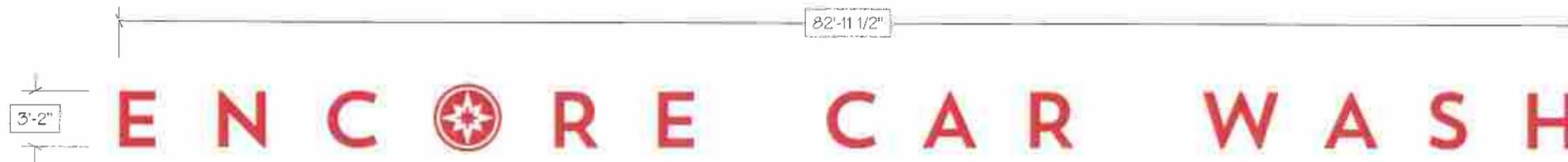


1100 Route 34 Aurora, Illinois 60503 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: Map	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:			PRINT	DATE:
			Rev 2:				

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO \$2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600  
All Signs Fabricated as per 2018 N.E.C. Manufacturing  
All Signs Fabricated as per 2018 N.E.C. Manufacturing

E1



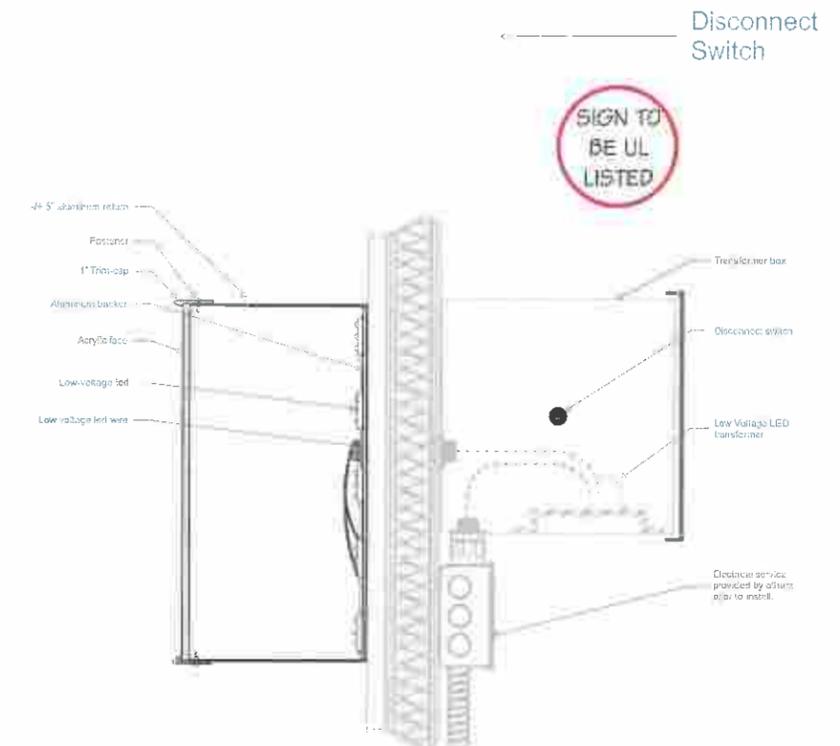
262.83 SQ FT

ILLUMINATED CHANNEL LETTERS

FABRICATE AND INSTALL CHANNEL LETTERS OF ALUMINUM AND ACRYLIC.  
LETTER FACES TO BE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
INTERNAL ILLUMINATION TO BE WHITE LEDS.  
SCALE 1/8"=1'

INSTALLATION INSTRUCTIONS

CENTER SIGN LEFT/RIGHT, TOP/BOTTOM ON WALL AS SHOWN.  
CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.



Computer generated colors are not a true match to any PMS, vinyl or paint.  
Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 2B	Design Date: 3/10/2021	APPROVED APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:	Rev 2:	PRINT	DATE:	DATE:



**E2**



**29.81 SQ FT**

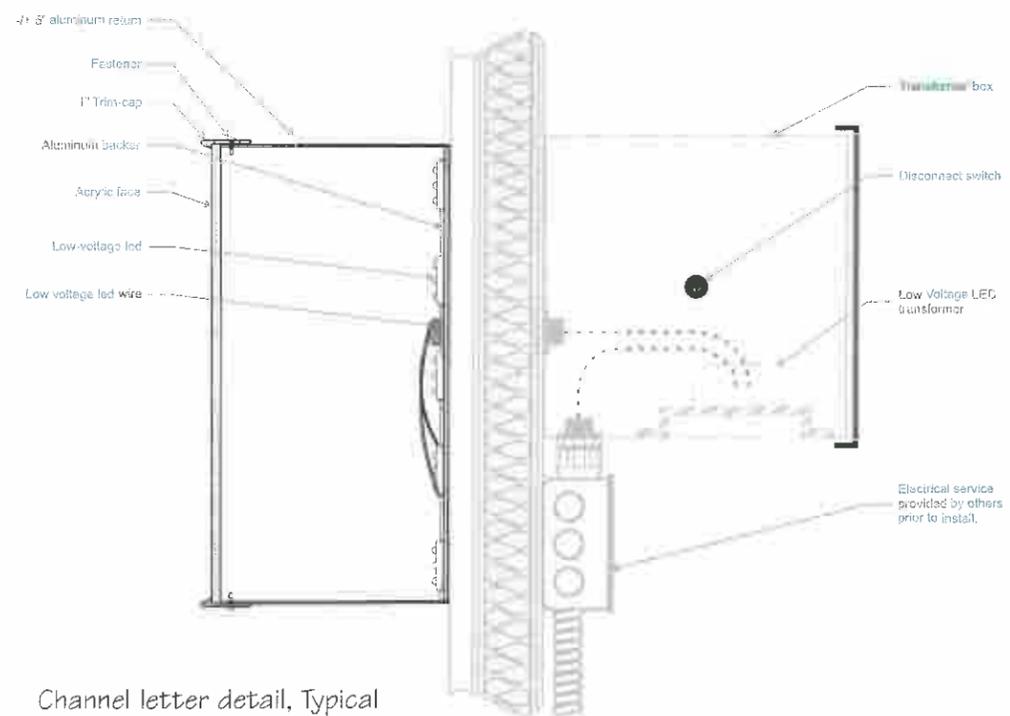
ILLUMINATED CHANNEL LETTERS

FABRICATE AND INSTALL CHANNEL LETTERS OF ALUMINUM AND ACRYLIC.  
 LETTER FACES TO BE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 TRIM-CAP AND RETURNS TO BE BLACK.  
 INTERNAL ILLUMINATION TO BE WHITE LEDs.  
 SCALE 3/8"=1'

INSTALLATION INSTRUCTIONS

INSTALL SIGN ON AREA SHOWN.

WEST ELEVATION - IMAGE FOR CONCEPT PURPOSES ONLY.



Channel letter detail, Typical

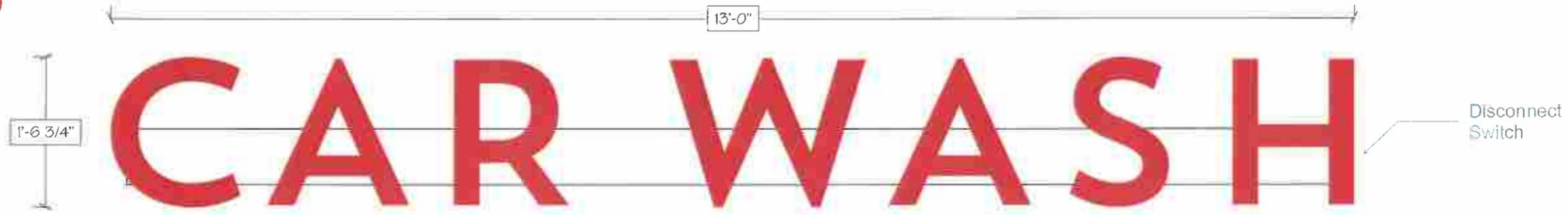


Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: <b>ENCORE CAR WASH</b>	Address: <b>735 PLAINFIELD RD</b>	Dwg: <b>210073</b>	Sheet: <b>4B</b>	Design Date: <b>3/10/2021</b>	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: <b>WILLOWBROOK, IL</b>	Rev 1: Rev 2:	PRINT	DATE:		

All Signs Shall Be Installed in Accordance With N.E.C. Article 600  
 All Signs Fabricated as per A.S.A. Specifications & 2014 I.B.C.  
 All Signs Fabricated as per 2015 N.E.C. Specifications

**E3**

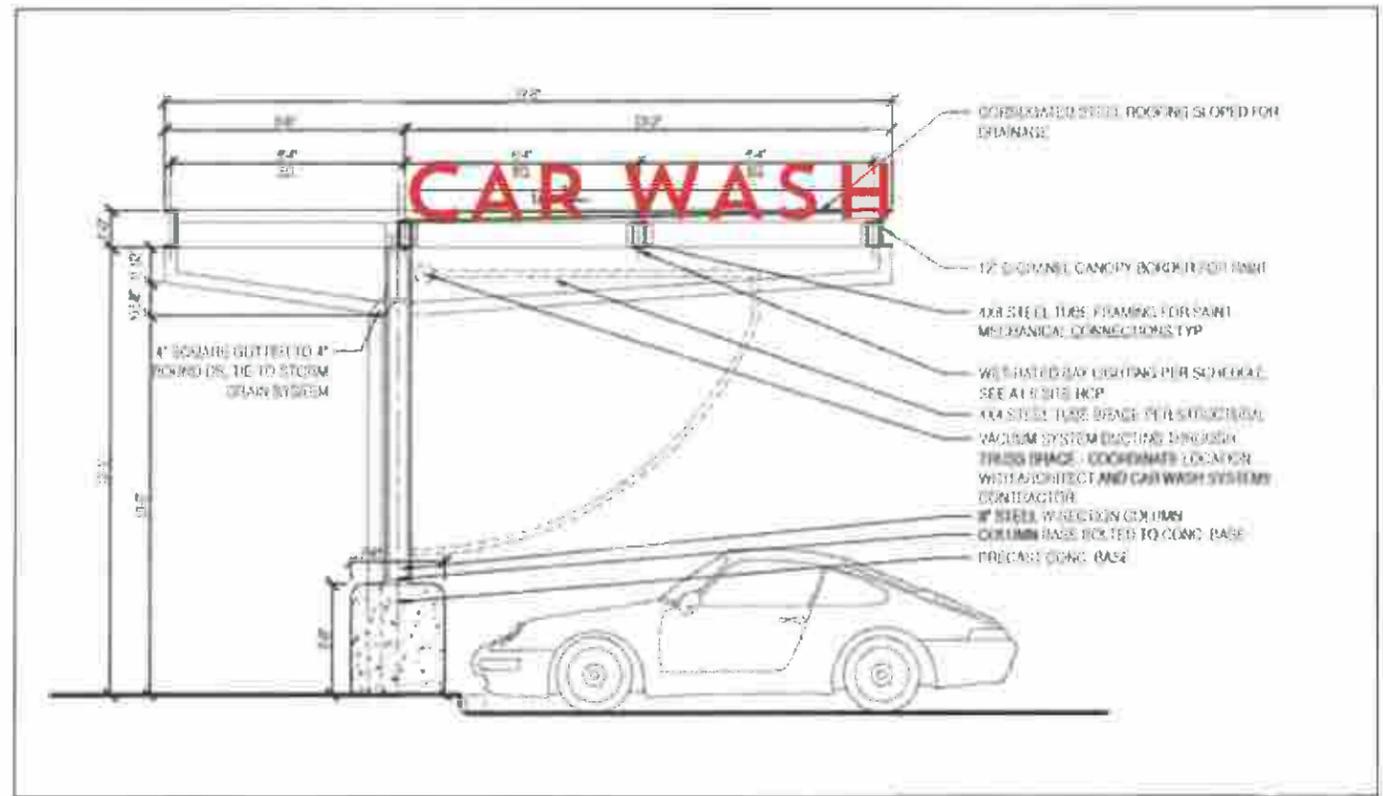
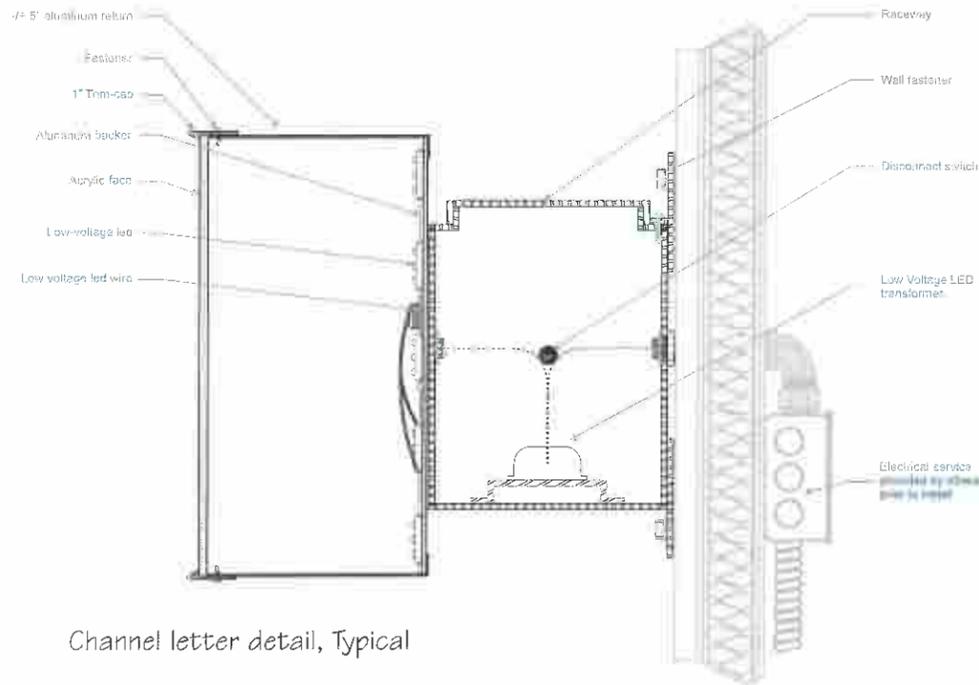


**SIGN TO BE UL LISTED**

**20.3125 SQ FT**

ILLUMINATED CHANNEL LETTERS ON A RACEWAY  
 FABRICATE AND INSTALL CHANNEL LETTERS OF ALUMINUM AND ACRYLIC.  
 LETTER FACES TO BE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 TRIM-CAP AND RETURNS TO BE BLACK.  
 INTERNAL ILLUMINATION TO BE WHITE LEDS.  
 RACEWAY PAINTED TO MATCH CANOPY.  
 SCALE 3/4"=1'

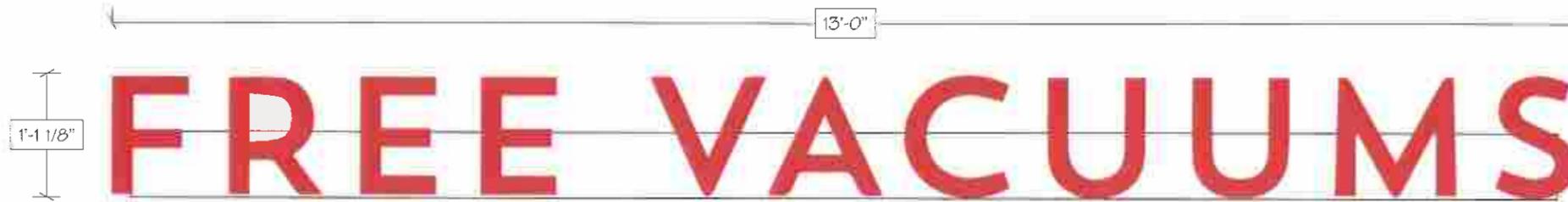
INSTALLATION INSTRUCTIONS  
 INSTALL SIGN ON AREA SHOWN.  
 CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.



Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 5	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE  PRINT  DATE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:	Rev 2:	TITLE:	

**E4**

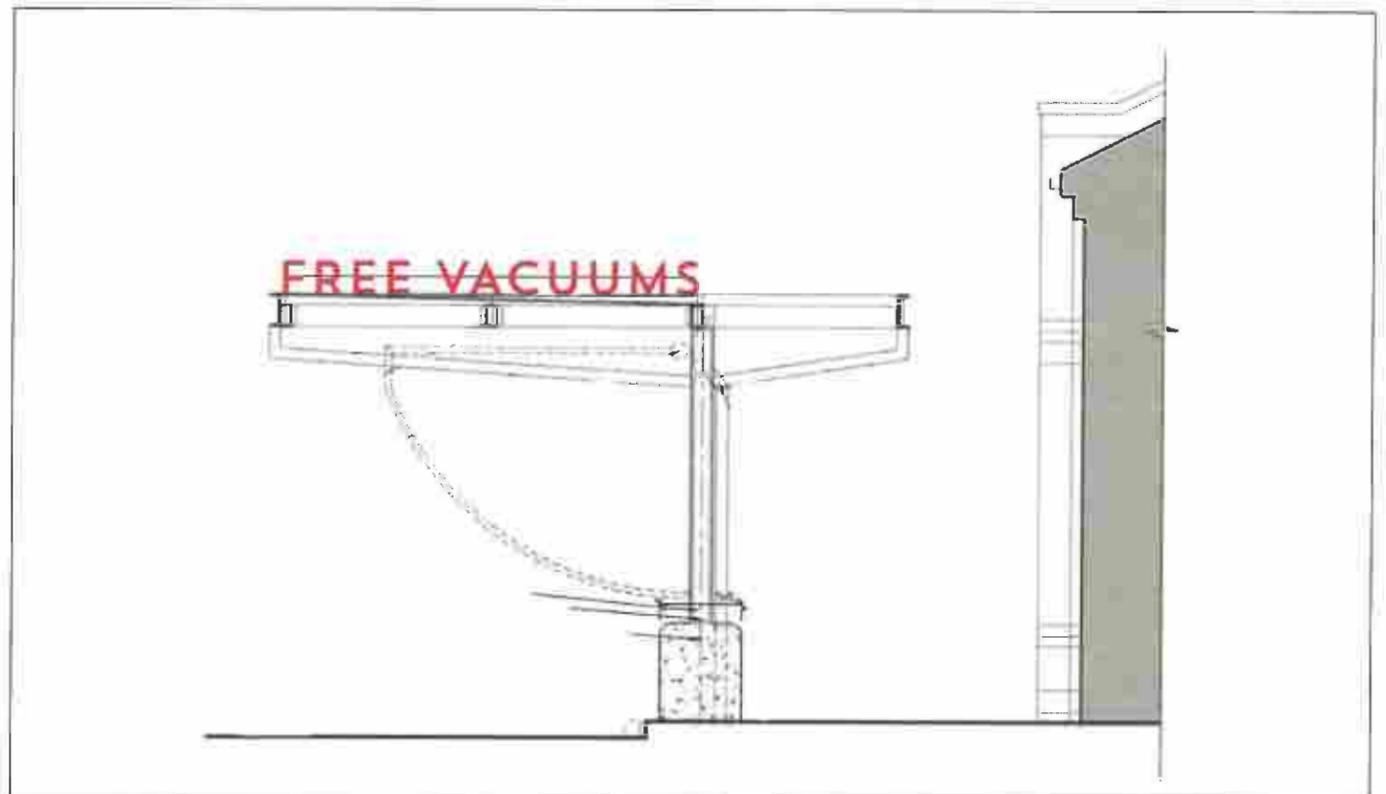
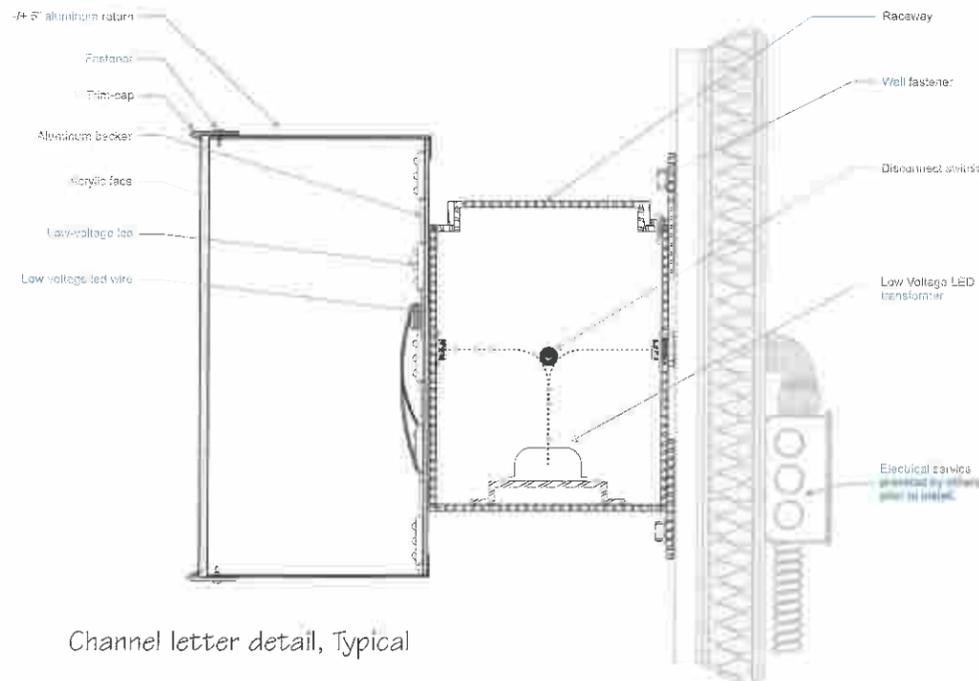


**SIGN TO BE UL LISTED**

**14.21875 SQ FT**

ILLUMINATED CHANNEL LETTERS ON A RACEWAY  
 FABRICATE AND INSTALL CHANNEL LETTERS OF ALUMINUM AND ACRYLIC.  
 LETTER FACES TO BE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 TRIM-CAP AND RETURNS TO BE BLACK.  
 INTERNAL ILLUMINATION TO BE WHITE LEDS.  
 RACEWAY PAINTED TO MATCH CANOPY.  
 SCALE 3/4"=1'

INSTALLATION INSTRUCTIONS  
 INSTALL SIGN ON AREA SHOWN.  
 CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.



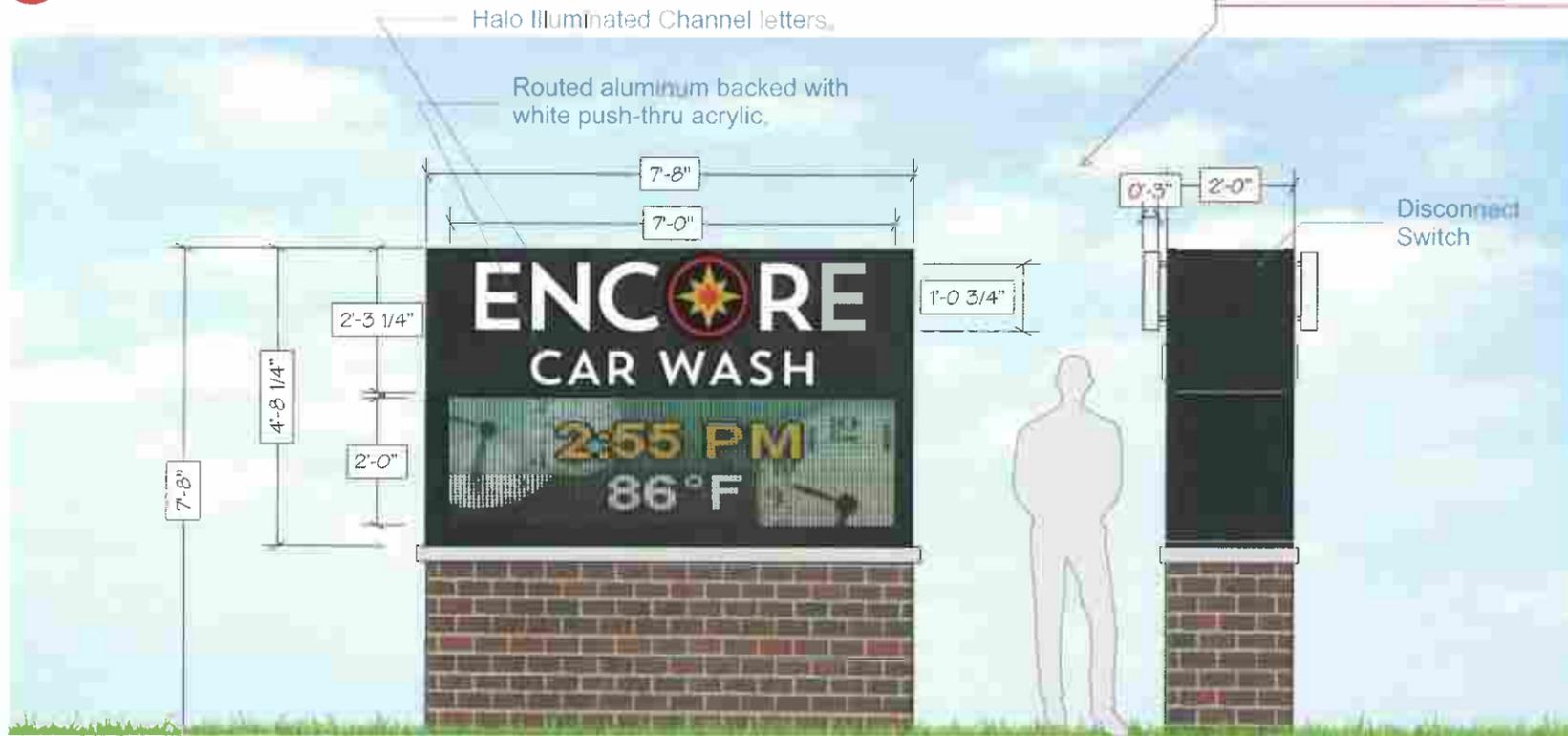
Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 6	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1: Rev 2:	PRINT	DATE:		

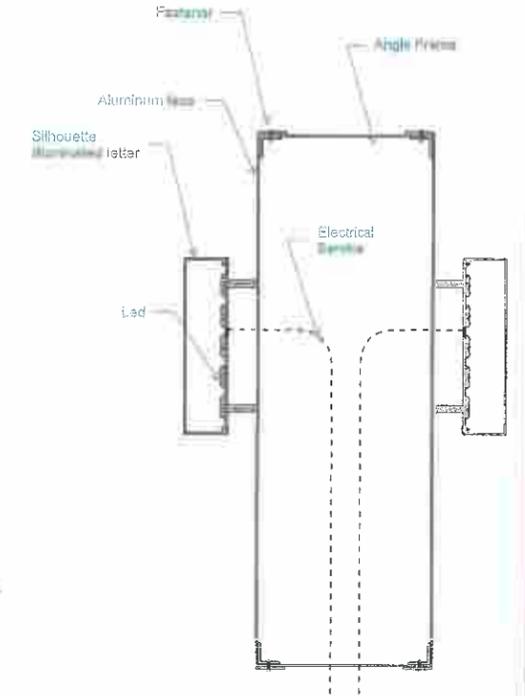
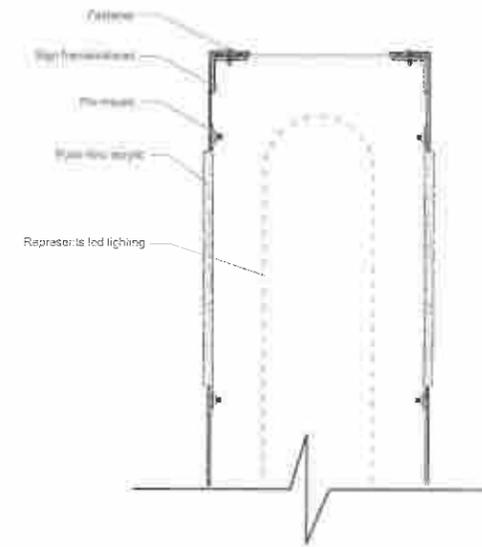
E5

All Signs Shall Be Installed In Accordance With N.E.C. Article 600  
 All Signs Fabricated as per A.S.A. Specifications & 2014 I.D.C.  
 All Signs Fabricated as per A.S.A. Specifications & 2014 I.D.C.

**35.90 SQ FT per face = 71.81 total**



**SIGN TO BE UL LISTED**



**DOUBLE FACE ILLUMINATED SIGN**

FABRICATE AND INSTALL SIGN OF ALUMINUM AND ACRYLIC.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 INTERNAL ILLUMINATION TO BE WHITE LEDS.  
 SEE SCHEDULE A FOR MESSAGE UNIT  
 SCALE 3/8"=1'

**INSTALLATION INSTRUCTIONS**

SET 4" STEEL PIPE IN CONCRETE FOOTING TO BE 2' X 7' BY 4' DEEP. CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.

SEE SURVEY FOR SIGN LOCATION

Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

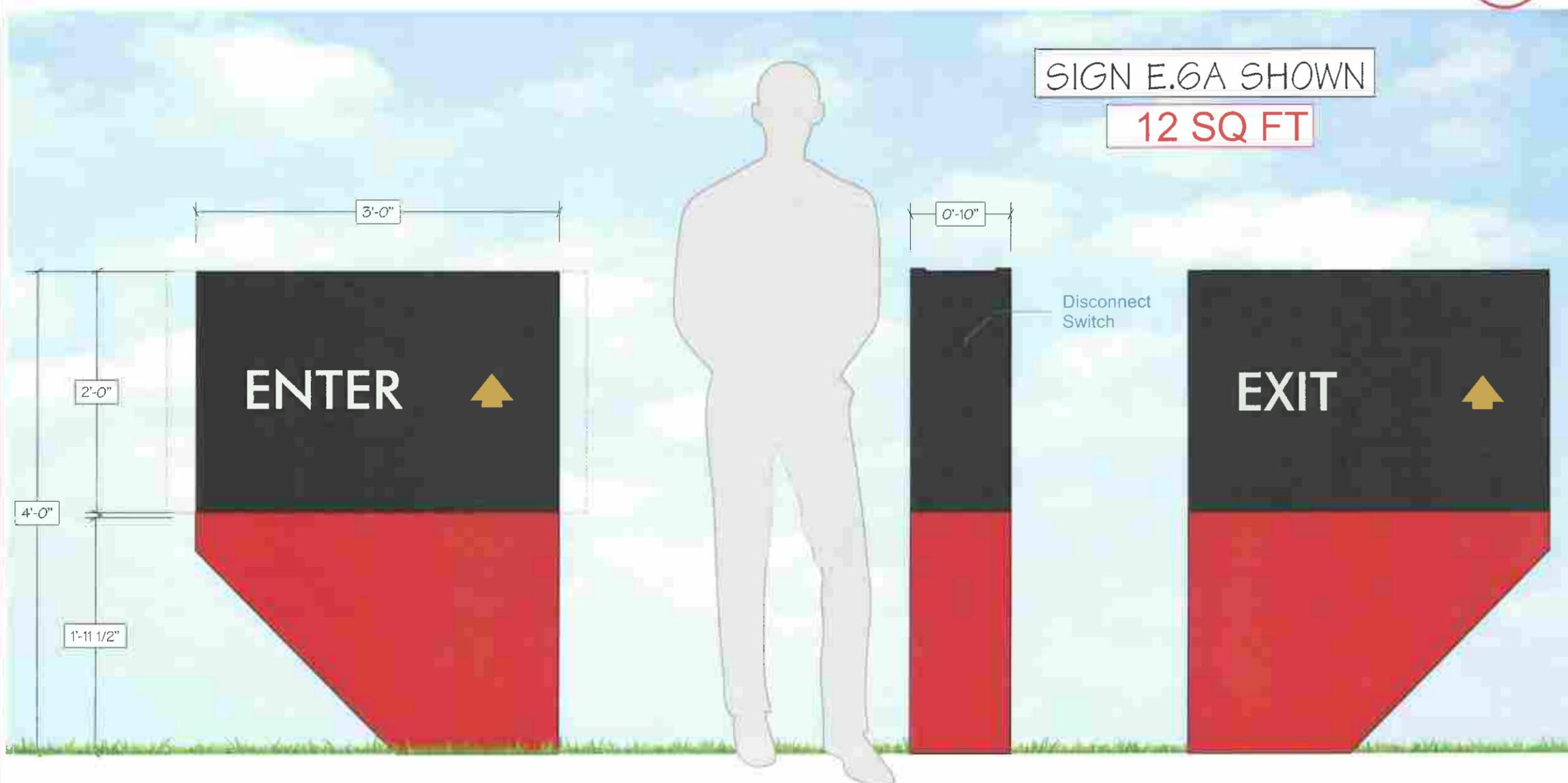
1100 Route 34 Aurora, Illinois 60503 630 898 5900 office 630 898 6091 fax	Prepared For: <b>ENCORE CAR WASH</b>	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 7C	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE	TITLE
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:			PRINT	DATE:
			Rev 2:				



36 SQ FT TOTAL



All Signs Shall Be Installed In Accordance With N.E.C. Article 600  
 All Signs Fabricated as per AS A Specifications & 2014 I.B.C.  
 All Signs Fabricated as per 2014 N.E.C. Specifications

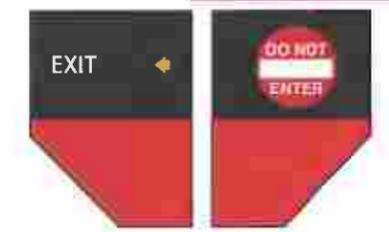


SIGN E.6A SHOWN

12 SQ FT

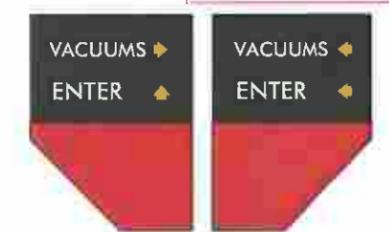
SIGN E.6B

12 SQ FT



SIGN E.6C

12 SQ FT

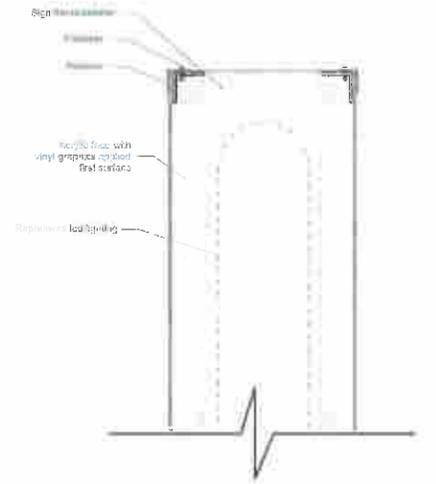


**DOUBLE FACE ILLUMINATED DIRECTIONAL SIGN - 3 REQUIRED**

FABRICATE AND INSTALL SIGN OF ALUMINUM AND ACRYLIC.  
 SIGN FACE TO BE WHITE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 INTERNAL ILLUMINATION TO BE WHITE LEDS.  
 SCALE 1"=1'

**INSTALLATION INSTRUCTIONS**

SET 2" STEEL PIPE IN CONCRETE FOOTING TO BE 10" ROUND AT 4' DEEP. CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.



Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 8	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE  PRINT  DATE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:	Rev 2:	TITLE:	

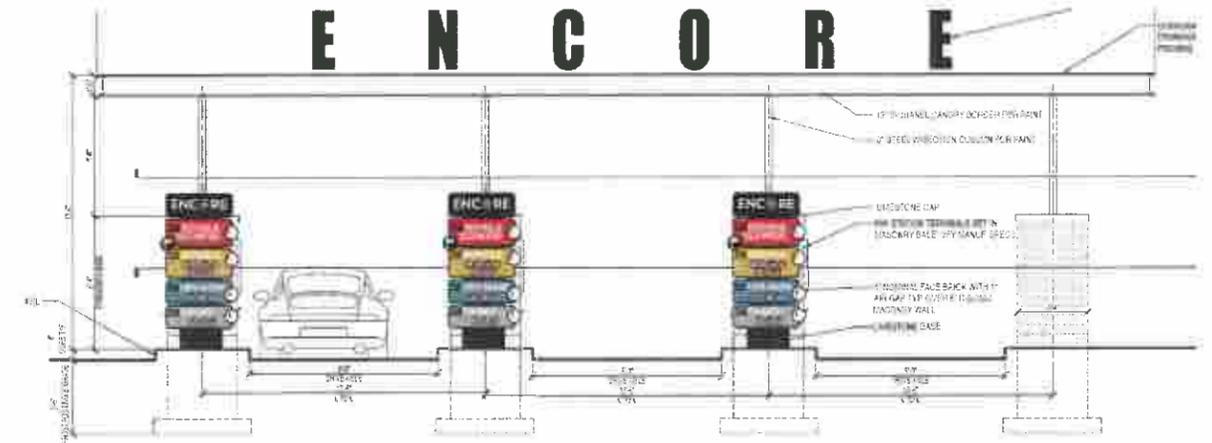
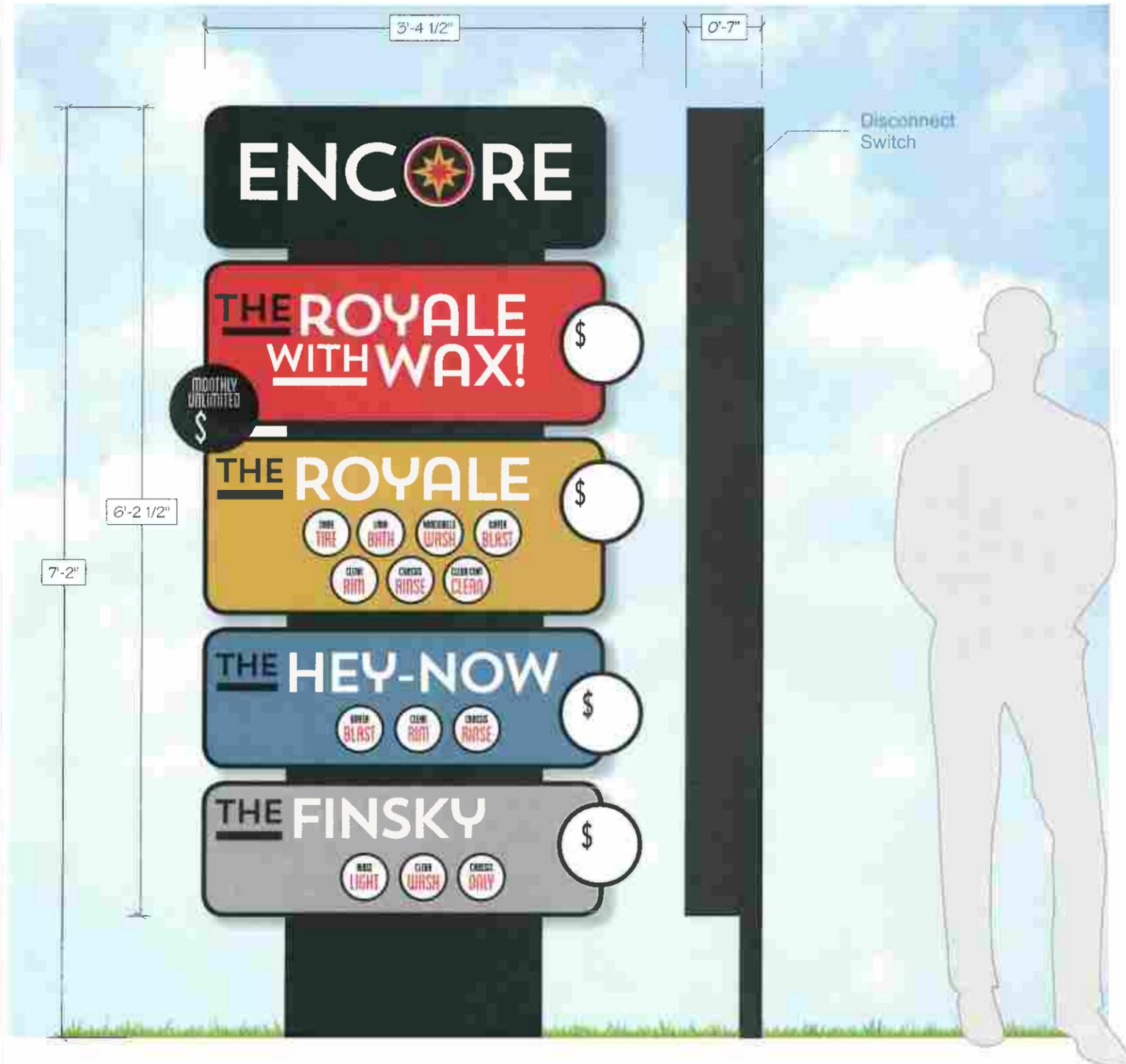
E8

20.95 SQ FT = 62.85 TOTAL

SIGN TO BE UL LISTED

**AURORA SIGN CO.**

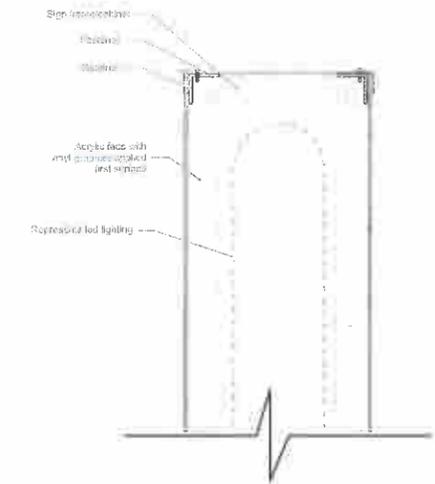
All Signs Shall Be Installed In Accordance With N.E.C. Article 600  
 All Signs Fabricated in per A.S.A. Specifications 1 2014 (8.2)  
 All Signs Fabricated in per 2011 N.E.C. Specifications



1 PAY CANOPY FRONT ELEVATION  
1/4" = 1'-0"

SINGLE FACE ILLUMINATED MENU BOARD - 3 REQUIRED  
 FABRICATE AND INSTALL SIGN OF ALUMINUM AND ACRYLIC.  
 SIGN FACE TO BE WHITE ACRYLIC WITH VINYL APPLIED FIRST SURFACE.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 INTERNAL ILLUMINATION TO BE WHITE LEDS.  
 SCALE 1"=1'

INSTALLATION INSTRUCTIONS  
 INSTALL TO LANE-SIDE PAY STATION CANOPY.  
 CONNECT TO PROVIDED ELECTRICAL.



1100 Route 34  
 Aurora, Illinois 60503  
 630 898 5900 office  
 630 898 6091 fax

Prepared For: ENCORE CAR WASH

Location Name:

Address: 735 PLAINFIELD RD

City/State: WILLOWBROOK, IL

Drwg: 210073 Sheet: 10 Design Date: 3/10/2021

Rev 1:

Rev 2:

LANDLORD APPROVAL SIGNATURE

PRINT

TITLE:

DATE:

E9

11.11 SQ FT

55" WEATHERPROOF DIGITAL DISPLAY



Disconnect Switch

INSTALLATION INSTRUCTIONS

SET 2" STEEL PIPE IN CONCRETE FOOTING TO BE 10" ROUND AT 4' DEEP. CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.

SINGLE FACE ILLUMINATED EXIT INDICATOR SIGN - 1 REQUIRED

FABRICATE AND INSTALL SIGN OF ALUMINUM.  
 WEATHERPROOF DISPLAY TO BE AFFIXED TO INTERIOR OF SIGN STRUCTURE.  
 COMMUNICATION/IT BY OTHERS.  
 ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.  
 SCALE 1"=1'

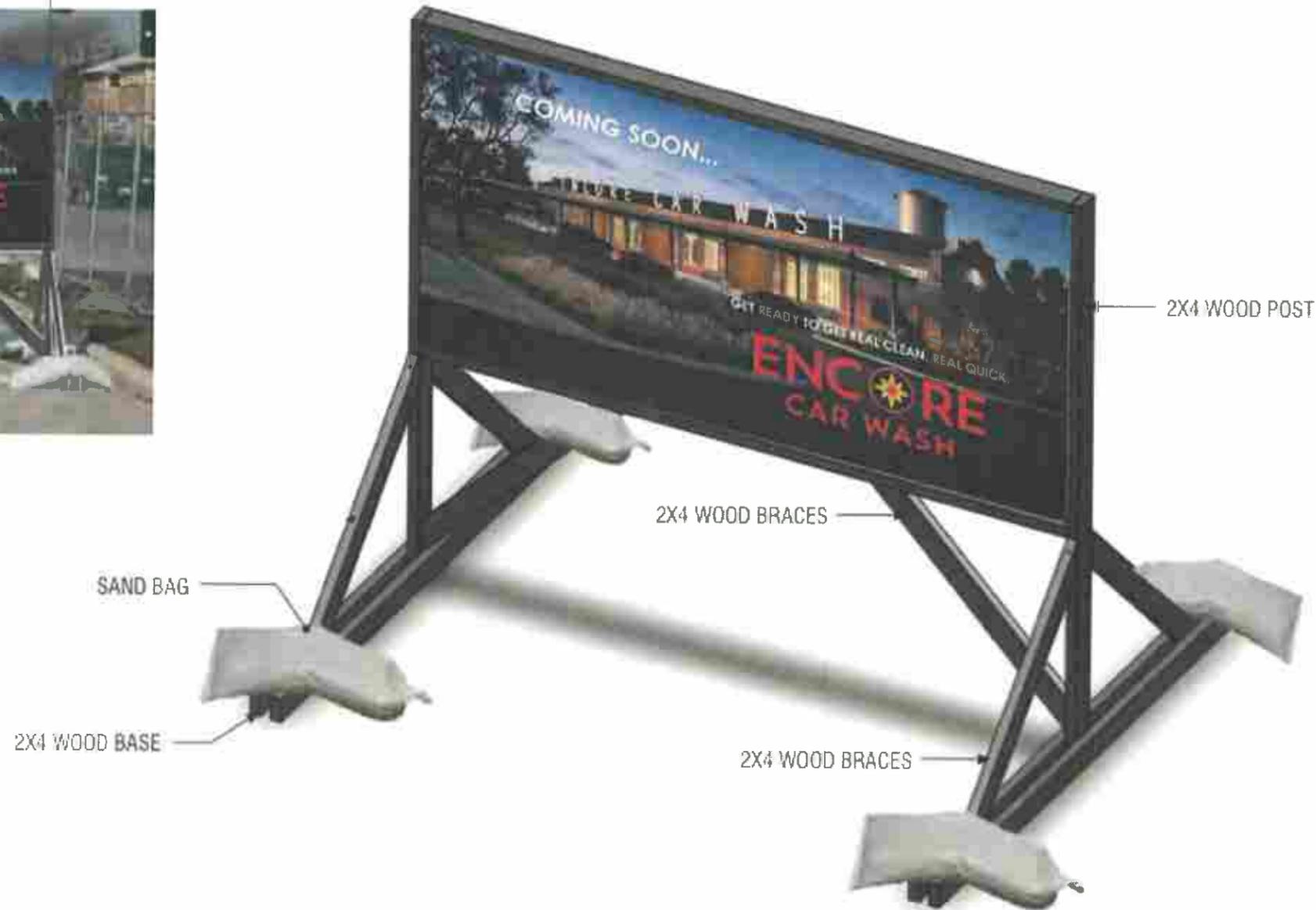
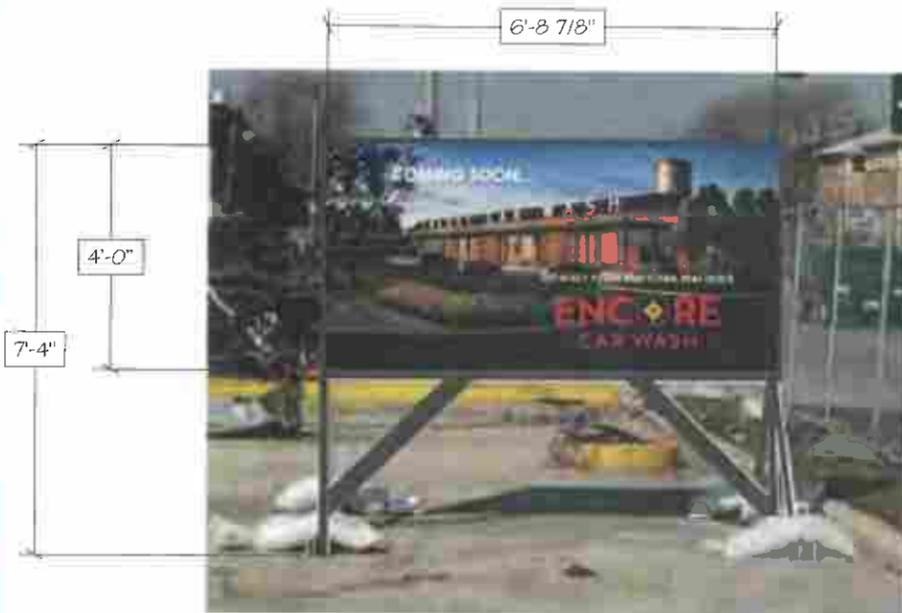
Computer generated colors are not a true match to any PMS, vinyl or paint.  
 Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 11	Design Date: 3/10/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				PRINT

All Signs Shall Be Installed In Accordance With N.E.C. Article 600  
 All Signs Fabricated as per A.S.A. Standards & 2014 I.B.C.  
 All Signs Fabricated as per 2015 N.E.C. Standards

E10

32 SQ FT



SINGLE FACE NON-ILLUMINATED TEMP SIGN - 1 REQUIRED  
 FABRICATE AND INSTALL SIGN OF WOOD AND ALUMINUM

INSTALLATION INSTRUCTIONS  
 SET IN PLACE USING SANDBAGS.

1100 Route 34  
 Aurora, Illinois 60503  
 630 898 5900 office  
 630 898 6091 fax

Prepared For: ENCORE CAR WASH

Location Name:

Address: 735 PLAINFIELD RD

City/State: WILLOWBROOK, IL

Drwg: 210073 Sheet: 12 Design Date: 3/10/2021

Rev 1:

Rev 2:

LANDLORD APPROVAL SIGNATURE

PRINT

TITLE

DATE:

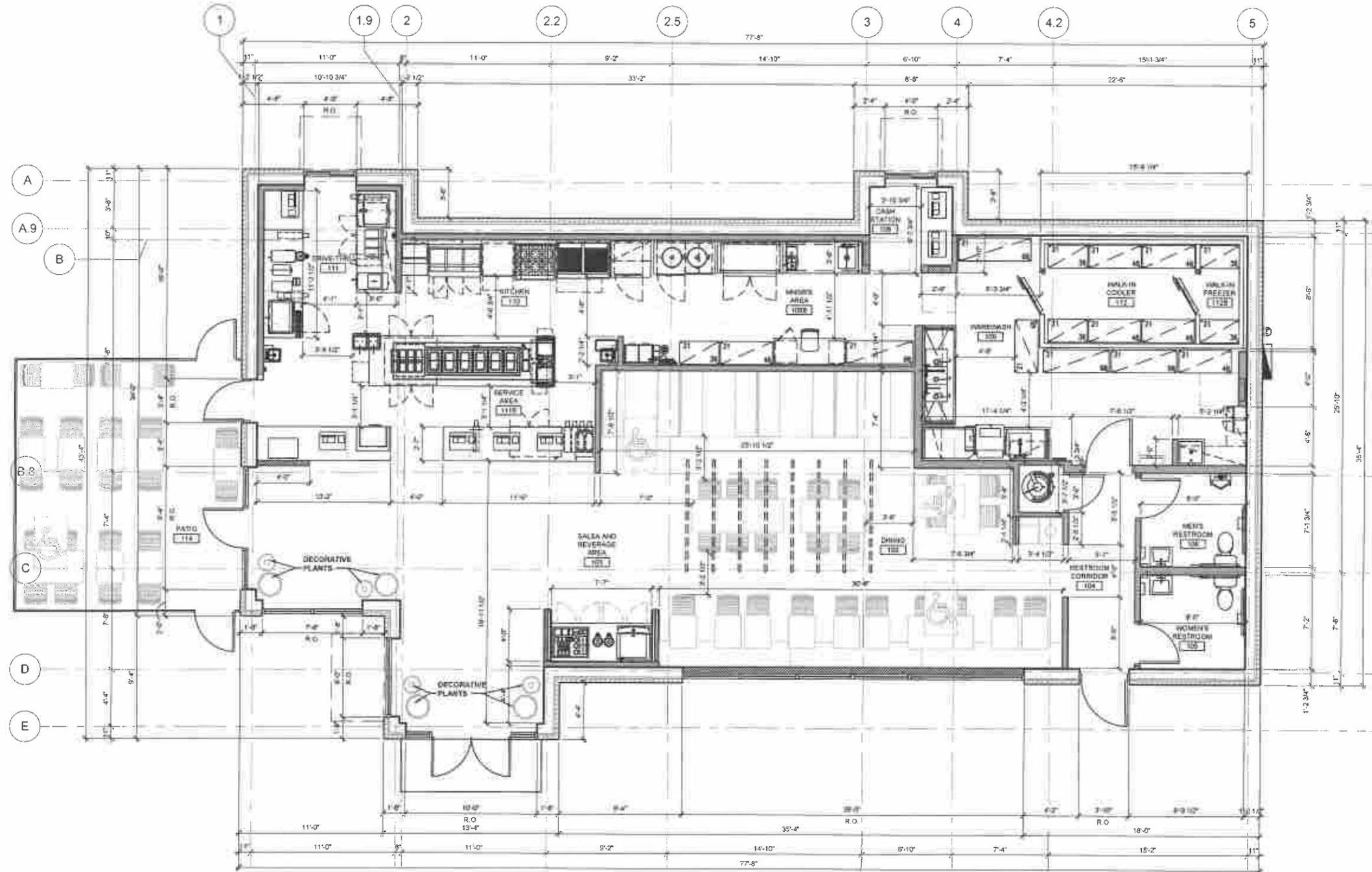


**Attachment 12**

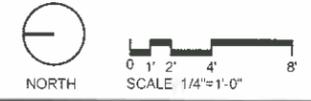
**Lot 2 Fast Food Establishment Drawings (5 pages)**

1. **"Preliminary Floor Plan" for Fast Food Establishment** as prepared by Interplan LLC, Project No. 2020.0919, 1 page, Sheet PFP, and dated 01.20.21.
2. **"Architectural Elevations with Signs" for Fast Food Establishment** as prepared by Interplan LLC, 2 pages, and dated 01.20.21.
3. **"Master Sign Key Plan" for Fast Food Establishment** – 1 page, undated and provided by GW Properties on January 24, 2021.
4. **"Exterior Perspective" for Fast Food Establishment** as prepared by Interplan LLC, 1 page, and dated 01.20.21.

THIS DOCUMENT IS NOT  
FOR REGULATORY  
APPROVAL, PERMITTING,  
OR CONSTRUCTION.



1 FLOOR PLAN



NO DATE REVISIONS



**GUZMAN  
Y GOMEZ**  
735 PLAINFIELD ROAD  
WILLOWBROOK, IL 60527

PROJECT NO: 2020.0919  
DATE: 01.20.21

**PFP**  
PRELIMINARY FLOOR  
PLAN

CHECKED: MP DRAWN: DC

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## Sign A UL Listed channel Letters

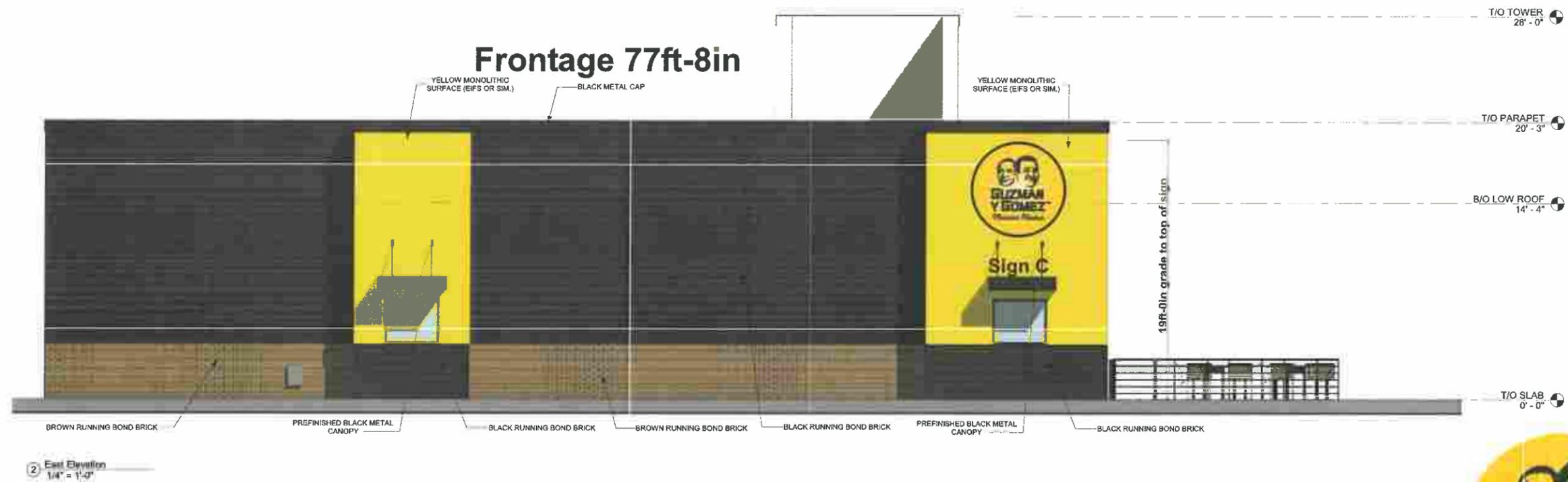


5in projection from wall

## Sign B & C

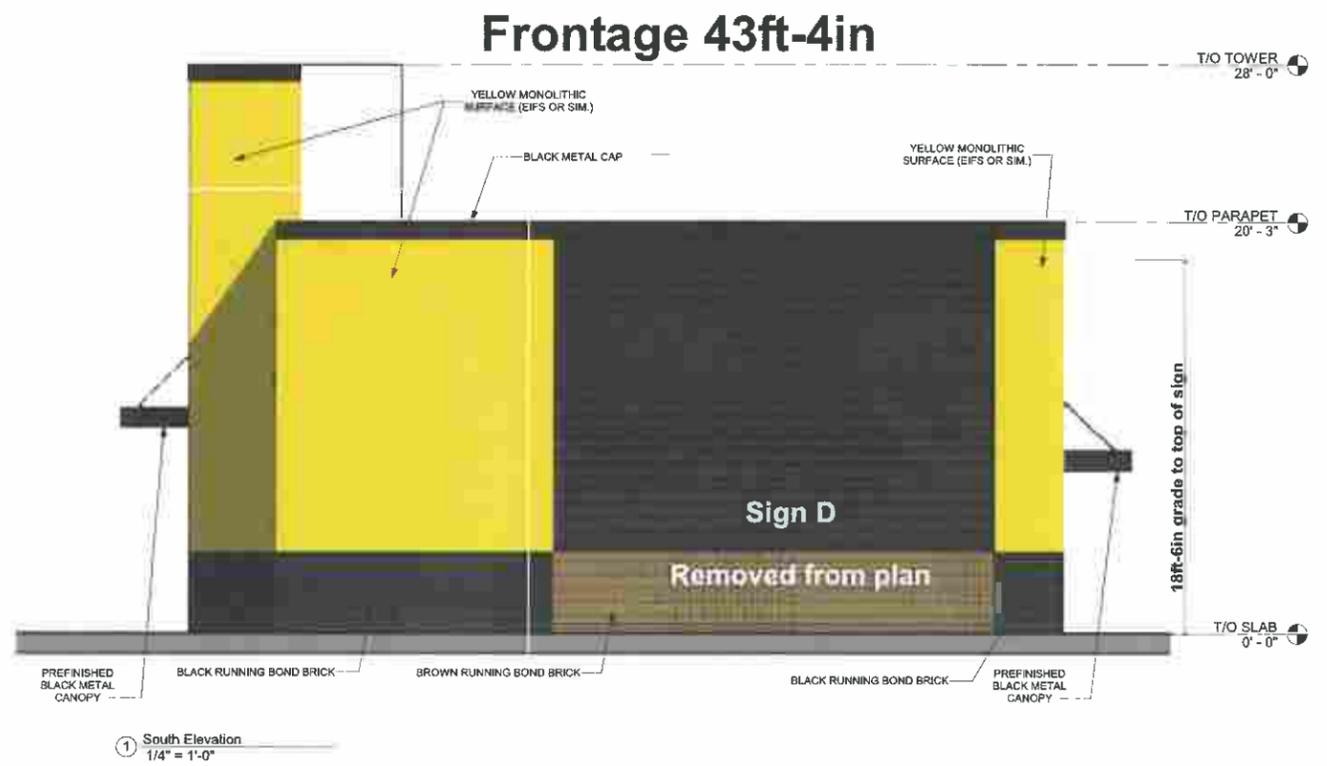
Illuminated LOGO  
plex face/LED internal illumination  
UL Listed

5in projection



## Sign D

Removed from plan



Illuminated LOGO  
plex face/LED internal illumination  
UL Listed  
5in projection



735 PLAINFIELD RD.  
WILLOWBROOK, IL 60527  
01.20.21



735 PLAINFIELD RD.  
WILLOWBROOK, IL 60527

R9

**D Removed**

**A** UL Listed channel Letters  
 184 in x 24 in  
**GUZMAN Y GOMEZ**  
 Mexican Kitchen  
 5in projection from wall

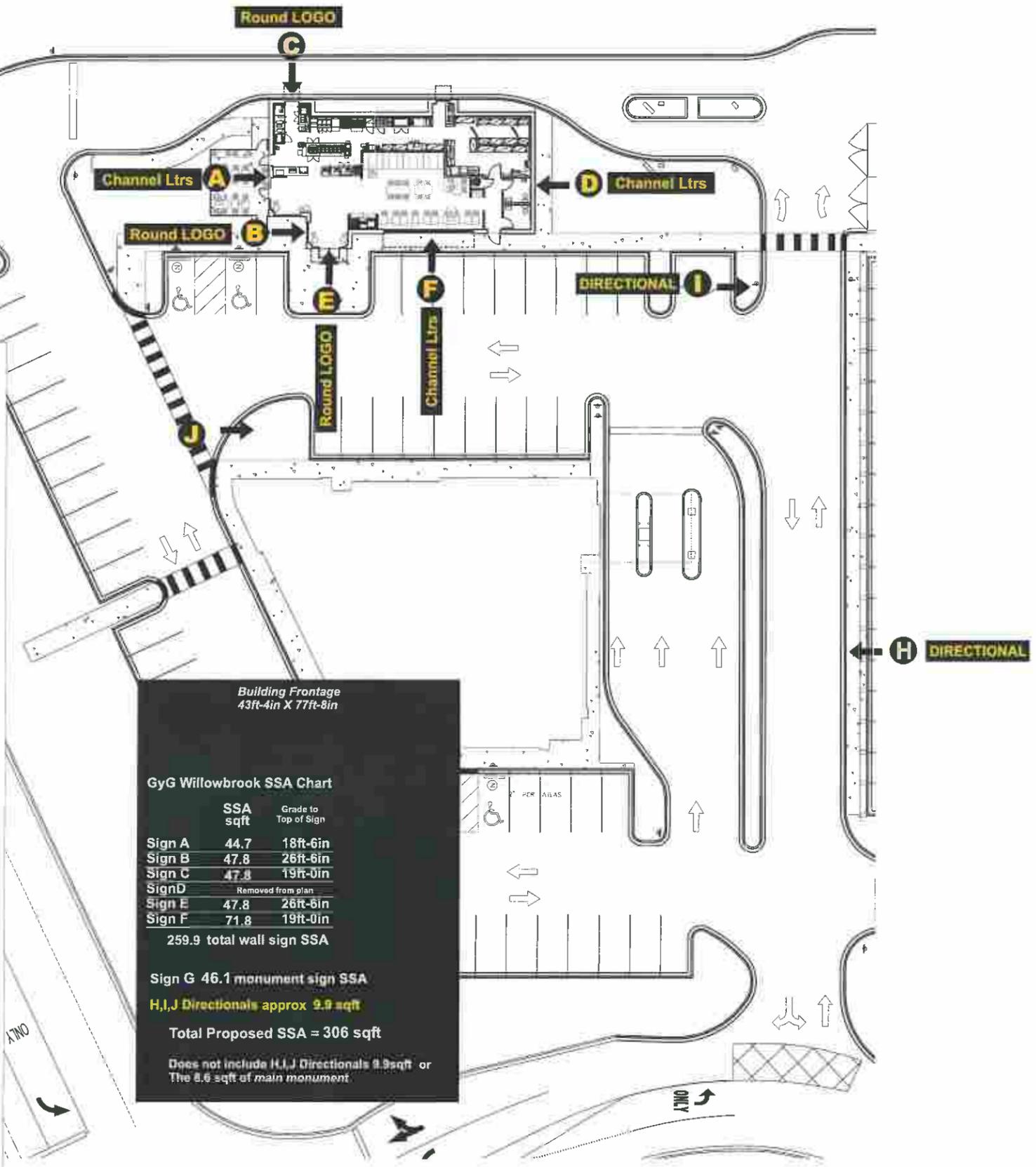
Illuminated LOGO  
 plex face/LED internal illumination  
 UL Listed  
 5in projection  
**B C E**

83 in x 83 in 47.8sqft  
**GUZMAN Y GOMEZ**  
 Mexican Kitchen

230 in x 71.8sqft  
**F** **GUZMAN Y GOMEZ**  
 Mexican Kitchen  
 UL Listed channel Letters  
 5in projection from wall

**G**  
 Circle 52in X 52in  
 16.77 sqft  
 Double Face  
 SSA=37.5 sqft  
 Drive Thru 12in X 52in  
 4.2sqft X 2=8.6sqft  
 DF Monument Sign

**H I J**  
 Directional Signs  
 1 Sign per Side 12"x18" sqft SSA  
 1 Sign per Side 12"x18" sqft SSA  
 1 Sign per Side 12"x18" sqft SSA



Building Frontage  
43ft-4in X 77ft-8in

GyG Willowbrook SSA Chart

	SSA sqft	Grade to Top of Sign
Sign A	44.7	18ft-6in
Sign B	47.8	26ft-6in
Sign C	47.8	19ft-0in
Sign D	Removed from plan	
Sign E	47.8	26ft-6in
Sign F	71.8	19ft-0in
259.9 total wall sign SSA		
Sign G 46.1 monument sign SSA		
H,I,J Directionals approx 9.9 sqft		
Total Proposed SSA = 306 sqft		
Does not include H,I,J Directionals 9.9sqft or The 8.6 sqft of main monument		



① Northwest Corner



② Southwest Corner



③ Southeast Corner



④ Northeast Corner



**Attachment 13**

**Lot 3 Bank Drawings (44 pages)**

1. **"Floor Plan"** for Chase Bank as prepared by The Architects Partnership, TAP Project No. (Chase Bank) 17073, 1 page, and dated 01.22.2021.
2. **"Architectural Elevations" for Chase Bank** as prepared by The Architects Partnership, TAP Project No. 19108, 2 pages, and dated 1.18.2021.
3. **"Sign Package"** for Chase Bank as prepared by Signtech, Drawing No. 18-01613, Project No. CHASE\_730\_1, 41 pages, bearing an original issue date of 09/14/18, and bearing the latest revision date of 03.11.2021.



WILLOWBROOK RELO  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

# FLOOR PLAN

01.22.2021

Architect/Designer  
 The Architects Partnership  
 200 South Michigan Avenue  
 Chicago, IL 60604  
 t: 312.583.9800  
 f: 312.583.9890  
 TAP Project Number: 17073





CAST STONE



BRICK  
COLOR: MIDNIGHT BLACK  
INTERSTATE



BRICK  
COLOR: PLATINUM  
INTERSTATE

T.O. PARAPET  
+19.4'

T.O. BOTTOM OF ACM PANEL  
+19.4'

T.O. WATER TABLE  
+13.4'

T.O. SLAB  
+0.0'

T.O. HIGH PARAPET  
+21.0'

T.O. ROOFLINE  
+17.0'

T.O. BOTTOM OF SUN SHADE  
+7.0'



STORE FRONT & CANOPY  
COLOR: BLACK ANODIZED  
ALUM.



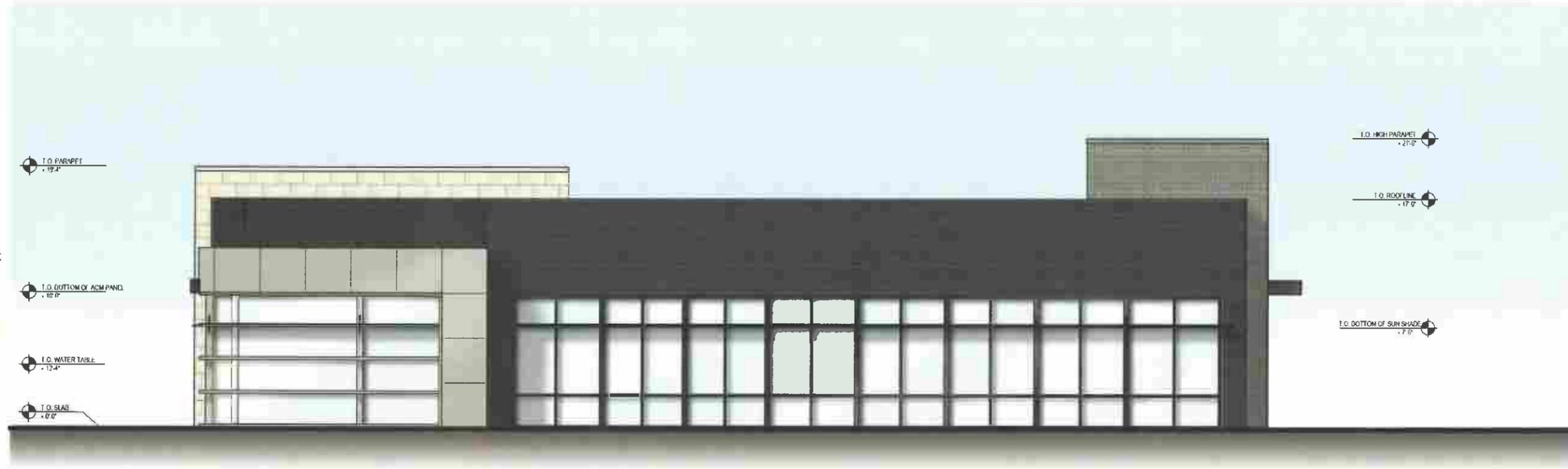
ACM  
COLOR: CLEAR ANODIZED  
ALUM.



CLEAR GLASS



COLUMN  
"CLOUD WHITE"



NORTH ELEVATION



WEST ELEVATION

SCALE: 3/8" = 1'





CAST STONE



BRICK  
COLOR: MIDNIGHT BLACK  
INTERSTATE



BRICK  
COLOR: PLATINUM  
INTERSTATE

T.O. HIGH PARAPET  
+21'6"

T.O. ROOFLINE  
+17'0"

T.O. BOTTOM OF CANOPY  
+11'0"

T.O. WATER TABLE  
+15'4"

T.O. SLAB  
+0'0"



STORE FRONT & CANOPY  
COLOR: BLACK ANODIZED  
ALUM.



ACM  
COLOR: CLEAR ANODIZED  
ALUM.

CLEAR GLASS

COLUMN  
"CLOUD WHITE"



SOUTH ELEVATION



EAST ELEVATION

SCALE: 1/4" = 1'



# CHASE



**#730**  
**Willowbrook**  
**730 Plainfield Rd.**  
**Willowbrook, IL 60527**



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**JP Morgan Chase Bank**  
**#730**

**Willowbrook**  
**730 Plainfield Rd.**  
**Willowbrook, IL 60527**

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierri  
 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

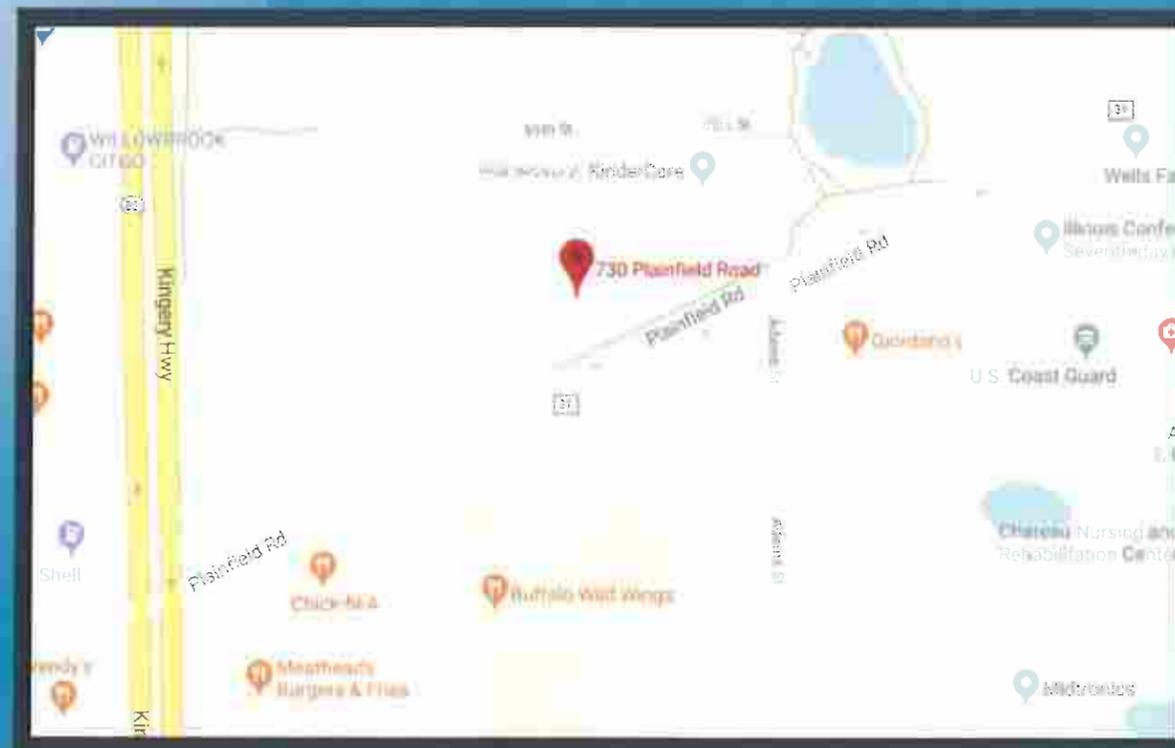
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: **18-01613**

Project ID: **CHASE\_730\_1**

Revision: **R19 - 03.11.21**



**REVISION NOTES:**

- R7: Detail Drawing - Added details. - AS - 03/23/20
- R9: Detail Drawing - Removed 139 from scope of work. - AS - 05/19/20
- R11: Detail Drawing - I36 changed to 21in Bitro. Removed I40 and 41 from scope and updated CSS artwork. - AS - 09/30/20
- R13: Detail Drawing - Lettersets updated to 24in added property and building dimensions to site plan. Elevations updated. - AS - 01/19/21
- R15: Detail Drawing - Updated E1 to 8ft height and SQFT for E1,8,29,130,145 updated. - AS - 02/15/21
- R17: Detail Drawing - Updated site plan. - AS - 03/09/21
- R19: Detail Drawing - Update Sqft for E1/8 and allowable sqft. E1 setback changed to 10ft. - AS - 03/11/21

**EXTERIOR SIGN LEGEND - ALLOWED**

Elevation	Sign No.	Sign Type	Description	Sq.Ft.
	E.1	CUSTOM M-50-RE	Illuminated Monument Sign w/ Custom Stone-Clad Base	114.68
West	E.2	LIF-WBO-24	24" White Channel Letters and Logo	36.9
	E.3	LIF-WBO-24	24" White Channel Letters and Logo	36.9
East	E.4	LIF-WBO-24	24" White Channel Letters and Logo	36.9
	E.5	NONE	REMOVED FROM SCOPE OF WORK	
	E.6	NONE	REMOVED FROM SCOPE OF WORK	
	E.7	NONE	REMOVED FROM SCOPE OF WORK	
	E.8	D-2-RE	Non-Illuminated Directional Sign	4.62
	E.9	TC-P-ADA-IL-V-RE	Post Mount Handicap Stall Sign - Van Accessible	
	E.10	TC-P-ADA-IL-RE	Post Mount Handicap Stall Sign	
	E.11	TC-W-H-RE	Wall Mount Do Not Enter Sign	
	E.12	TC-W-H-RE	Wall Mount Do Not Enter Sign	
Northwest	E.13	NONE	REMOVED FROM SCOPE OF WORK	
	E.14	DU-C	ATM Lane Designator Sign	
	E.15	DU-C	ATM Lane Designator Sign	
	E.16	TC-CL-W	Clearance Sign	
	E.17	COMING SOON	Temporary Construction Site Sign - Skid Mount Structure	
	E.18-20	TC-W-A-RE	Wall Mount Bank Parking Only Sign	
	E.21-28	TC-P-A-RE	Post Mount Bank Parking Only Sign	

Total Proposed Sq Ft	230
Total Allowable Sq Ft	350
Difference	120



**SITE PLAN SCALE: 1" = 50' (1:600)**



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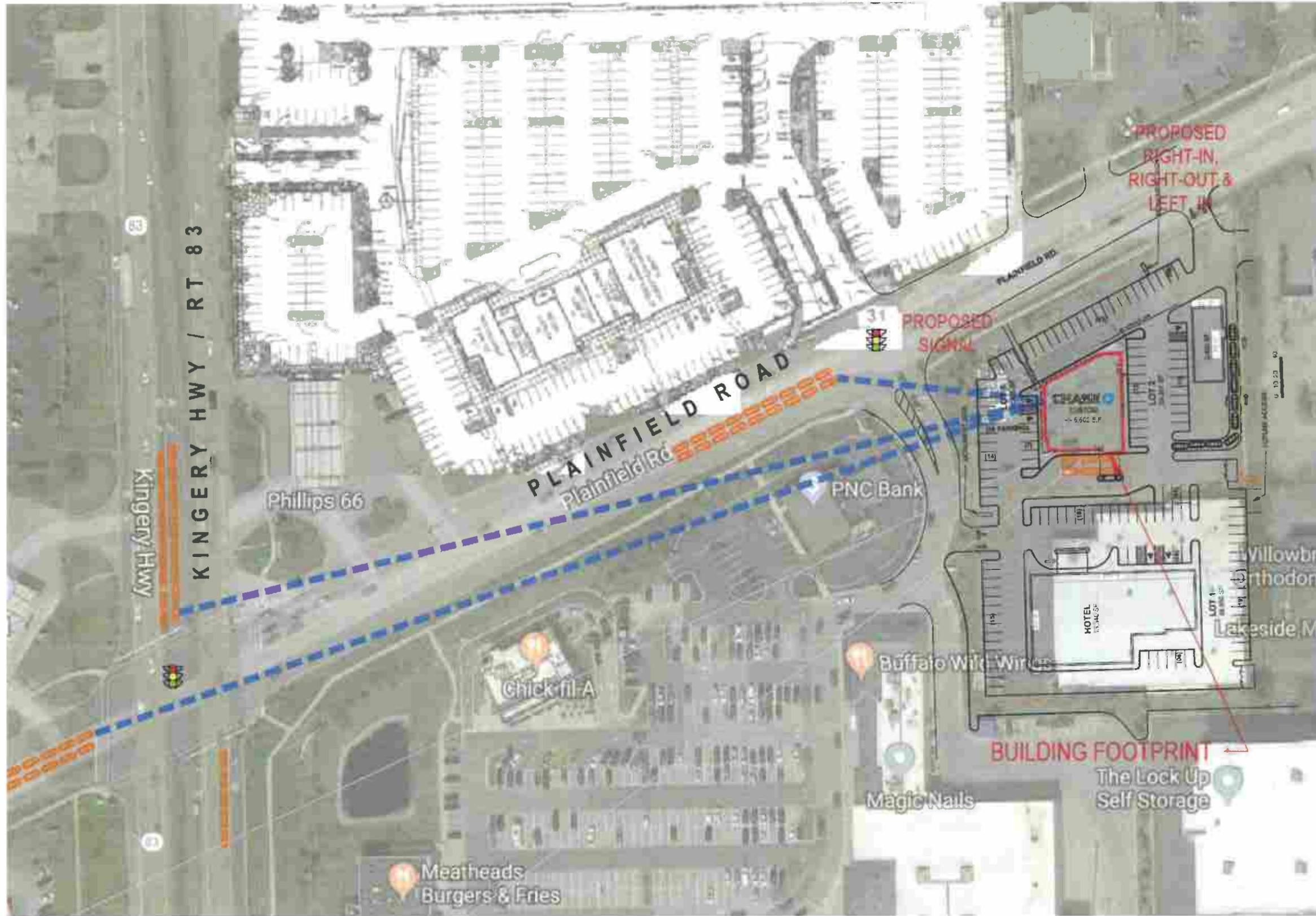
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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**RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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 Revision: R19 - 03.11.21

**Sign Legend / Site Plan**



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**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

**Enlarged Aerial Site**

### INTERIOR SIGN LEGEND

Elevation	Sign No.	Sign Type	Description	Sq.Ft.
E.29	SUR-TTW-U-4-TP		Universal Thin-Profile ATM Surround	8.34
I.30	SUR-TTW-U-4-TP		Universal Thin-Profile ATM Surround	8.34
E.31	ADA-EP		ADA Accessible Entrance Plaque	
E.32	ADA-EP		ADA Accessible Entrance Plaque	
I.33	ADA-EX		ADA Exit Plaque	
I.34	ADA-EX		ADA Exit Plaque	
I.35	ADA-EX		ADA Exit Plaque	
I.36	ADA-EX		ADA Exit Plaque	
I.37	ADA-TW		ADA Accessible Teller Window Plaque	
I.38	OCT-21-INT		Illuminated Bitro-Blue Interior Octagon	
I.39	NONE		REMOVED FROM SCOPE OF WORK	
I.40	NONE		REMOVED FROM SCOPE OF WORK	
I.41	NONE		REMOVED FROM SCOPE OF WORK	
I.42	ADA-RRW-A-G		ADA Accessible Women's Restroom Plaque	
I.43	ADA-RRM-A-G		ADA Accessible Men's Restroom Plaque	
I.44	ADA-EEX		ADA Emergency Exit Plaque	
I.45	CUSTOM-OCT-24-INT		Illuminated Interior Blue Bitro Octagon - Ceiling-Hung	4



**FLOOR PLAN** SCALE: 1/16" = 1'-0"

DATE	DESIGNER
10/21/19	DG

DESIGN STANDARDS	
CB 2020	
HARDINESS ZONE	7B
OVER-HEAD DOOR ACCEPTABLE*	
*HARDINESS ZONES 7B-03	



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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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 Revision: R19 - 03.11.21

**Sign Legend / Floor Plan**

# SIGNAGE OVERVIEW - ALLOWED



**WEST ELEVATION** SCALE: 1/16"=1'-0"



**NORTH ELEVATION** SCALE: 1/16"=1'-0"



**EAST ELEVATION** SCALE: 1/16"=1'-0"



**SOUTH ELEVATION** SCALE: 1/16"=1'-0"



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Designer: biones  
Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

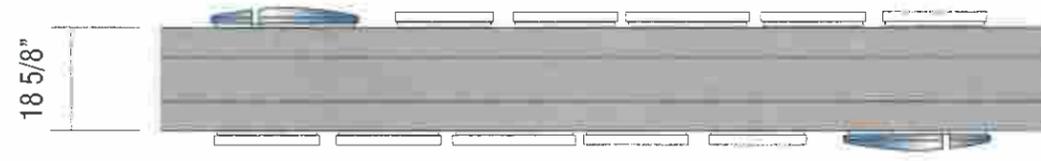
Signtech does NOT provide primary electrical to sign location -  
**RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
This design is the exclusive property of Signtech and cannot be reproduced in whole or in part, without their prior written approval.

Drawing Number: 18-01613  
Project ID: CHASE\_730\_1  
Revision: R19 - 03.11.21

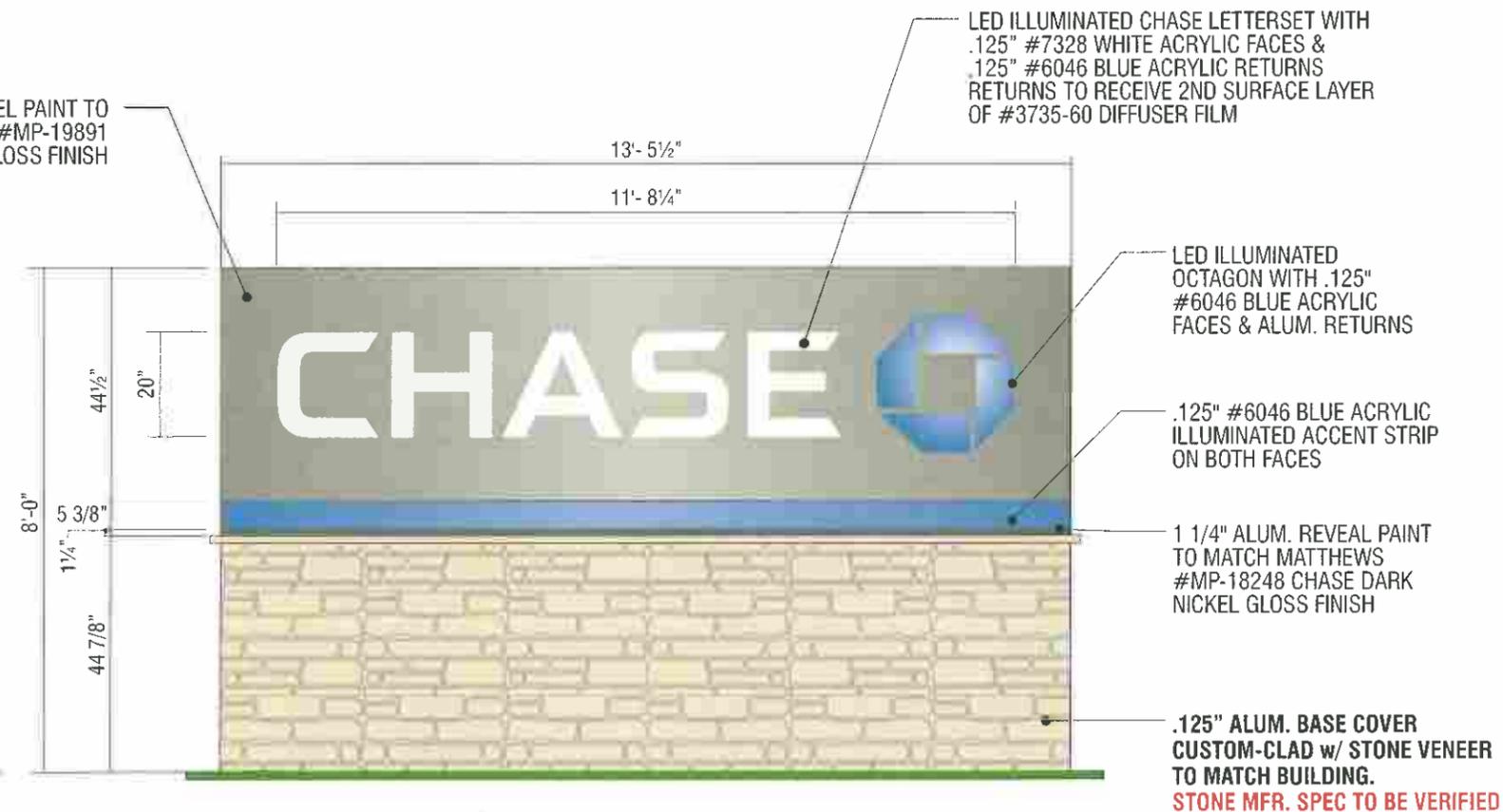
**Exterior Elevations**

# SIGNAGE OVERVIEW

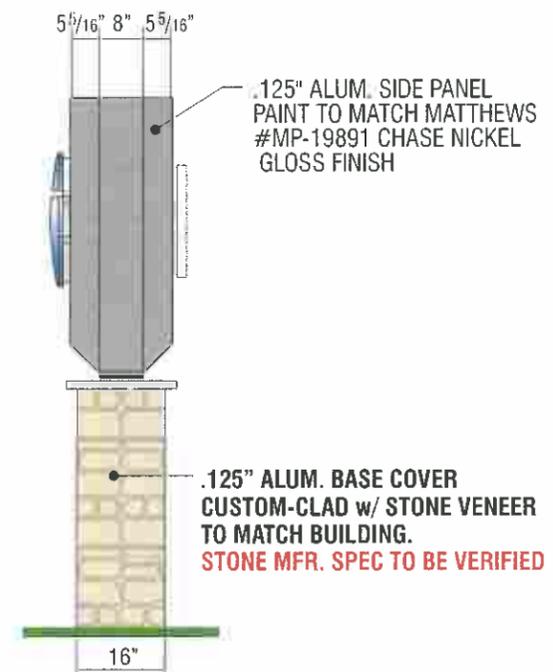


TOP VIEW SCALE: 3/8" = 1'-0"

.125" ALUM. TOP PANEL PAINT TO MATCH MATTHEWS #MP-19891 CHASE NICKEL GLOSS FINISH



FRONT VIEW SCALE: 3/8" = 1'-0"



END VIEW

**FIELDSTONE-CLAD BASE TO MATCH BLDG.  
DIRECT BURIAL  
8FT MAX HEIGHT**

**E.1 SIGN TYPE CUSTOM M-50-RE  
MANUFACTURE AND INSTALL ONE (1) INTERNALLY ILLUMINATED D/F MONUMENT SIGN**



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Coordinator: Tracey Pichierri  
Designer: bjones  
Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location -  
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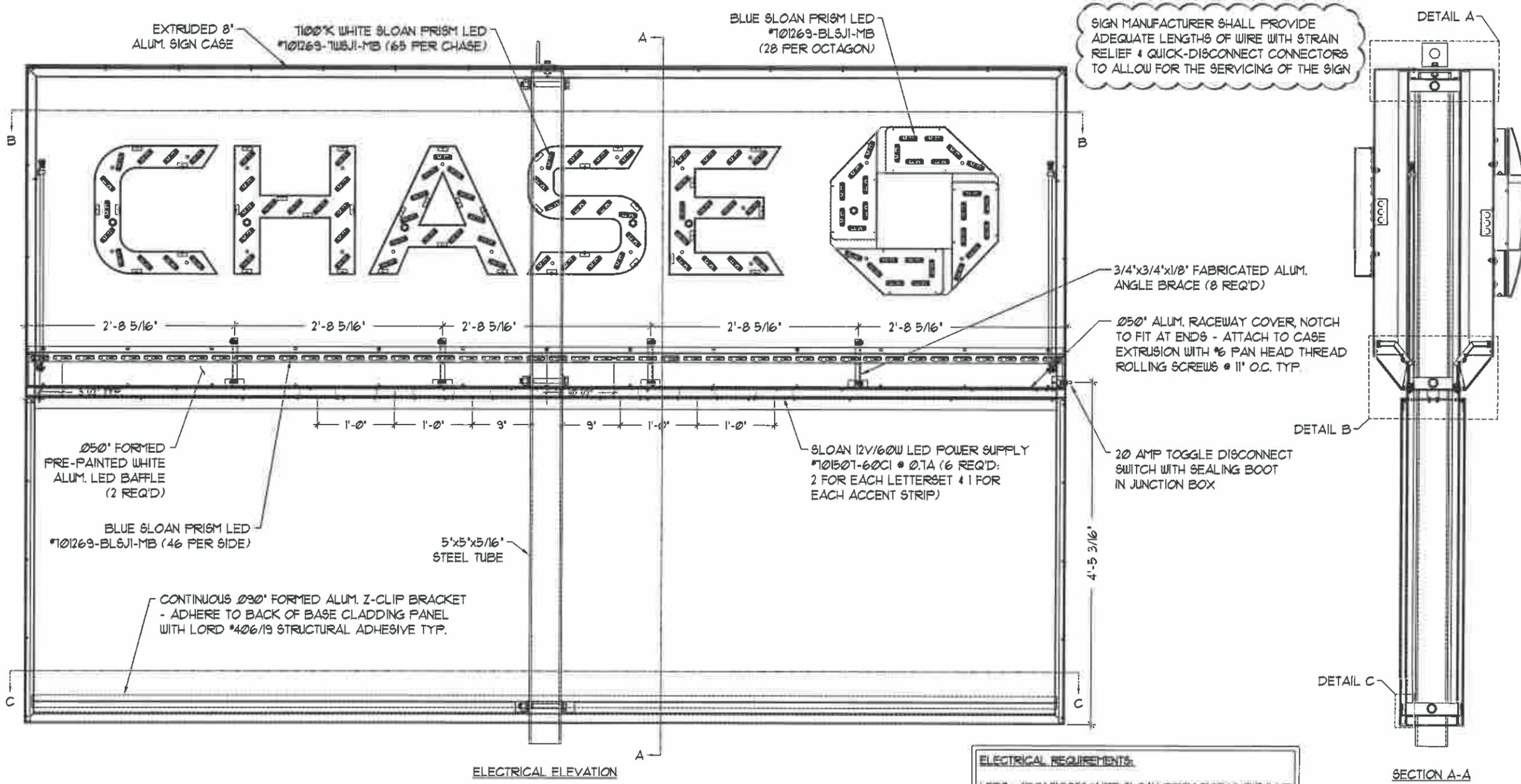
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

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**ELECTRICAL REQUIREMENTS:**  
 LEDs: (130) 1100°K WHITE SLOAN PRISM #10263-1105J1-MB  
 (148) BLUE SLOAN PRISM #10263-BLSJ1-MB  
 POWER SUPPLY: (6) SLOAN 12V/60W #101507-60CI • 0.1A  
 TOTAL LOAD: 430 AMPS  
 CIRCUITS: (1) 20 AMP REQ'D.



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**COPY, COLORS & SIZES**

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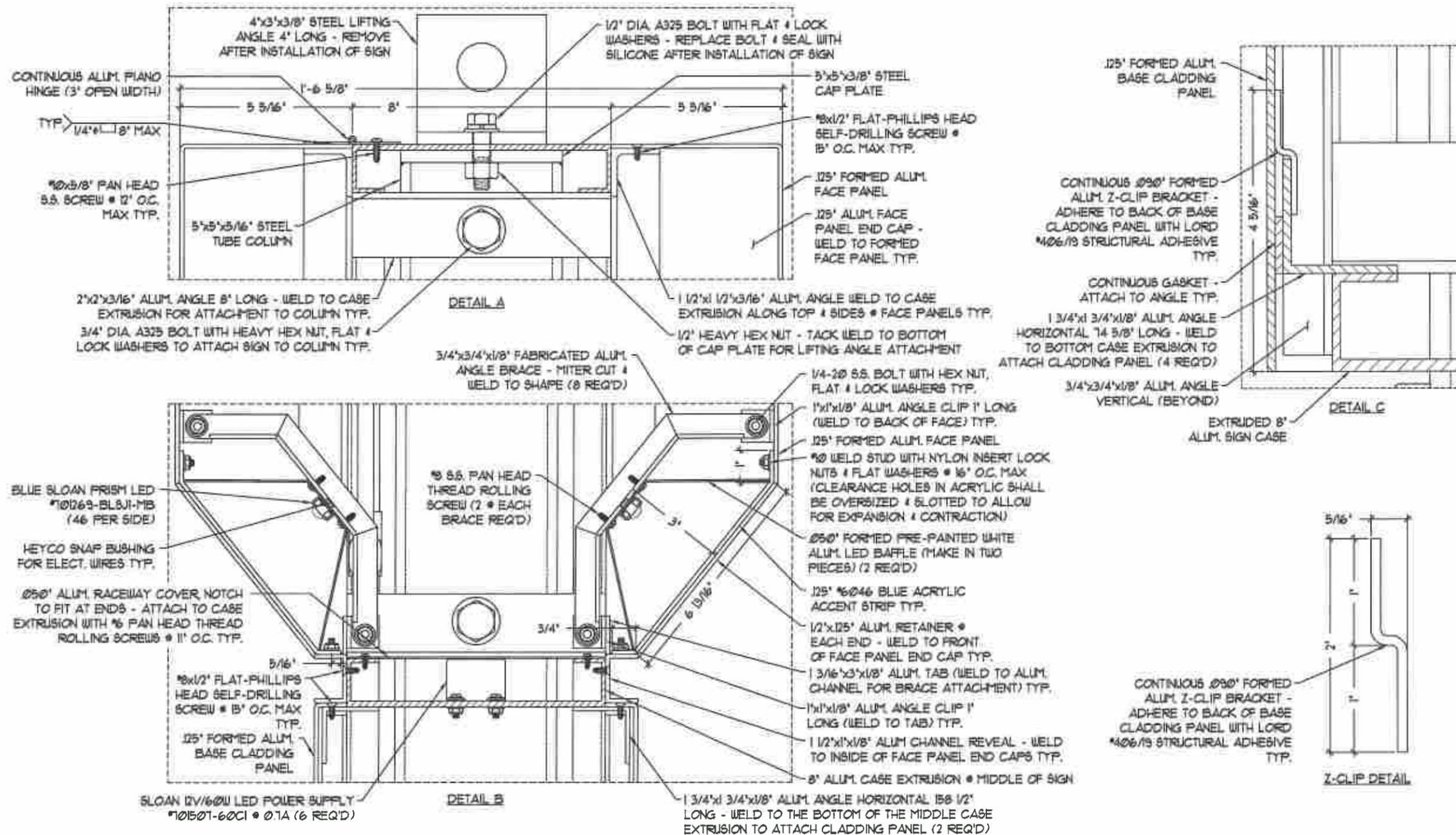
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

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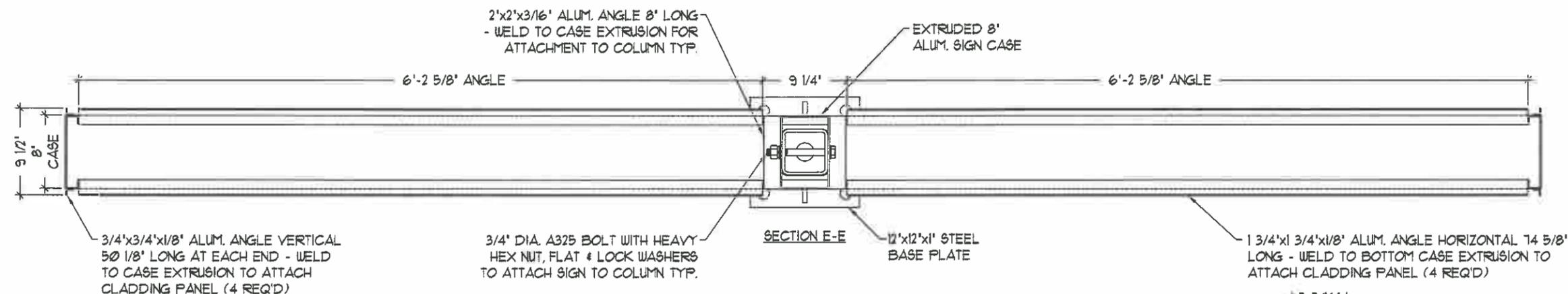
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

This design is the exclusive property of Signtech and cannot be reproduced in whole or in part, without their prior written approval.

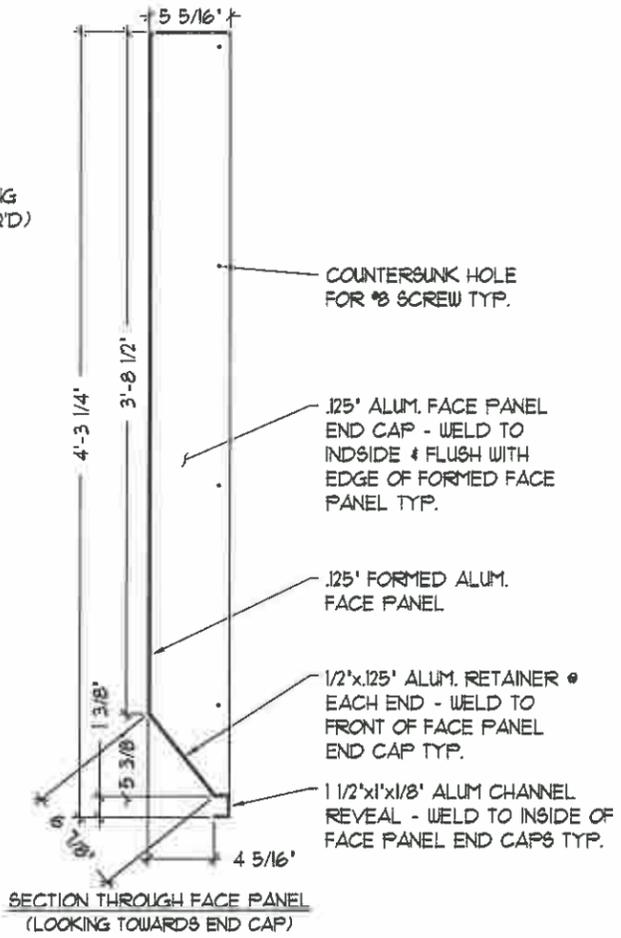
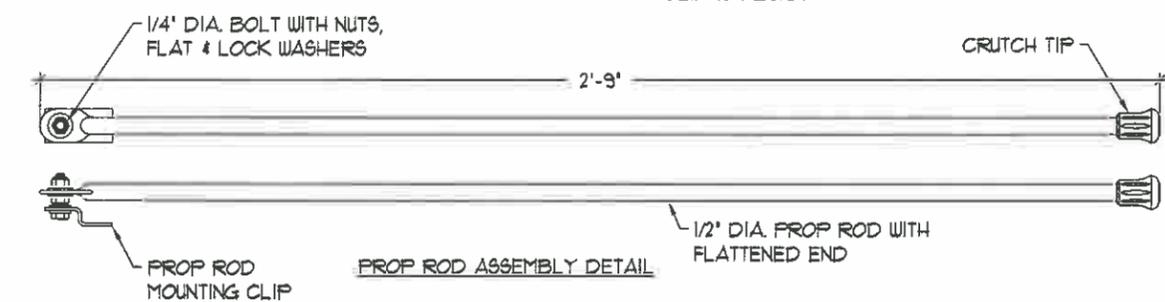
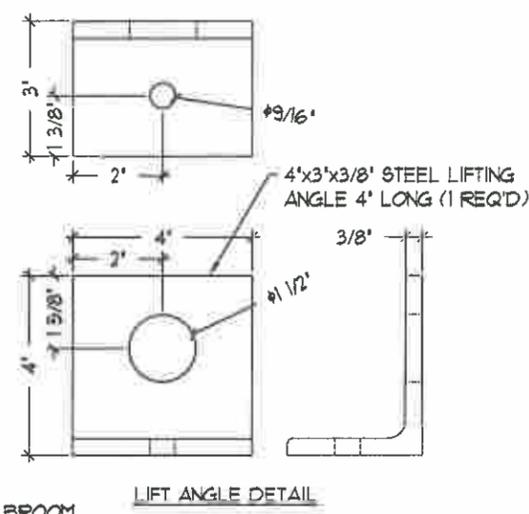
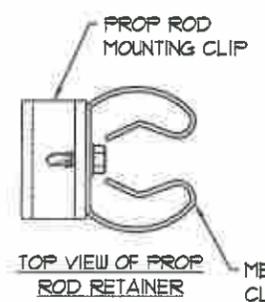
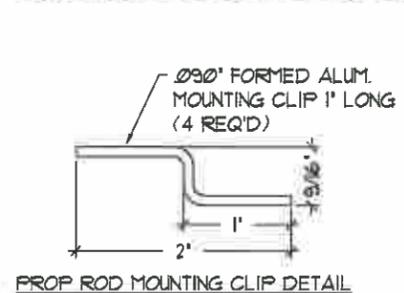
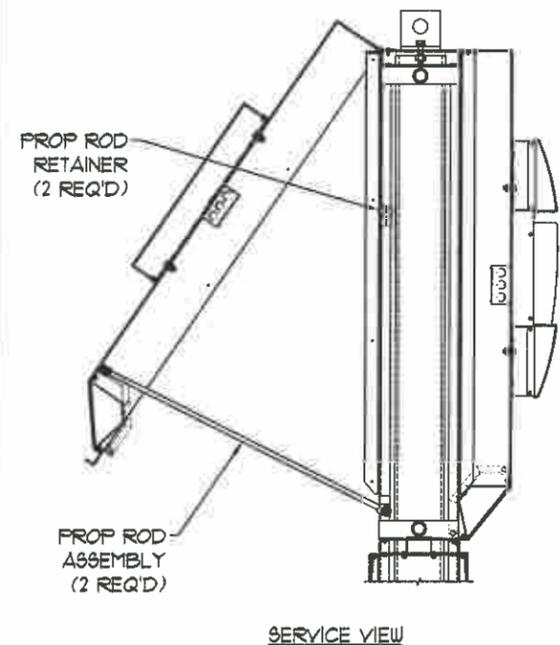
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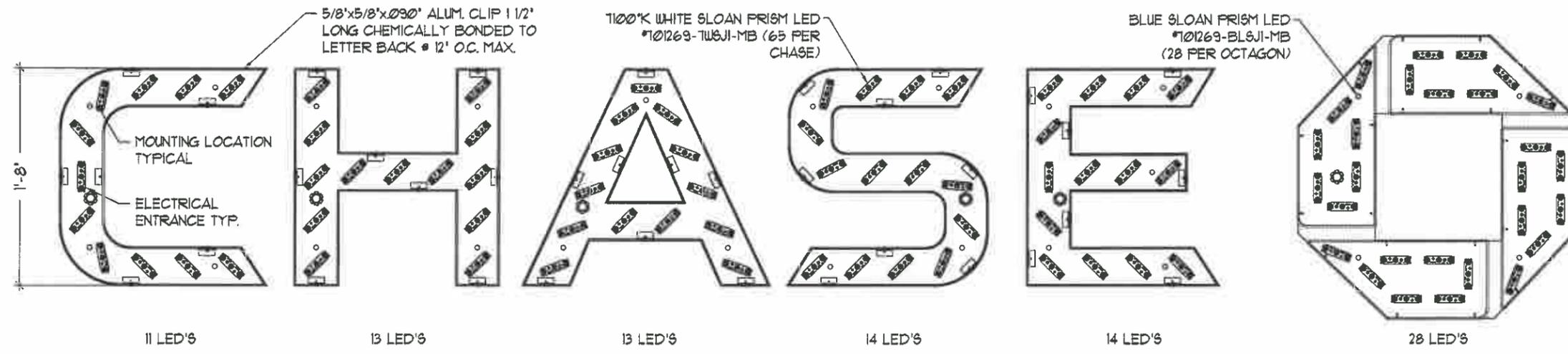
Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

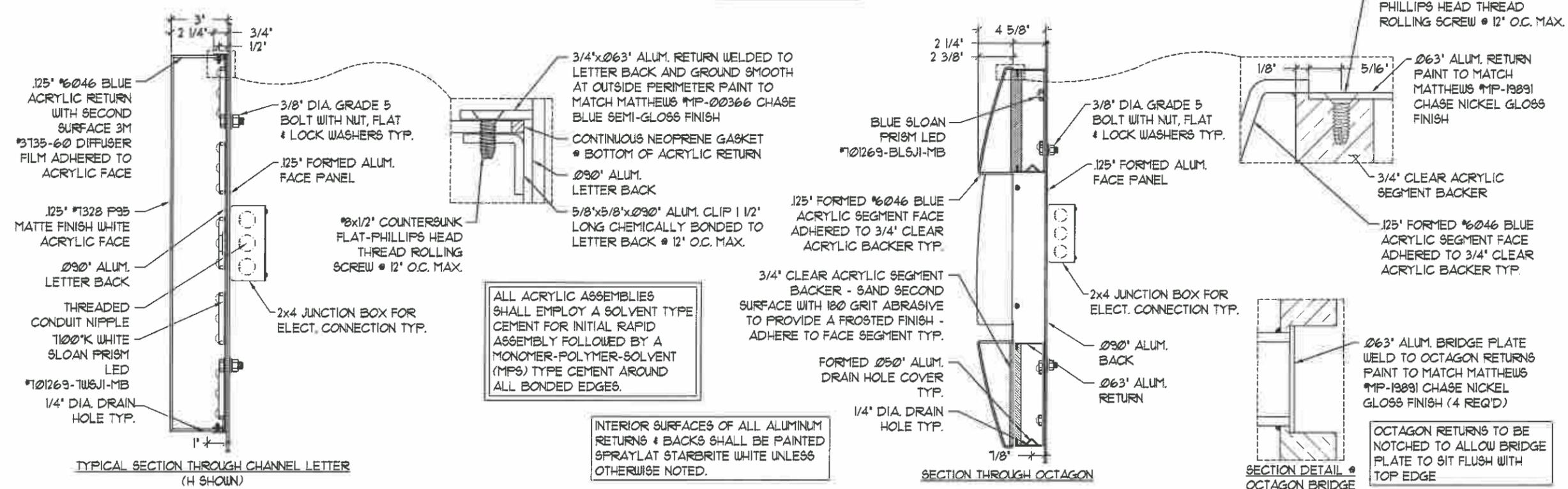


SIGN MANUFACTURER SHALL PROVIDE ADEQUATE LENGTHS OF WIRE WITH STRAIN RELIEF & QUICK-DISCONNECT CONNECTORS TO ALLOW FOR THE SERVICING OF THE SIGN





LETTERSSET LED LAYOUT



ALL ACRYLIC ASSEMBLIES SHALL EMPLOY A SOLVENT TYPE CEMENT FOR INITIAL RAPID ASSEMBLY FOLLOWED BY A MONOMER-POLYMER-SOLVENT (MPS) TYPE CEMENT AROUND ALL BONDED EDGES.

INTERIOR SURFACES OF ALL ALUMINUM RETURNS & BACKS SHALL BE PAINTED SPRAYLAT STARBRITE WHITE UNLESS OTHERWISE NOTED.



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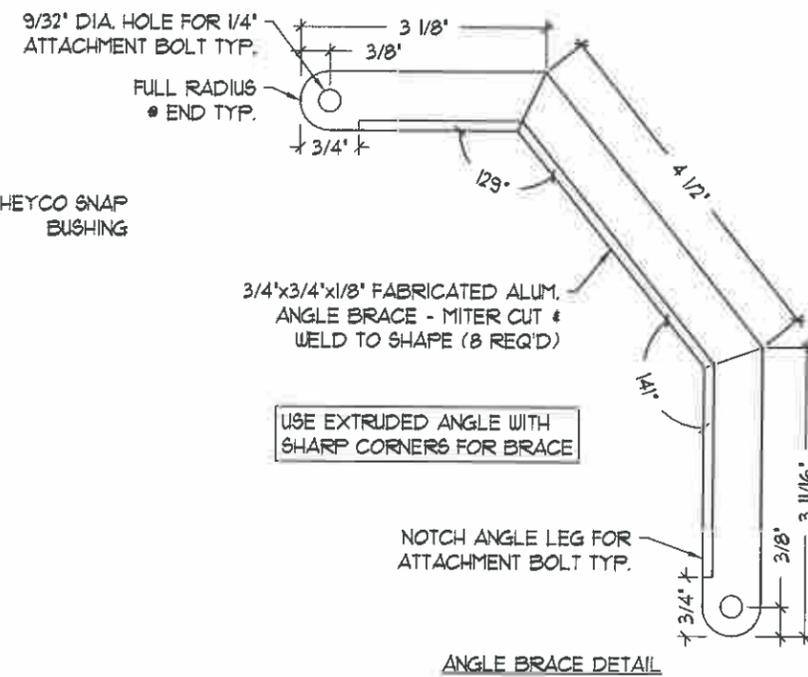
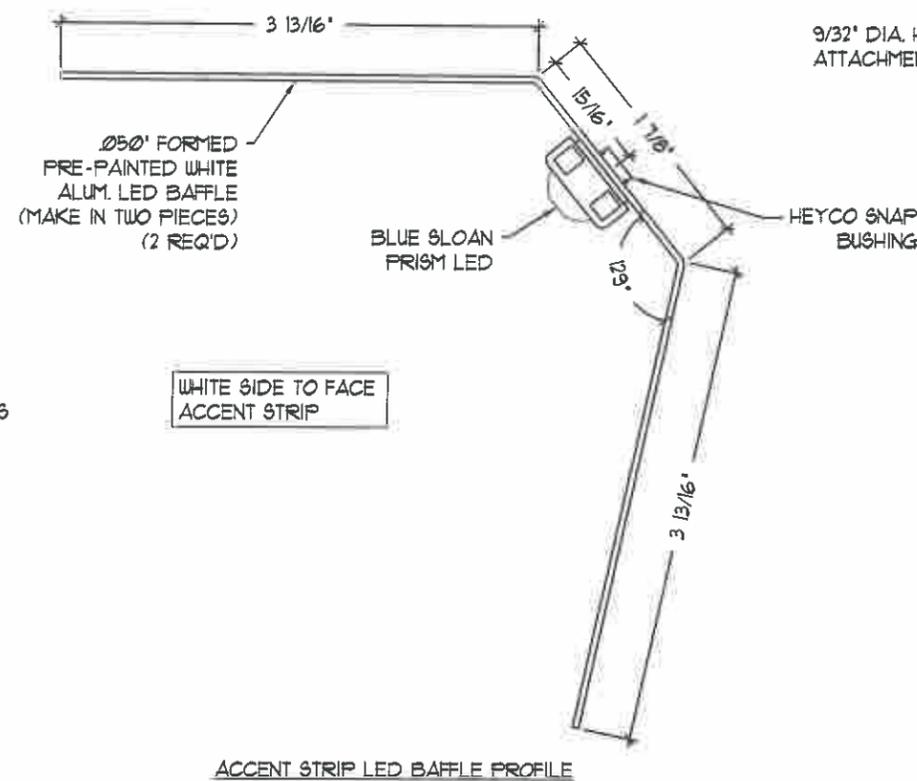
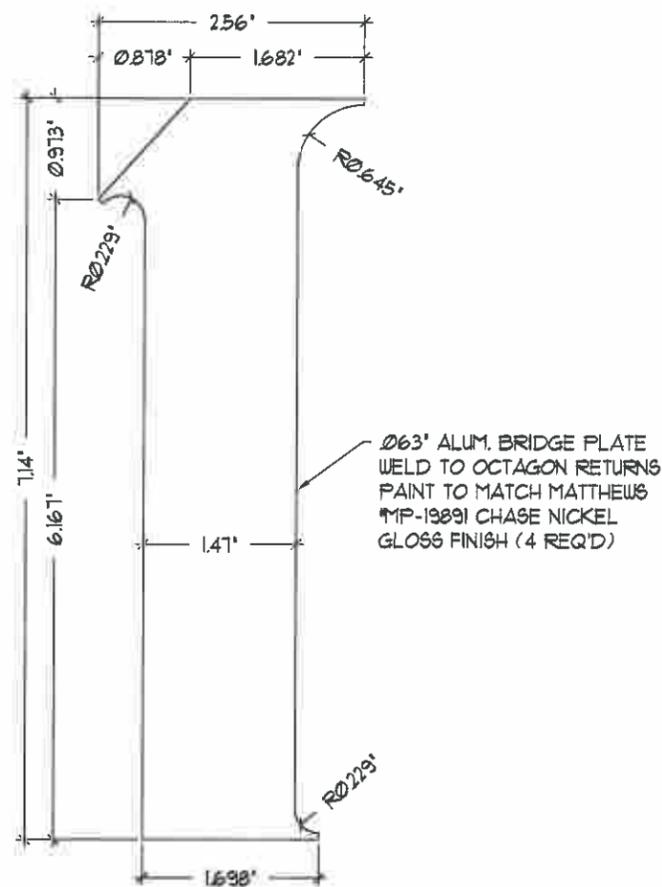
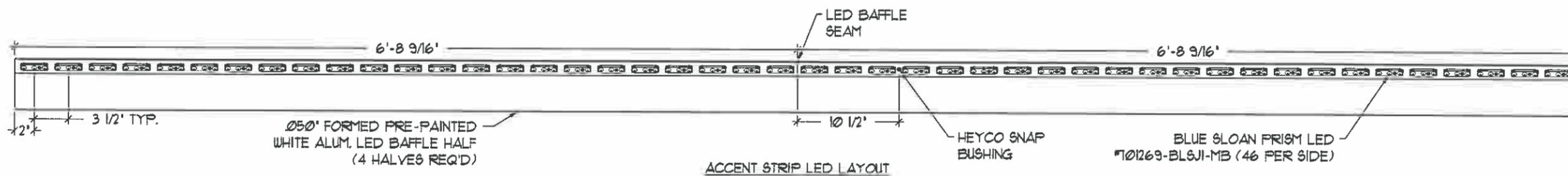
**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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Drawing Number: 18-01613  
 Project ID: CHASE\_730\_1  
 Revision: R19 - 03.11.21



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**JP Morgan Chase Bank #730**

Willowbrook  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierri  
 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

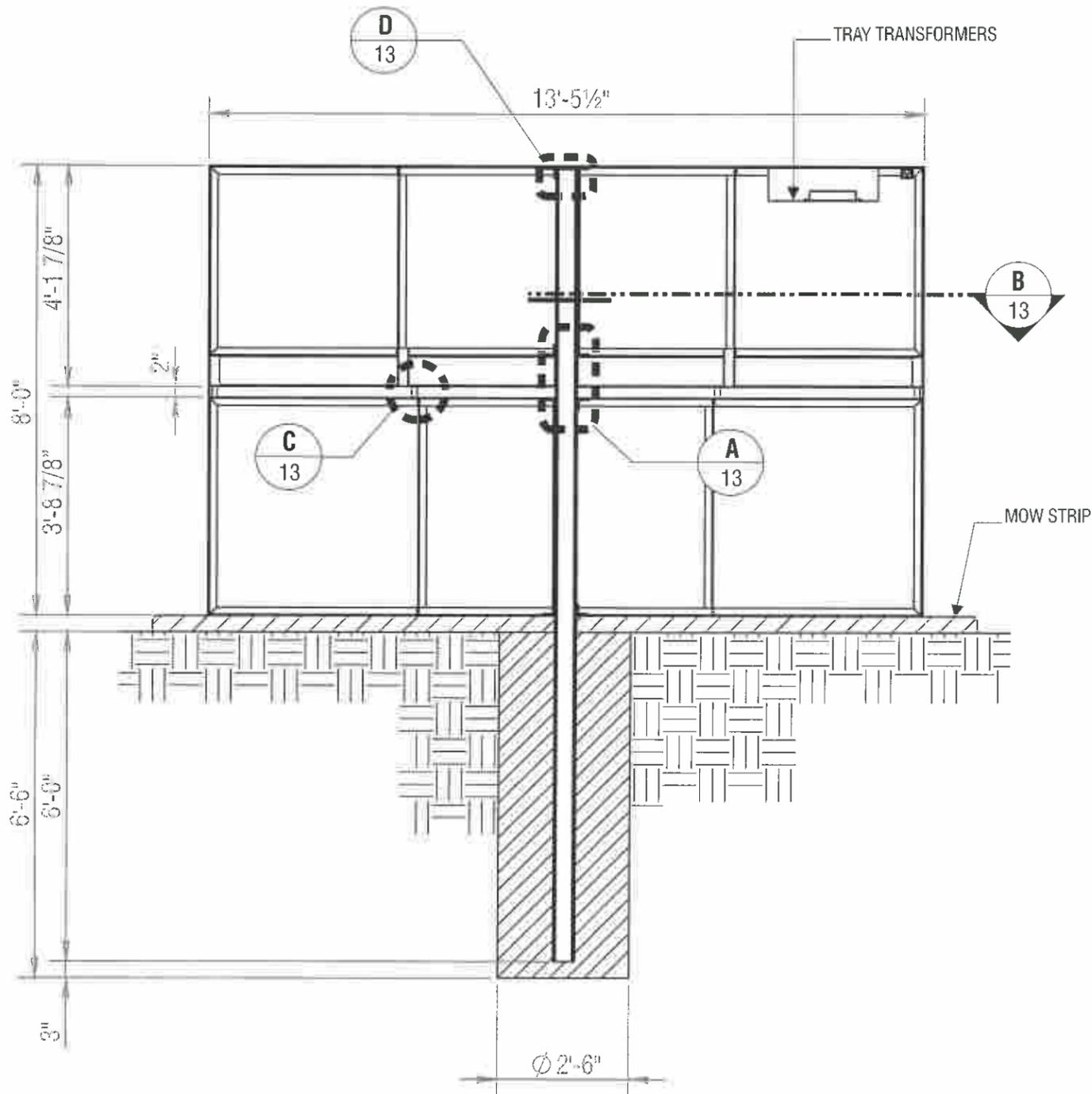
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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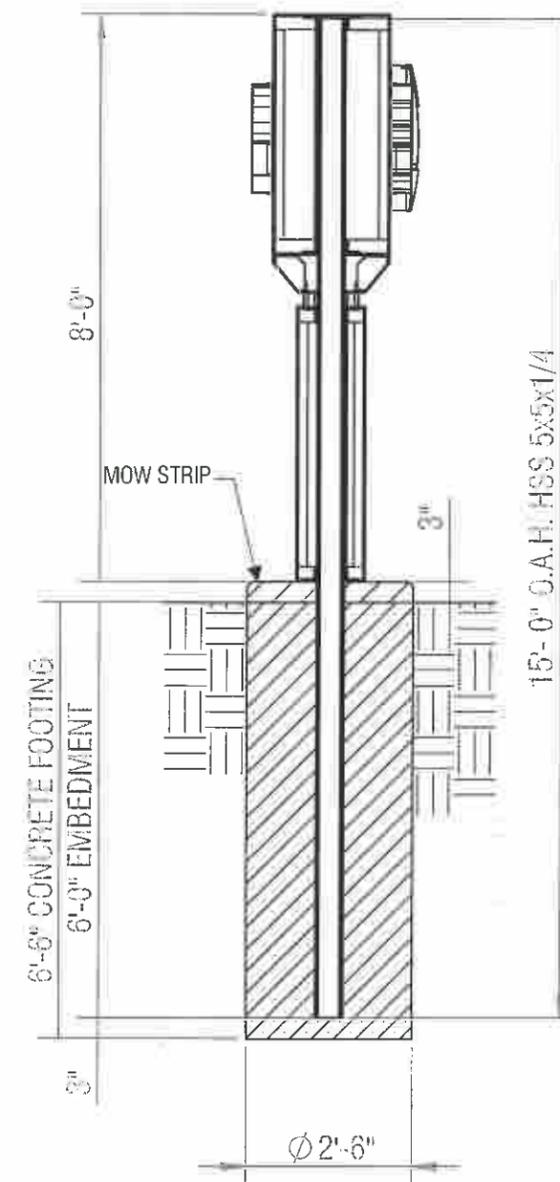
Drawing Number: 18-01613  
 Project ID: CHASE\_730\_1  
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**A-A** INSTALLATION LONGITUDINAL SECTION

Scale: 3/8" = 1'-0"

**B-B**



**B-B** VERTICAL SECTION

Scale: 3/8" = 1'-0"



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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

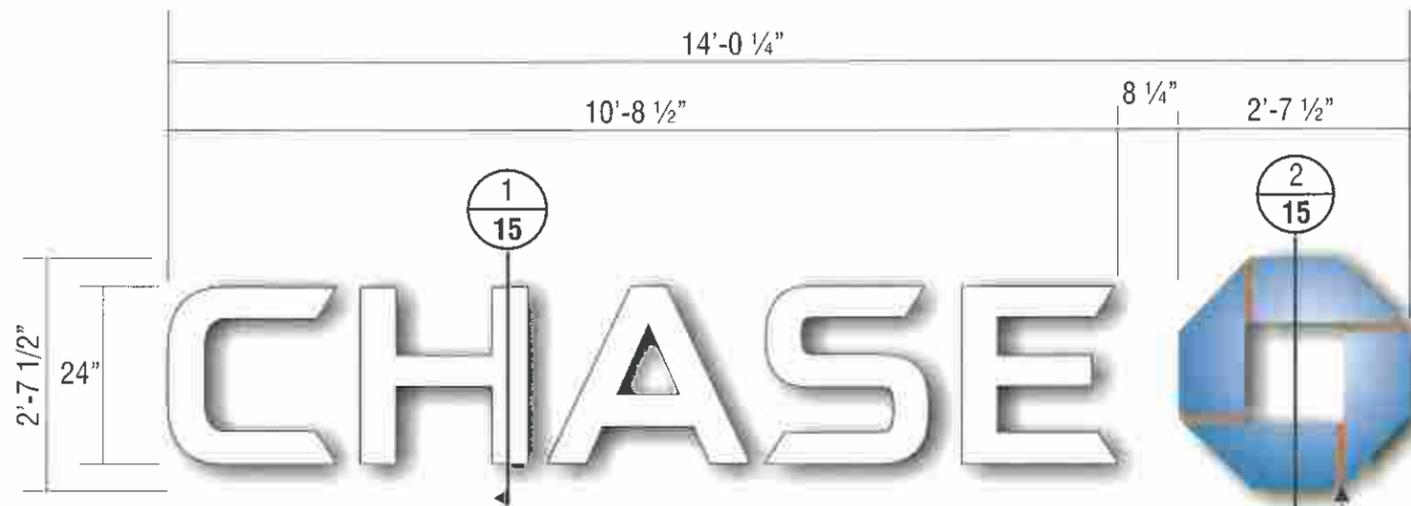
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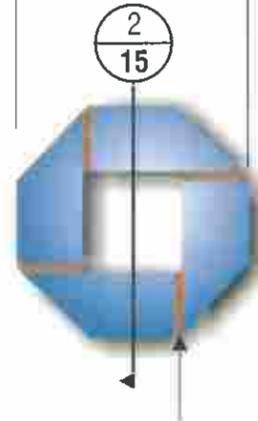
Drawing Number: 18-01613

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Revision: R19 - 03.11.21



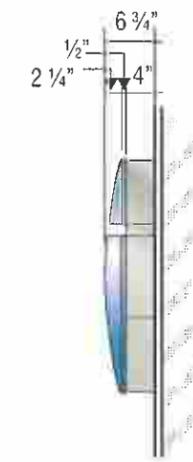
**FRONT VIEW** SCALE : 1/2" = 1'-0"



PAINT OCTAGON BRIDGE TO MATCH WALL COLOR  
**COLOR TBV**



**END VIEW OF LETTER**  
SCALE : 1/2" = 1'-0"



**END VIEW OF LOGO**  
SCALE : 1/2" = 1'-0"

<b>E.2</b>	<b>E.3</b>	<b>E.4</b>
<b>SIGN TYPE LIF-WBO-24</b>		

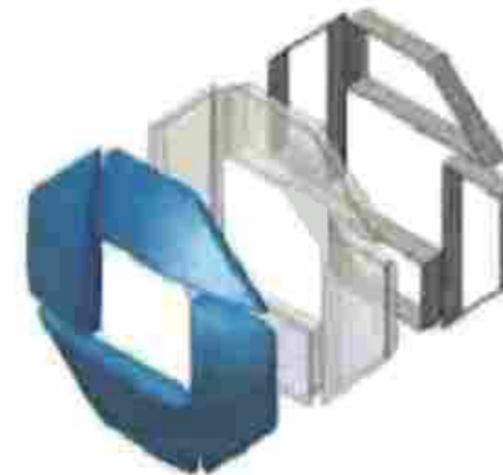
**MANUFACTURE AND INSTALL THREE (3) SET OF ILLUMINATED LETTERS & LOGO w/PLEX FACES & RETURNS**

**LETTERS:**

- FACE:** .177" ARISTECH #7328 P-95 WHITE PLEX (MATTE SIDE TO BE 1ST SURFACE) CHEM WELDED TO RETURNS
- RETURNS:** 0.118" x 4" DEEP ARISTECH #6046 BLUE WITH 3635-70 DIFFUSER VINYL ON 2ND (INTERIOR) SURFACE.
- BACKS:** .080" ALUM BACK WITH 3/4" x .080" OUTSIDE ALUM RETURN AND 1/2" x 1/8" ALUM ANGLE CLIPS ON INTERIOR OF LETTER FOR FACE ATTACHMENT
- PAINT:** EXTERIOR PAINTED MATTHEWS MP-00366 CHASE BLUE SEMI-GLOSS FINISH (60-70 UNITS) AND INTERIOR PAINTED SPRAY-LAT STAR BRITE WHITE LIGHT ENHANCEMENT PAINT.
- ILLUMINATION:** SLOAN PRISM 7100K #701269-7WSJ1-MB WHITE LEDs AND SLOAN POWER SUPPLY REQUIRED FOR PROPER EVEN ILLUMINATION.

**LOGO:**

- BACKS:** .080" ALUM BACK WITH STACK WELDED 4" x .080" ALUM RETURNS.
- LOGO CAN FACE:** .080" ALUM BRIDGE ELEMENTS WELDED TO INSIDE & OUTSIDE RETURNS
- PLEX FACE:** .118" THERMO FORMED ARISTECH #6046 BLUE LOGO ELEMENTS CHEM WELDED TO 3/4" CLEAR PLEX 2ND SURFACE FACES.
- PAINT:** EXTERIOR PAINT MATTHEWS "CHASE NICKEL" #MP-19891 GLOSS FINISH AND INTERIOR PAINTED SPRAY-LAT STAR BRITE WHITE LIGHT ENHANCEMENT PAINT.
- ILLUMINATION:** SLOAN PRISM #701269-BLSJ1-MB BLUE LEDs AND SLOAN POWER SUPPLY AS REQUIRED FOR PROPER EVEN ILLUMINATION



**3D VIEW OF OCTAGON**

**ALL EXPOSED FASTENER HEADS SHALL BE PAINTED TO MATCH THE EXTERIOR SURFACE FINISH**

**ELECTRICAL REQUIREMENTS FOR LED ILLUMINATION**  
As required by standard #2161, Signtech Electrical Advertising, Inc., exclusively uses secondary Ground fault-Interrupted (GFI) transformers.  
Each Sign MUST have: - A dedicated branch circuit  
- Three wires - Line, Ground, and Neutral.  
- Wire Size - Min 12 GA THHN Copper Wire.  
**NOTE:** The gauge of the wire is dictated by the length of the run & amperage as per NEC Article 600.  
- The ground wire must be continuous & go from the sign to the panelboard ground bus.



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Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

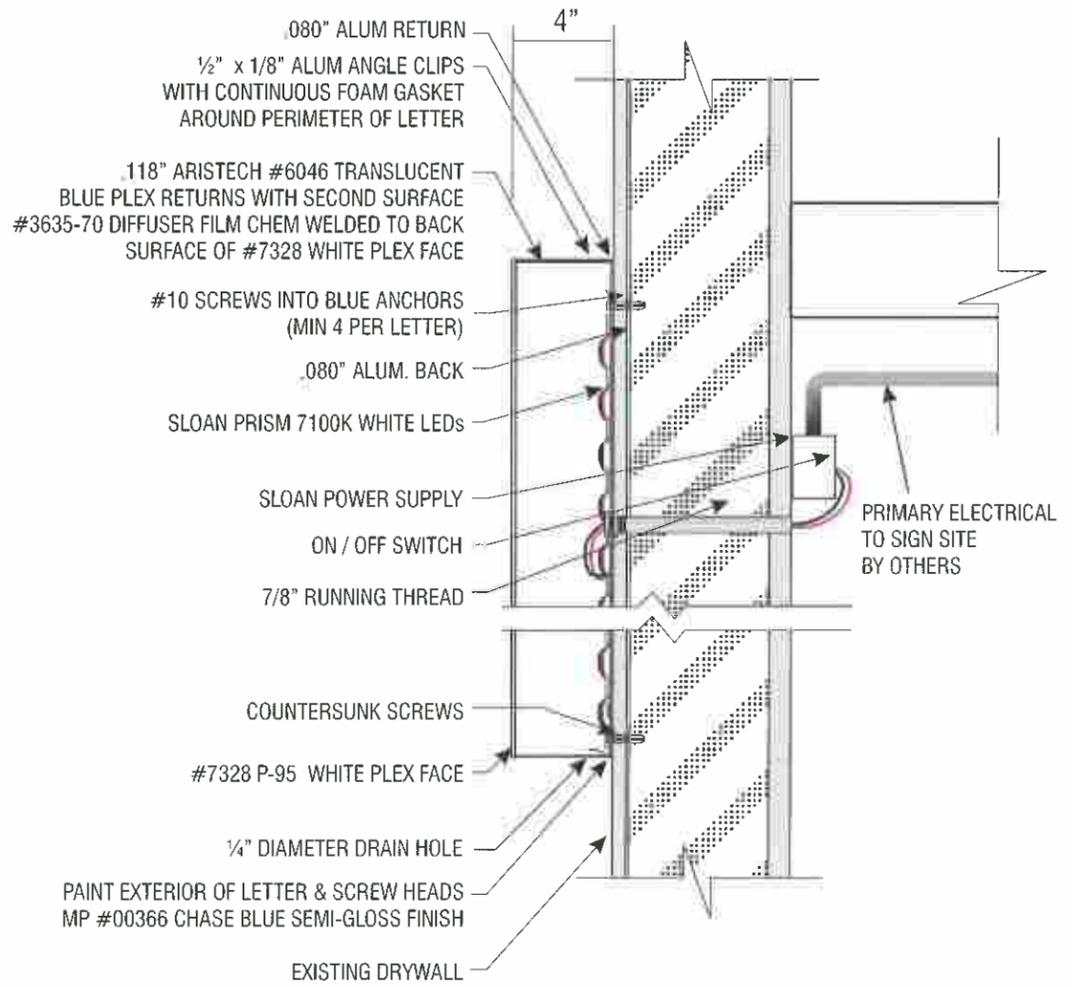
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Drawing Number: 18-01613

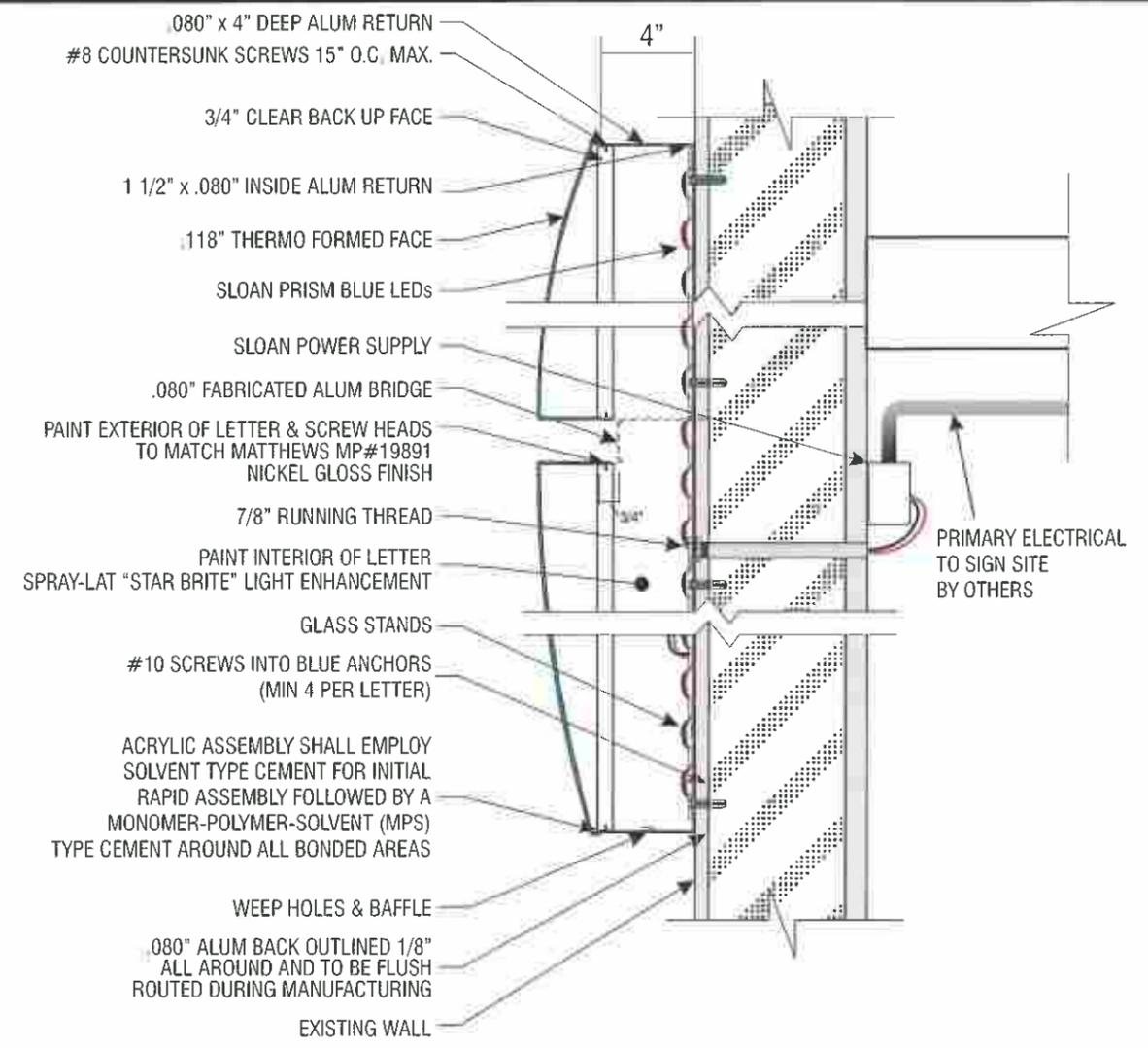
Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

**ATTACHMENT METHOD TO BE VERIFIED BY INSTALLER  
AT THE FIELD DEPENDING ON WALL TYPE AND ACCESS.**



**1**  
**15** **PLEX LETTER SECTION DETAIL** **SCALE: 1 1/2" = 1'-0"**



**2**  
**15** **LOGO SECTION DETAIL** **SCALE: 1 1/2" = 1'-0"**



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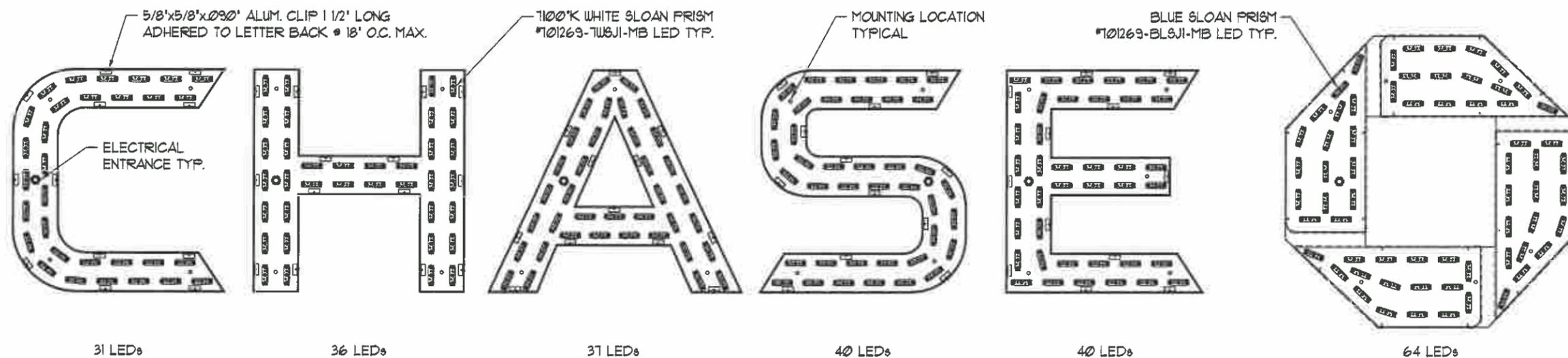
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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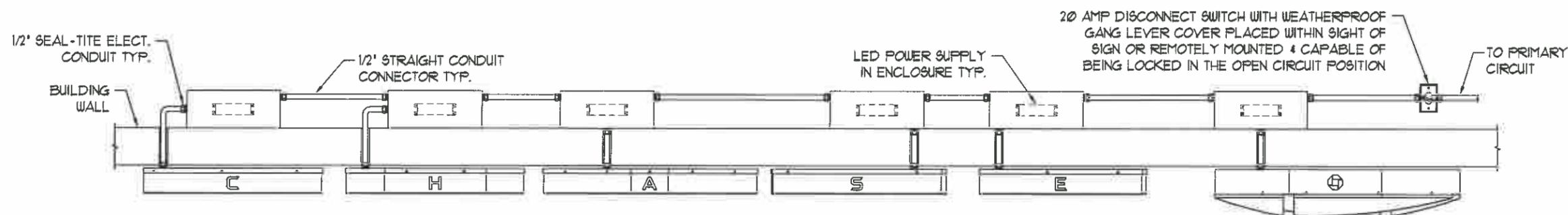


LED LAYOUT

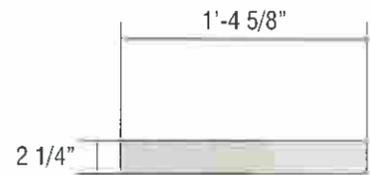
**ELECTRICAL REQUIREMENTS:**  
 LEDs: (184) 1100°K WHITE SLOAN PRISM #101269-TWBJI-MB  
 (64) BLUE SLOAN PRISM #101269-BLSJI-MB  
 POWER SUPPLY: (6) SLOAN 60CI 60W #10150T-60CI @ 0.7A  
 TOTAL LOAD: 420A @ 120VAC  
 CIRCUITS: (1) 20 AMP REQUIRED

ALL PRIMARY & SECONDARY WIRING MUST BE GROUNDED PER ALL APPLICABLE UL AND NEC GUIDELINES

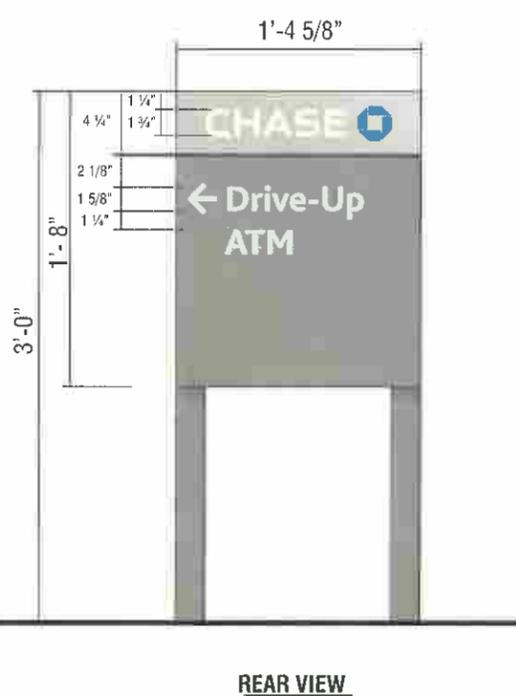
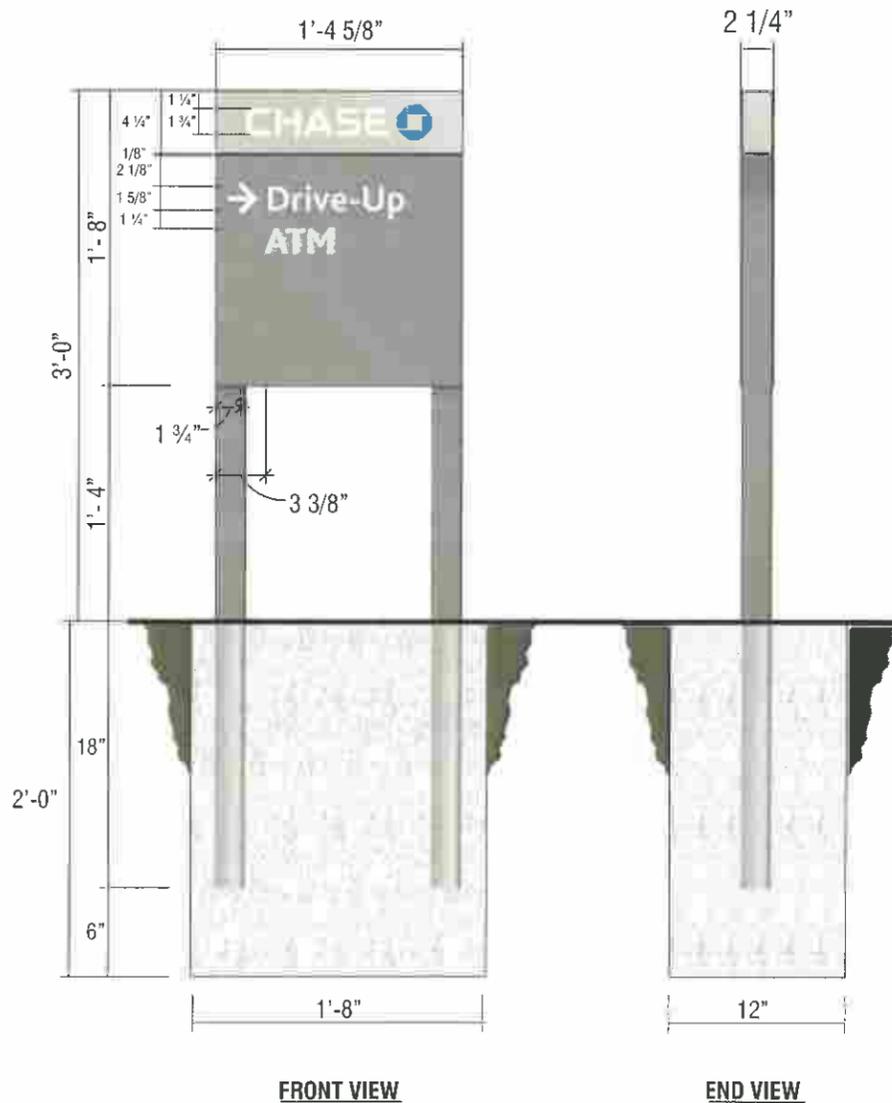
SEE SHEET 1 OF 1 FOR PREFERRED DISCONNECT SWITCH LOCATION FOR REMOTE, NON-PARAPET WALL INSTALLATION



WIRING DIAGRAM FOR REMOTE, NON-PARAPET WALL INSTALLATION



TOP VIEW SCALE: 1"=1'-0"



**E.8 SIGN TYPE D-2-RE**

**MANUFACTURE AND INSTALL ONE (1) NON-ILLUMINATED DIRECTIONAL SIGN**

**FACES:** .125" THICK ALUMINUM FACES, QUARTER ROUND EDGES.

**TOP PORTION:** PAINT CHASE NICKEL #19891, GLOSS FINISH.

**BOTTOM PORTION:** PAINT CHASE DARK NICKEL #18248, GLOSS FINISH.

**MOUNT TO BOTH SIDES OF SQUARE TUBE POSTS.**

**CHASE COPY:** 3M #7725-10 WHITE VINYL.

**OCTAGON:** 3M #3632-127 BLUE OVER #7725-10 WHITE.

**SECONDARY COPY:** TO BE 3M SCOTCHLITE #680-10 REFLECTIVE WHITE VINYL.

**POSTS:** 2" X 2" X .125" ALUMINUM RECTANGLE TUBE POSTS.

**TOP PORTION:** CONTINUOUS BAND TO BE PAINTED NICKEL #19891, GLOSS FINISH.

**BOTTOM PORTION:** PAINT CHASE DARK NICKEL #18248, GLOSS FINISH.

**TOP CAP:** .125" ALUMINUM PAINTED CHASE NICKEL #19891, GLOSS FINISH.

**BASE:** .125" SHEARED 1/4 ROUNDED ALL EDGES WELDED TO POST, PAINTED

CHASE DARK NICKLE #18248 GLOSS FINISH.



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 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

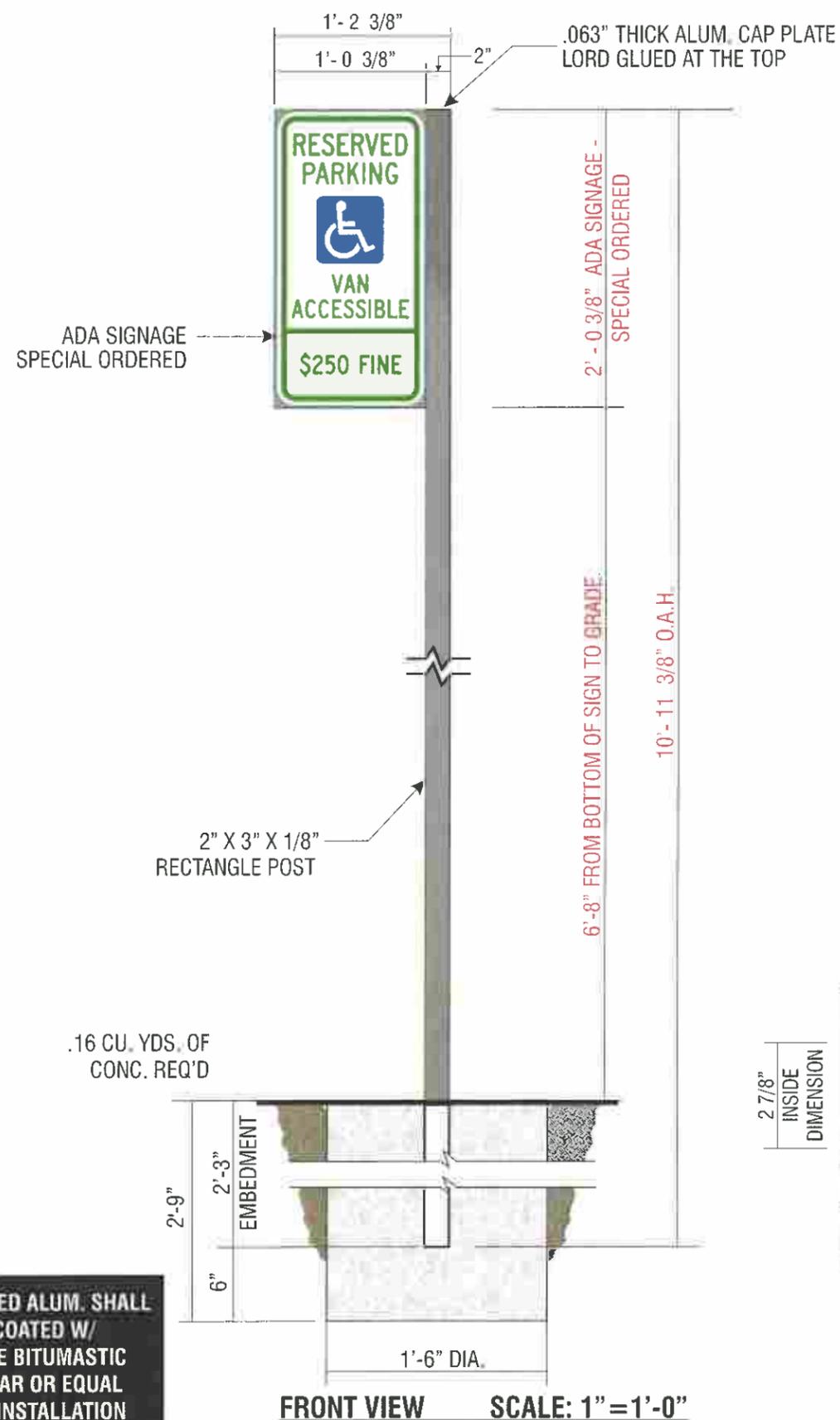
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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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**E.9**

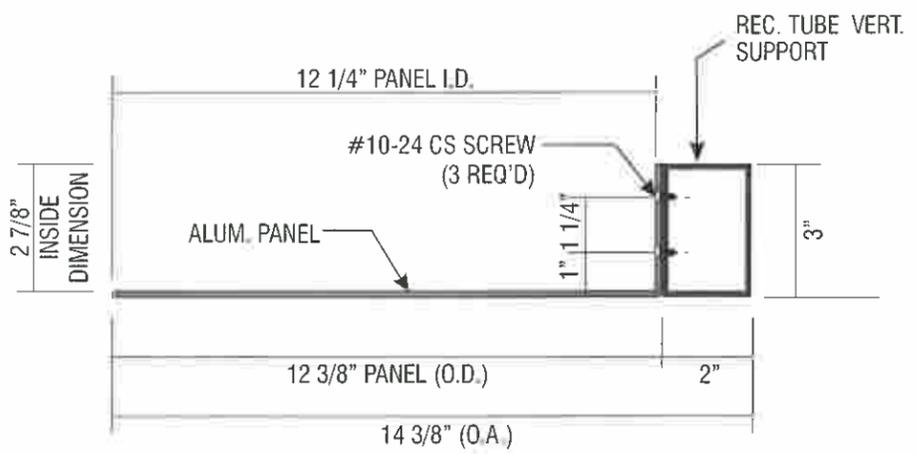
**SIGN TYPE TC-P-ADA-IL-V-RE**

**MANUFACTURE AND INSTALL ONE (1) N-I POLE MOUNTED PARKING SIGN**

1. .125" BRAKE FORMED ALUMINUM SIGN FACE. PAINT FINISH ALL EXPOSED SURFACES DARK NICKEL MATTHEWS MP #18248, GLOSS FINISH (85-90 UNITS). FORM AS SHOWN.
2. SIGN FACE TO BE ORDERED BY "COMPLIANCE SIGNS" 800.578.1245 FACE TO BE LORDS GLUE TO .125" BRAKE FORM ALUM. SIGN FACE
3. 2" X 3" X 1/8" X 10'-11 3/8" LONG EXTRUDED ALUM. RECTANGULAR POST W/ .063" THICK ALUM. CAP PLATE @ TOP. PAINT FINISH ALL EXPOSED SURFACES TO MATCH DARK NICKEL MATTHEWS MP #18248, GLOSS FINISH (60-70 UNITS). SET SUPPORT INTO CONCRETE FOUNDATION. NO DIRECT EARTH BURIAL ALLOWED.



**ALL FASTENERS SHALL BE STAINLESS STEEL OR OTHERWISE COATED TO PREVENT CORROSION.**



**A HORIZONTAL SECTION SCALE: 3" = 1'-0"**

**ALL EMBEDDED ALUM. SHALL TO BE COATED W/ CARBOLINE BITUMASTIC 50 COAL TAR OR EQUAL PRIOR TO INSTALLATION**



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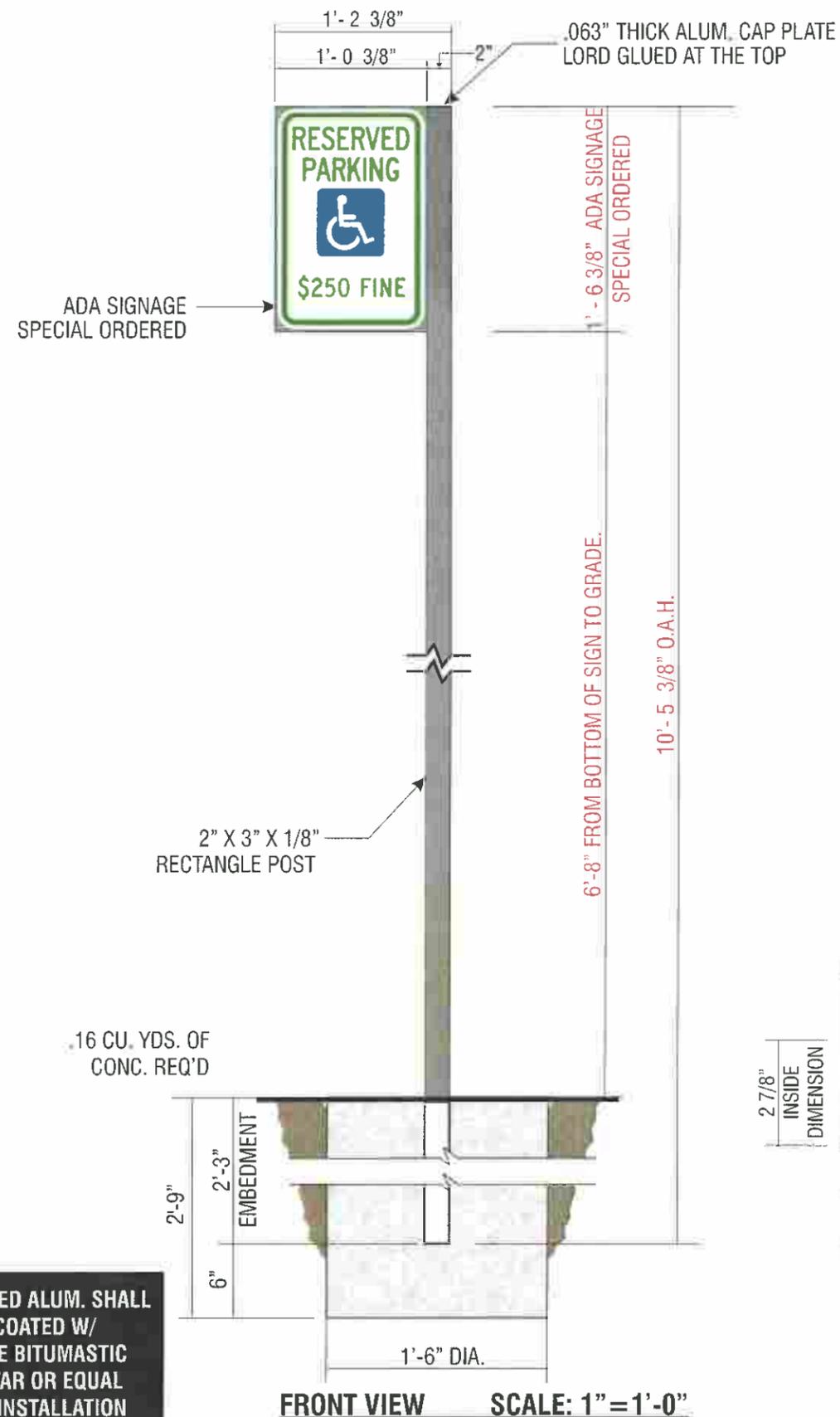
**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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ALL EMBEDDED ALUM. SHALL TO BE COATED W/ CARBOLINE BITUMASTIC 50 COAL TAR OR EQUAL PRIOR TO INSTALLATION

FRONT VIEW SCALE: 1" = 1'-0"

**E.10**

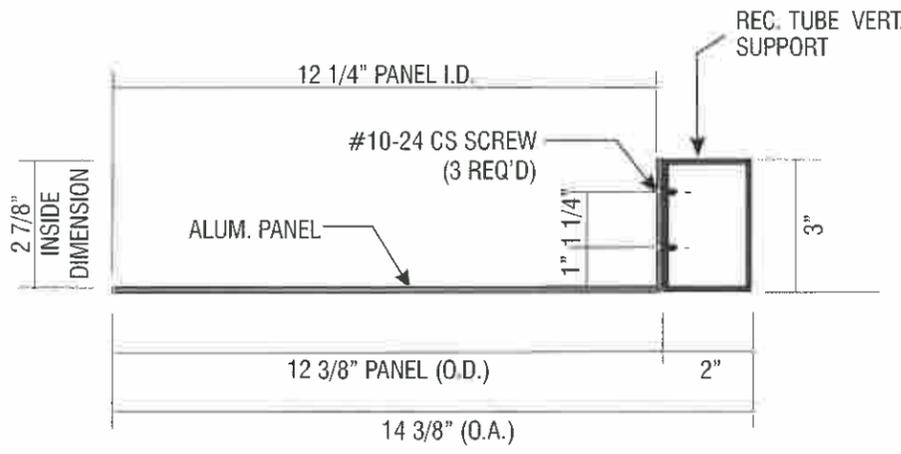
**SIGN TYPE TC-P-ADA-IL-RE**

**MANUFACTURE AND INSTALL ONE (1) N-J POLE MOUNTED PARKING SIGN**

1. .125" BRAKE FORMED ALUMINUM SIGN FACE. PAINT FINISH ALL EXPOSED SURFACES DARK NICKEL MATTHEWS MP #18248, GLOSS FINISH (85-90 UNITS), FORM AS SHOWN.
2. SIGN FACE TO BE ORDERED BY "COMPLIANCE SIGNS" 800.578.1245 FACE TO BE LORDS GLUE TO .125" BRAKE FORM ALUM. SIGN FACE
3. 2" X 3" X 1/8" X 10'-5 3/8" LONG EXTRUDED ALUM. TRIANGULAR POST W/ .063" THICK ALUM. CAP PLATE @ TOP. PAINT FINISH ALL EXPOSED SURFACES TO MATCH DARK NICKEL MATTHEWS MP #18248, GLOSS FINISH (60-70 UNITS). SET SUPPORT INTO CONCRETE FOUNDATION. NO DIRECT EARTH BURIAL ALLOWED.



ALL FASTENERS SHALL BE STAINLESS STEEL OR OTHERWISE COATED TO PREVENT CORROSION.



**A HORIZONTAL SECTION SCALE: 3" = 1'-0"**



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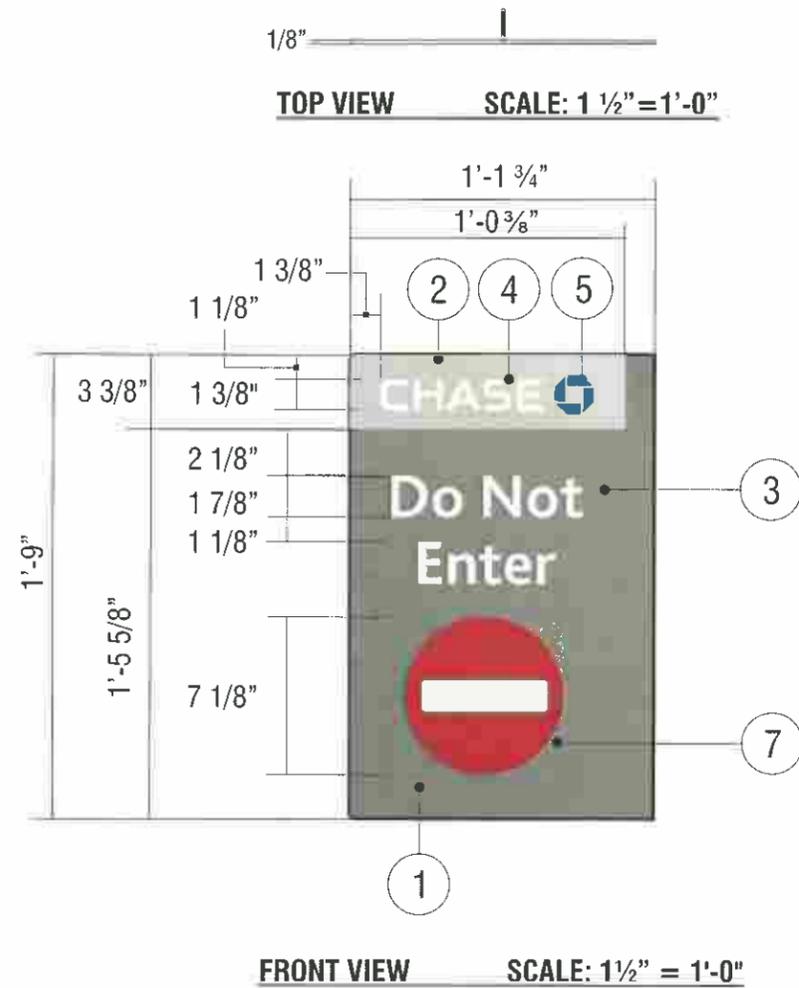
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**E.11 E.12**  
**SIGN TYPE TC-W-H-RE**

**MANUFACTURE AND INSTALL TWO (2) NON-ILLUMINATED PARKING SIGNS**

- .125" ALUMINUM SIGN FACE. PAINT FINISH ALL EXPOSED SURFACES DK NICKEL MATTHEWS MP#18248, GLOSS FINISH. FORM AS SHOWN.
- TOP BAND TO BE FIRST SURFACE APPLIED 3M #180C-220 LIGHT SILVER METALLIC VINYL.
- SUPPORT COPY TO BE 3M SCOTCHLITE #680-10 WHITE.
- "CHASE" TO BE 3M FILM #7725-10 WHITE.
- OCTAGON TO BE 3M FILM #3632-127 BLUE OVER 3M FILM #7725-10 WHITE.
- PROVIDE NELSON STUDS OFF BACK SIDE OF ALUM. TO ANCHOR TO WALL SURFACE
- FIRST SURFACE DECORATE "DO NOT ENTER" SYMBOL WITH 3M SCOTCHLITE REFLECTIVE FILM #680-72 RED. HORIZONTAL BAR TO BE 3M SCOTCHLITE FILM #680-10 WHITE.



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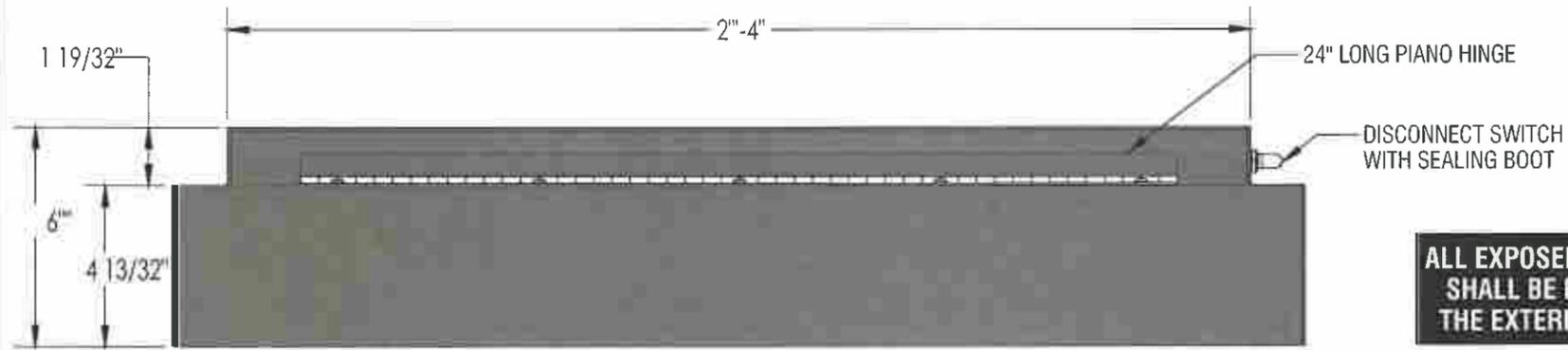
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**ADD WEEP HOLES TO THE SIGN**

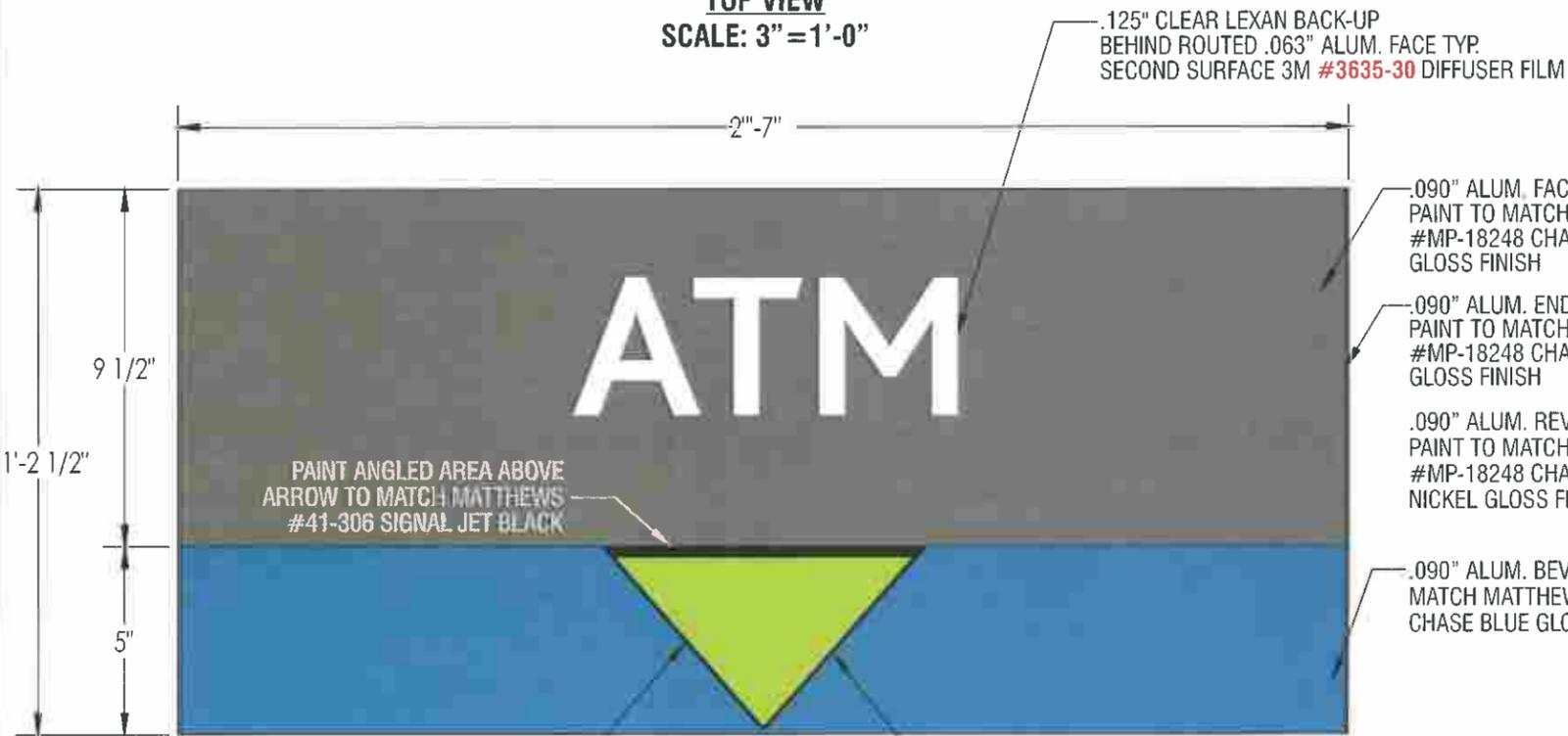


LANE INDICATOR ILLUMINATION GUIDELINES  
 WHITE COPY ("ATM"):  
 ILLUMINATES 24 HOURS A DAY, 7 DAYS A WEEK  
 ARROW:  
 ILLUMINATES 24 HOURS A DAY, 5 DAYS A WEEK,  
 BRANCH TO SWITCH BETWEEN RED & GREEN  
 AS NECESSARY

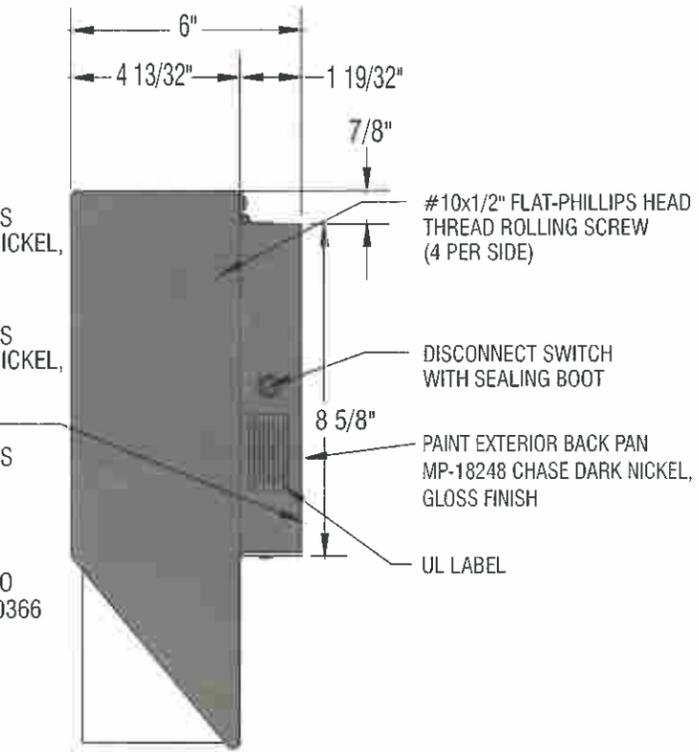
**ALL EXPOSED FASTENERS HEADS SHALL BE PAINTED TO MATCH THE EXTERIOR CABINET FINISH**

**INTERIOR SURFACES SHALL BE PAINTED SPRAYLAT STARBRITE WHITE UNLESS OTHERWISE NOTED**

**TOP VIEW**  
SCALE: 3"=1'-0"



**FRONT VIEW**  
SCALE: 3"=1'-0"



**END VIEW**  
SCALE: 3"=1'-0"

**ALL EXPOSED PAINTED SURFACES SHALL BE COATED WITH MATTHEWS #282-208SP VOC GLOSS CLEAR, WITH MINIMUM 2 MILS DRY FILM THICKNESS (DFT) PER MATTHEWS APPLICATION SPECIFICATIONS.**

- NOTES:**
- Design is based on 90 mph 3 sec gust design wind speed per IBC 2006. Exposure C. Refer to structural drawings.
  - Aluminum shapes be extruded from 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy.
  - Structural bolts shall be zinc coated A325 unless otherwise noted. All other fasteners shall be stainless steel or otherwise coated to prevent corrosion.
  - Welds shall be made a 4000 series for aluminum by persons qualified in accordance with AWS standards within the past two years.
  - This design is prototypical and should not be used for site specific applications unless deemed suitable by a competent Professional Engineer.



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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
 COPY, COLORS & SIZES

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Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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**E.14 | E.15 | SIGN TYPE | DU-C**

**MANUFACTURE & INSTALL TWO (2) INTERNALLY-ILLUMINATED WALL SIGNS w/ ROUT-OUT FACES**



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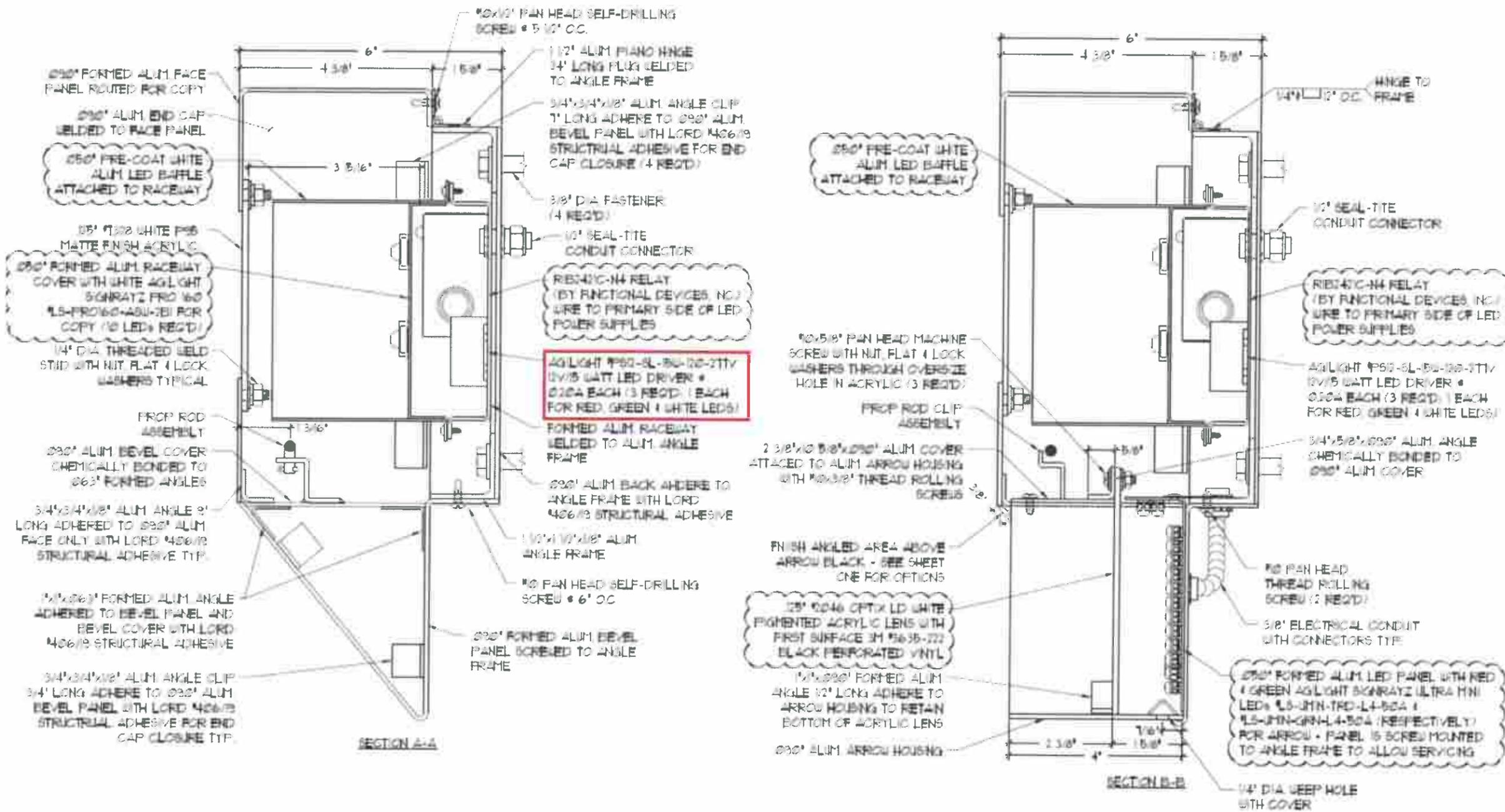
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 COPY, COLORS & SIZES

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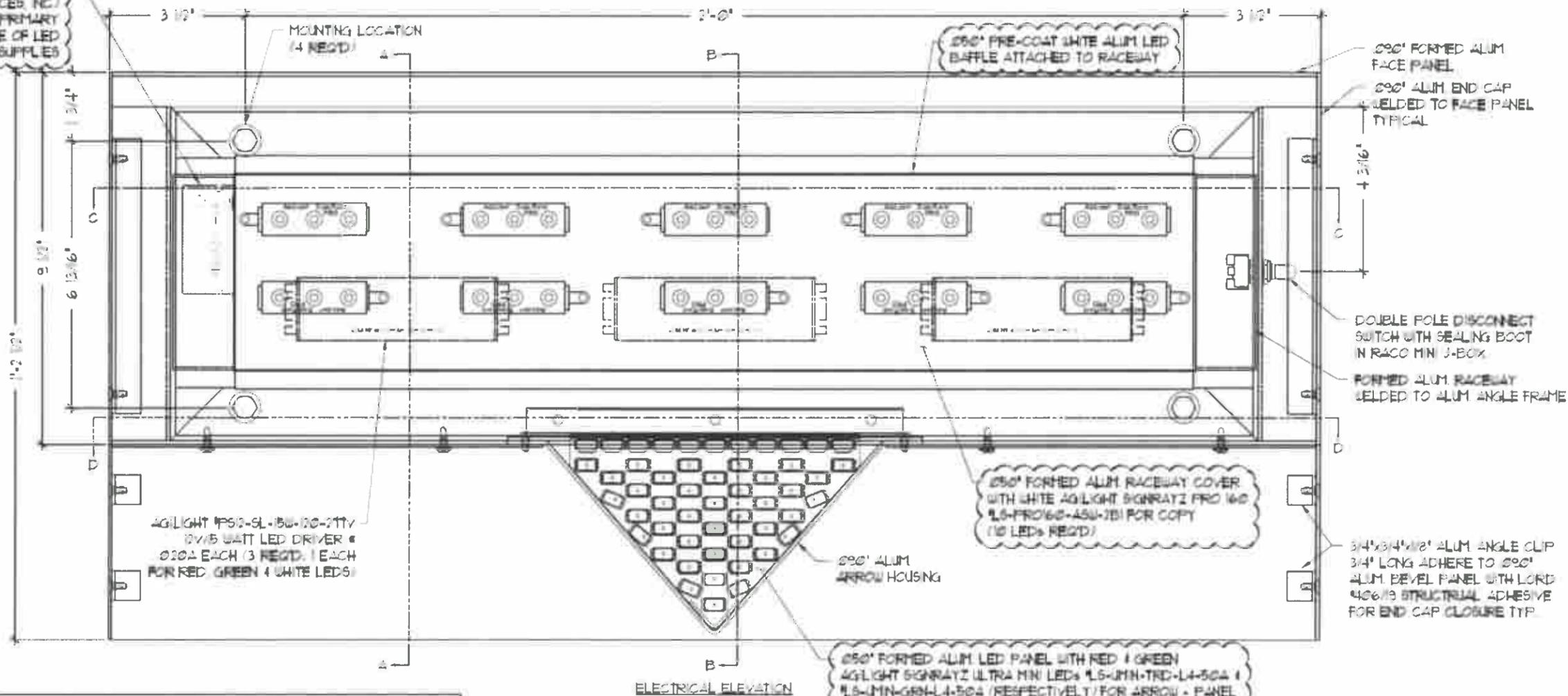
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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Drawing Number: 18-01613  
 Project ID: CHASE\_730\_1  
 Revision: R19 - 03.11.21



10/22/18 REPLACED ADVANCE POWER SUPPLIES WITH AG LIGHT POWER SUPPLIES TRR IK

RE242C-M4 RELAY  
(BY FUNCTIONAL  
DEVICES, INC.)  
WIRE TO PRIMARY  
SIDE OF LED  
POWER SUPPLIES



**ELECTRICAL REQUIREMENTS:**

LEDS COPY: (10) WHITE AGILIGHT SIGNRAYZ PRO 160 1/8-PRO160-ASU-3B1 FOR "ATH", "BUSINESS", "DRIVE-UP", "NIGHT DROP" & "EXIT"

LEDS ARROW: (14) AGILIGHT RED SIGNRAYZ ULTRA MINI 1/8-UMN-TRD-L4-50A (7) AGILIGHT GREEN SIGNRAYZ ULTRA MINI 1/8-UMN-GRN-L4-50A

POWER SUPPLY: (3) AGILIGHT 1P50-SL-50-00-2TV • 020A

TOTAL LOAD: 060 AMPS

CIRCUITS: (1) 20 AMP REQ'D

ALL PRIMARY & SECONDARY WIRING & ELECTRICAL CONNECTIONS SHALL BE IN ACCORDANCE WITH ALL NEC, UL, FEDERAL, STATE & LOCAL CODES.

INTERIOR SURFACES SHALL BE PAINTED SPRAYLAP STABERITE WHITE UNLESS OTHERWISE NOTED.



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**JP Morgan Chase Bank #730**

Willowbrook  
730 Plainfield Rd.  
Willowbrook, IL 60527

Initial Date: 09/14/18  
Salesperson: Arthur Navarro  
Coordinator: Tracey Pichierri  
Designer: biones  
Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
COPY, COLORS & SIZES

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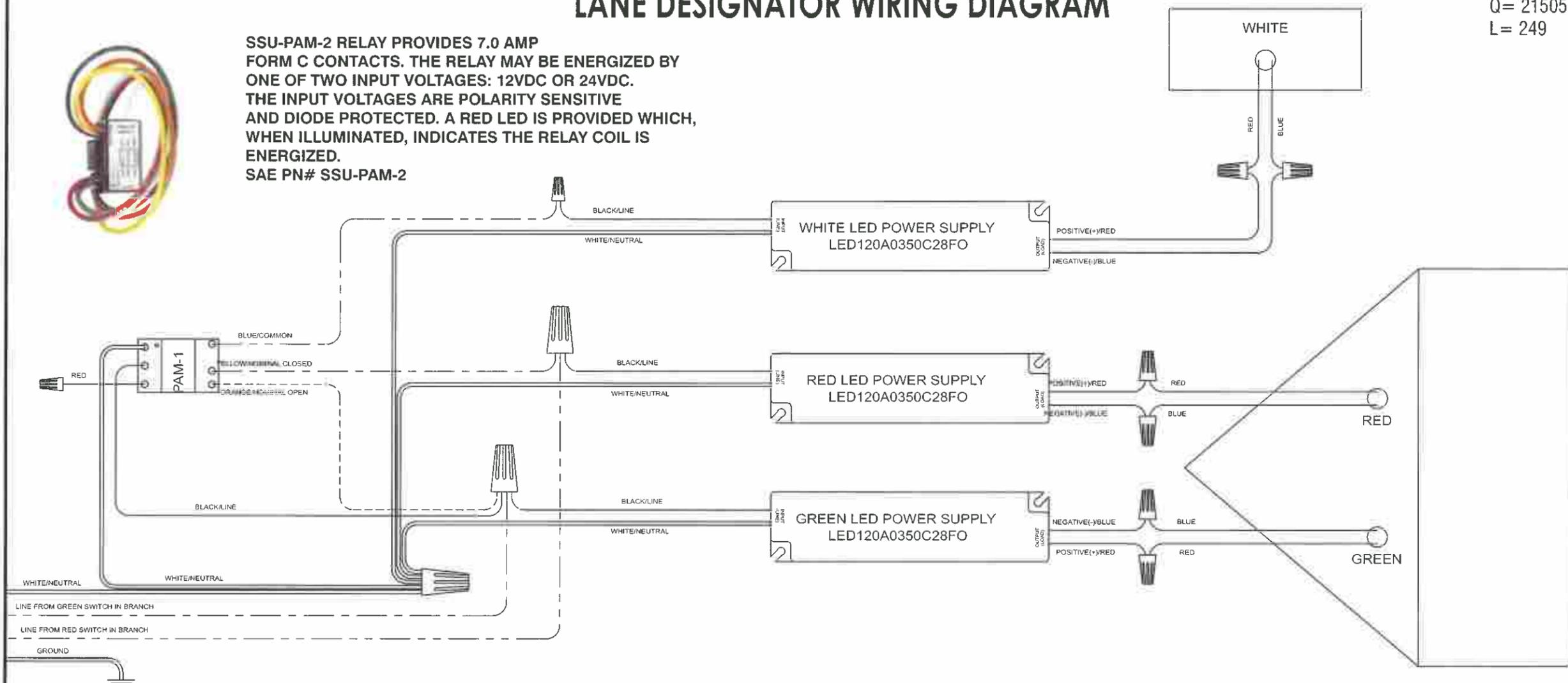
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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# LANE DESIGNATOR WIRING DIAGRAM

Q= 21505  
L= 249

SSU-PAM-2 RELAY PROVIDES 7.0 AMP FORM C CONTACTS. THE RELAY MAY BE ENERGIZED BY ONE OF TWO INPUT VOLTAGES: 12VDC OR 24VDC. THE INPUT VOLTAGES ARE POLARITY SENSITIVE AND DIODE PROTECTED. A RED LED IS PROVIDED WHICH, WHEN ILLUMINATED, INDICATES THE RELAY COIL IS ENERGIZED. SAE PN# SSU-PAM-2



**AGILIGHT** **SLIMLINE 15W 12V Power Supply**



Product Information  
Part Number: PS12-SL-15W-120-277V

## ELECTRICAL REQUIREMENTS

- LEDS COPY:** (1) AGILIGHT LED PANEL PRE-POPULATED WITH WHITE LEDES FOR "ATM", "BUSINESS", & "DRIVE-UP"
- LED ARROW:** (1) AGILIGHT LED PANEL PRE-POPULATED WITH RED & GREEN LEDES
- POWER SUPPLY:** (3) AGILIGHT SLIM-LINE PS12-SL-15W-120-277V @ 0.20A
- RELAY:** (1) PAM-1 RELAY @ 0.015 AMPS PER POSITION
- SWITCH:** (1) TOGGLE SWITCH
- TOTAL LOAD:** 2.1 AMPS
- CIRCUITS:** (1) 20 AMP REQ'D.

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WSA MEMBER OF CESA  
INTERNATIONAL SIGN GENERATOR

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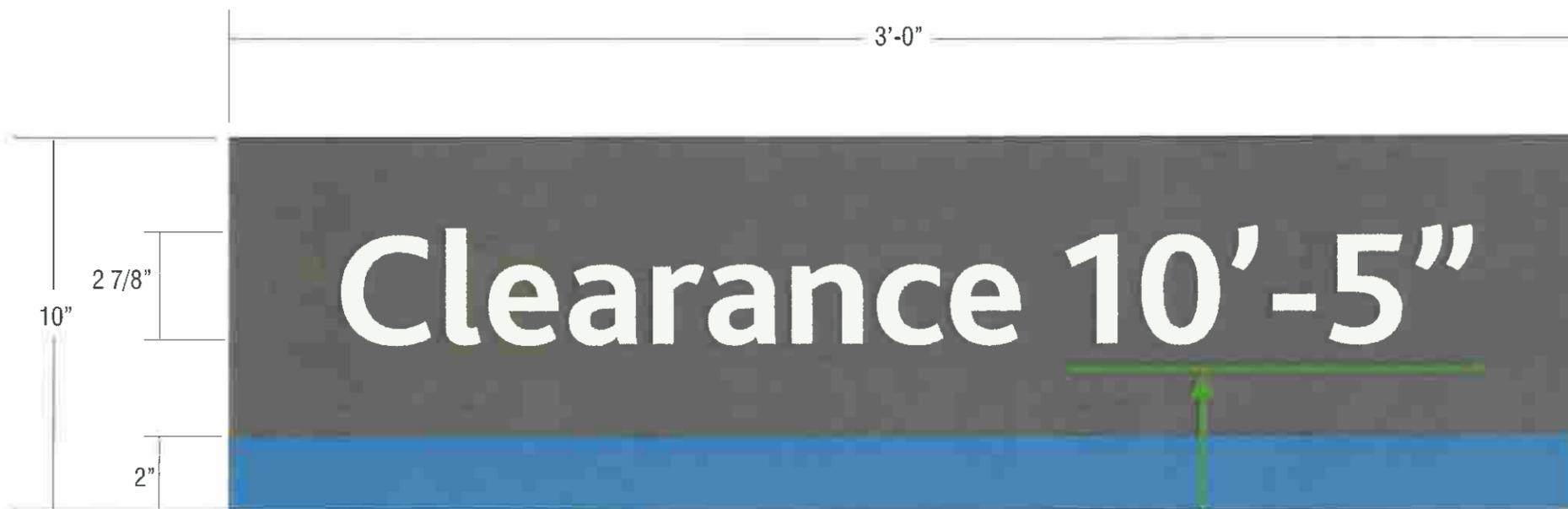
Drawing Number: 18-01613

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**TOP VIEW SCALE: 3" = 1'-0"**



**FRONT VIEW SCALE: 3" = 1'-0"**

**VERIFY HEIGHT DIMENSION  
PER SITE SURVEY**



**END VIEW  
SCALE: 3" = 1'-0"**

**E.16**

**SIGN TYPE TC-CL-W**

**MANUFACTURE AND INSTALL ONE (1) NON-ILLUMINATED S/F CLEARANCE SIGN**

**FACE:** 125" ALUMINUM PAINTED CHASE DARK NICKEL MATTHEWS MP#18248, GLOSS FINISH.  
PAINT ACCENT BAND ACROSS BOTTOM CHASE BLUE MP#00366 BLUE (OR PMS #300 BLUE).

**"CLEARANCE":** COPY TO BE 3M SCOTCHLITE #680-10 WHITE.

**INSTALL:** PROVIDE NELSON STUDS OFF BACK SIDE OF ALUM. TO ANCHOR TO WALL SURFACE



**E.17**

**SIGN TYPE** CHA-TEMP-CS-48X96-SKID

**MANUFACTURE ONE (1) D/F CONSTRUCTION / TEMPORARY SITE SIGN**

**FACE:** 4' x 8' x 1/2" MDO PLYWOOD, PRIMED AND PAINTED CHASE DARK NICKEL #MP18248 OVERLAY WITH DIGITALLY PRINTED GRAPHIC.

**FRAME:** 2" x 4" D.F. WOOD FRAMEWORK WITH 3/8" DEEP 9/16" DADO GROOVES FOR FOR FACE TO LOCK INTO. SEE DRAWING ON FOLLOWING PAGES FOR WHICH PARTS. PAINT CHASE DARK NICKEL #MP18248

**FRAME ATTACHMENT:** USE 3/8" DIA. S.S. MACHINE BOLT FOR BASE ATTACHMENT USE LAG SCREWS TO ATTACH FRAMING TOGETHER.

**SAND BAGS:** (4) ±40LB SAND BAGS AT EACH BASE CORNER AS SHOWN SIGN INSTALLER TO SUPPLY SAND BAGS.

**ARTWORK PATH:** P:\Design\2k20\C\Chase Bank\~Typicals\COMING SOON - WE'RE OPEN Construction Sign\Final CSS 8x4.cdr



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**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

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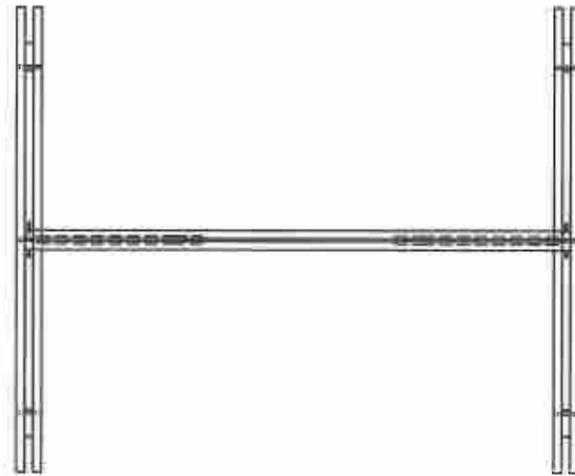
Drawing Number: 18-01613

Project ID: CHASE\_730\_1

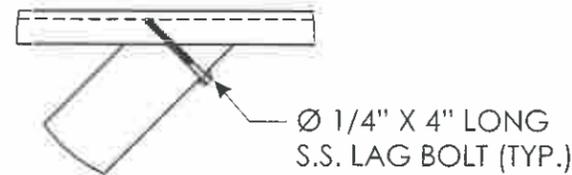
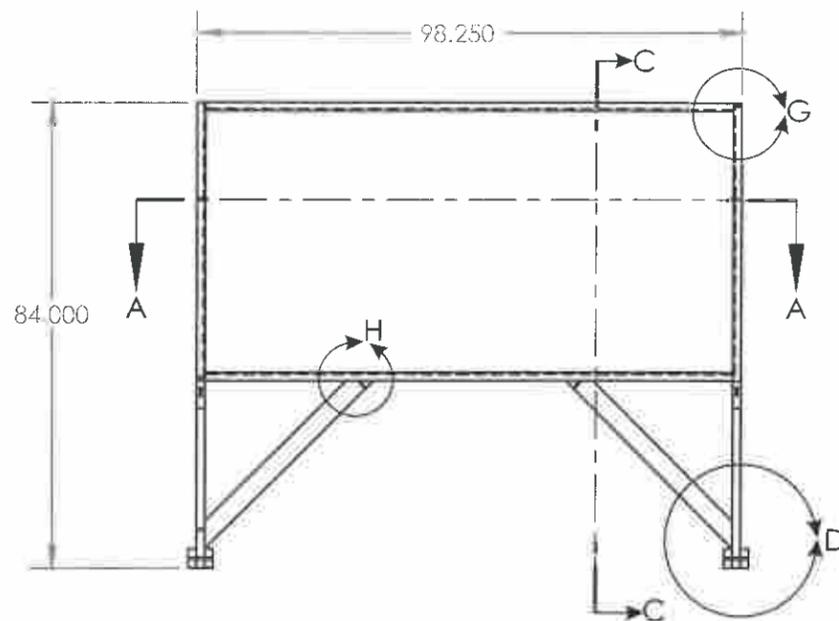
Revision: R19 - 03.11.21

ITEM NO.	QTY.	DESCRIPTION	LENGTH
1	4	2x4	84
2	2	2x4	84
3	2	2x4	95.25
4	2	2x4 R	42.78
5	4	2x4 R	47.73

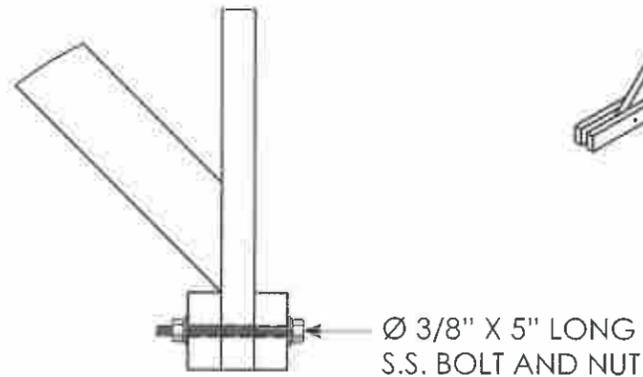
**SIGN TYPE** COMING SOON TEMP SIGN



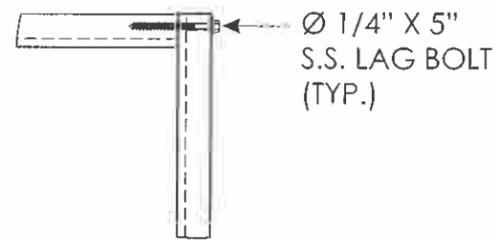
SECTION A-A



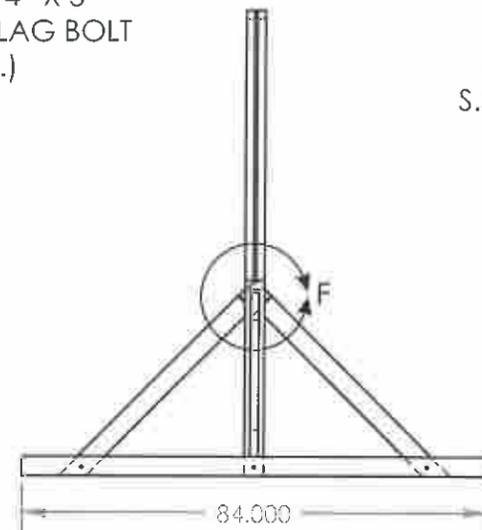
DETAIL H  
SCALE 1 : 8



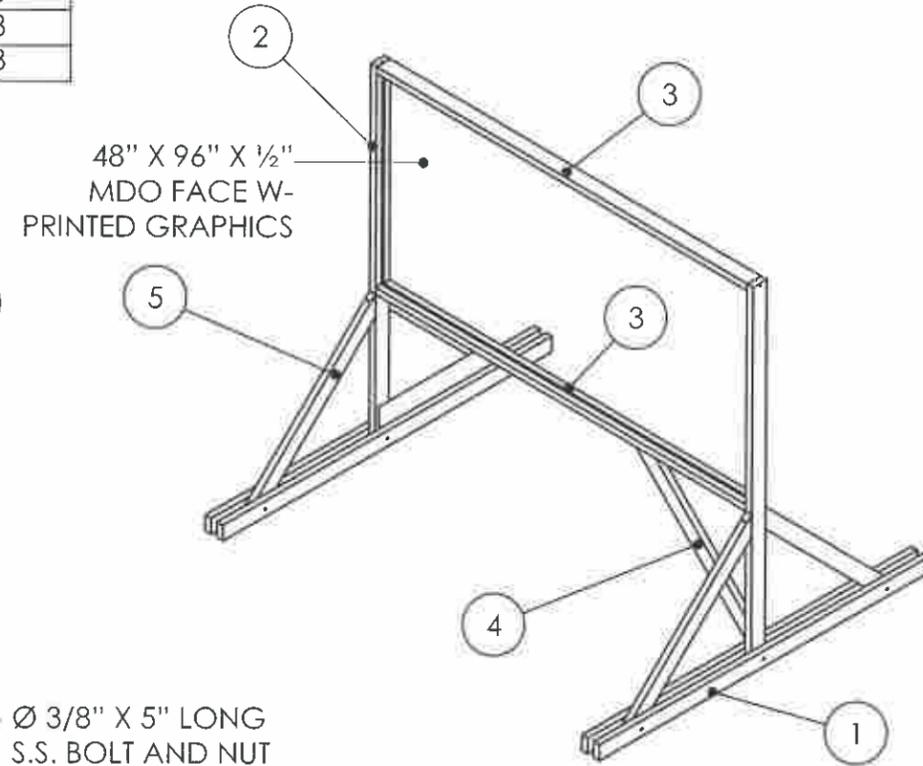
DETAIL D  
SCALE 1 : 8



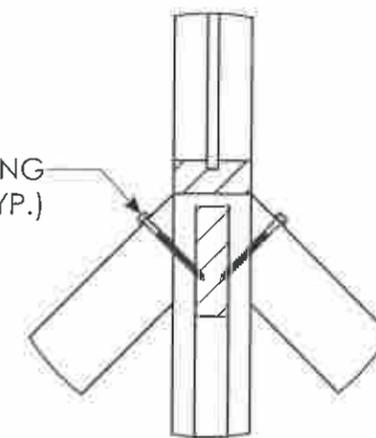
DETAIL G  
SCALE 1 : 8



SECTION C-C



Ø 1/4" X 4" LONG  
S.S. LAG BOLT (TYP.)



DETAIL F  
SCALE 1 : 8



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**COPY, COLORS & SIZES**

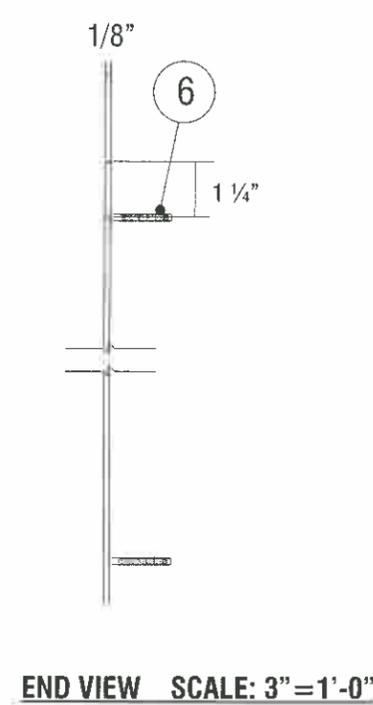
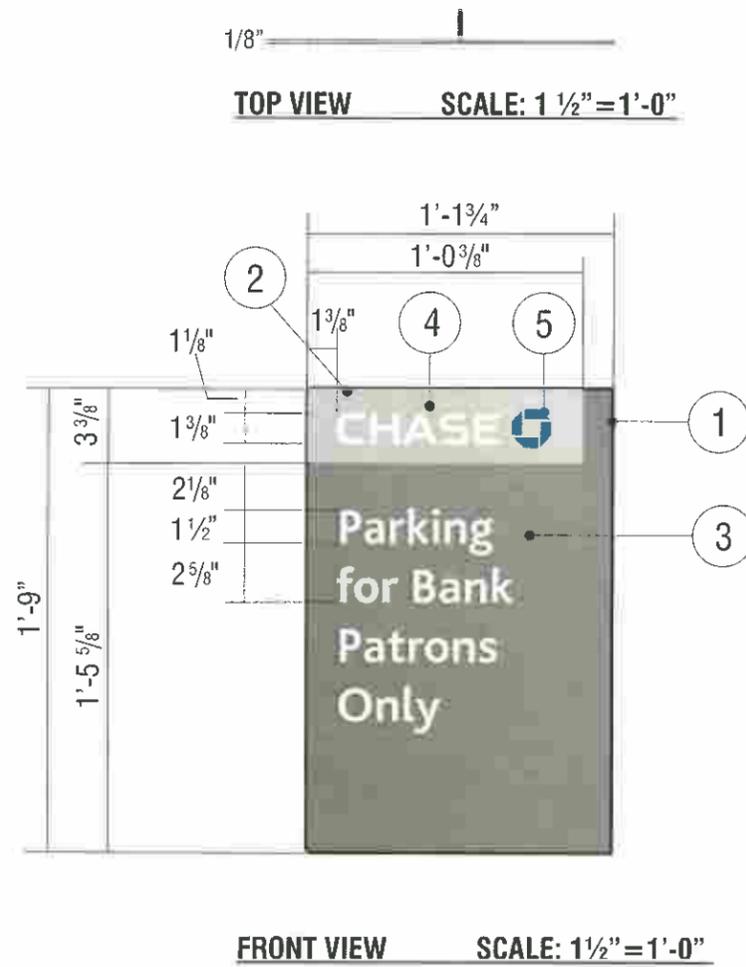
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Revision: R19 - 03.11.21



**E.18 E.19 E.20**

**SIGN TYPE TC-W-A-RE PARKING FOR BANK PATRONS ONLY**

**MANUFACTURE AND INSTALL THREE (3) NON-ILLUMINATED CUSTOM MESSAGE SIGNS**

1. .125" ALUMINUM SIGN FACE.  
PAINT FINISH ALL EXPOSED SURFACES MATTHEWS MP#18248, DARK NICKEL GLOSS FINISH.
2. TOP BAND TO BE FIRST SURFACE APPLIED  
3M #180C-220 LIGHT SILVER METALLIC VINYL.
3. SUPPORT COPY TO BE 3M SCOTCHLITE #680-10 WHITE.
4. "CHASE" TO BE 3M FILM #7725-10 WHITE.
5. OCTAGON TO BE 3M FILM #3632-127 BLUE OVER  
3M FILM #7725-10 WHITE.
6. PROVIDE NELSON STUDS OFF BACK SIDE OF ALUM. TO ANCHOR TO COLUMN.



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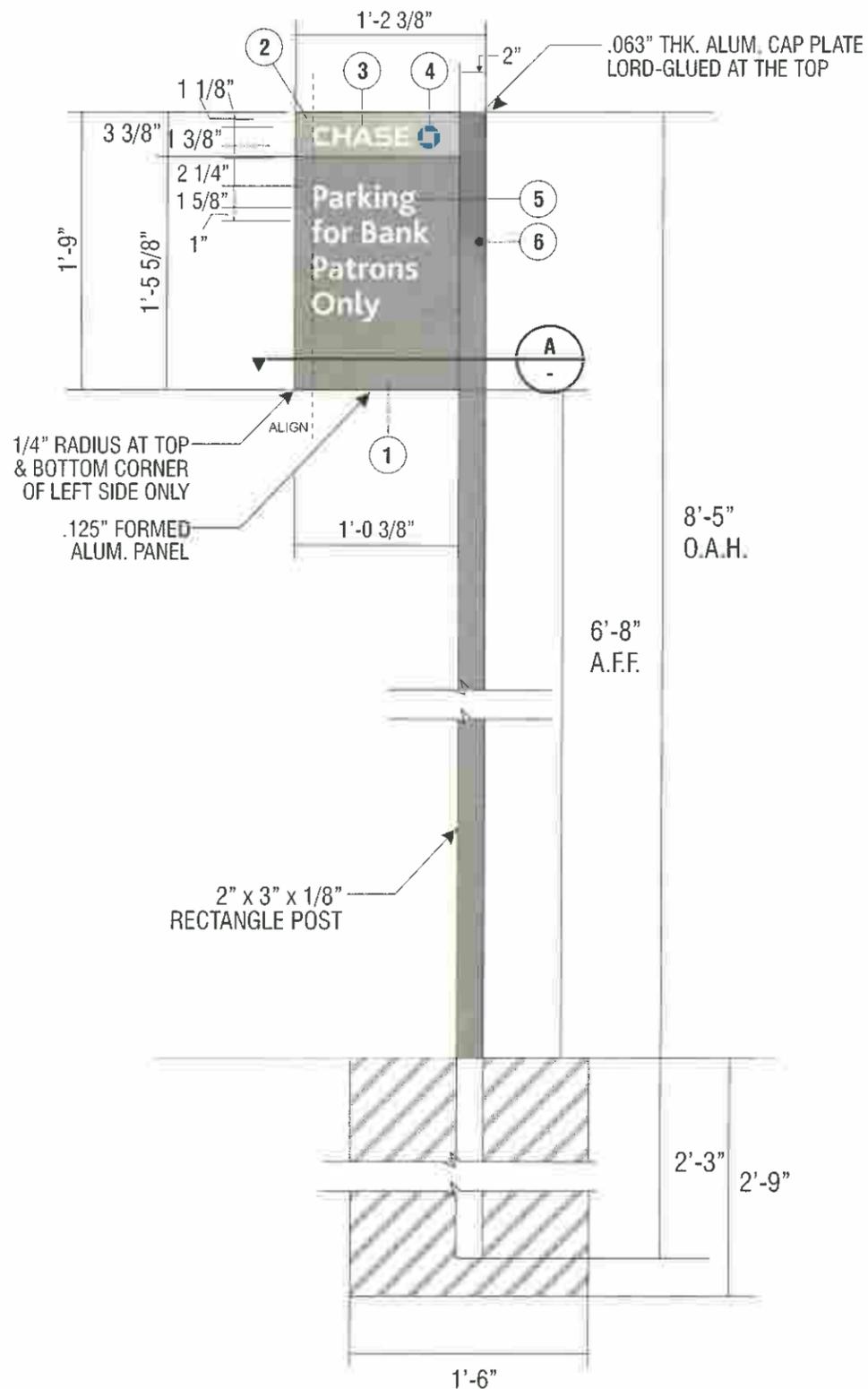
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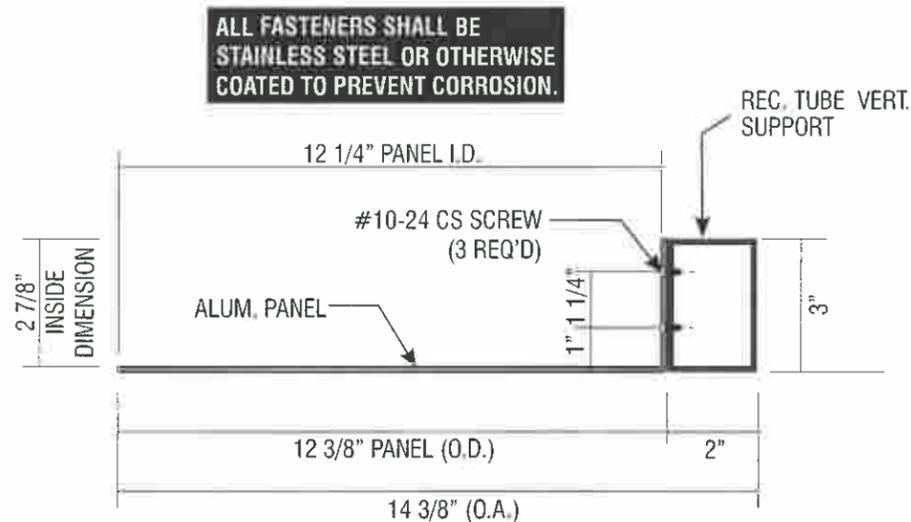
**FRONT VIEW**  
SCALE: 1" = 1'-0"

E.21	E.22	E.23	E.24
E.25	E.26	E.27	E.28

**SIGN TYPE TC-P-A-RE**

**MANUFACTURE AND INSTALL EIGHT (8) NON-ILLUMINATED PARKING SIGNS**

1. .125" BREAK-FORMED ALUMINUM SIGN FACE. PAINT FINISH ALL EXPOSED SURFACES DARK NICKEL MATTHEWS MP #18248, GLOSS FINISH. FORM AS SHOWN.
2. TOP BAND - FIRST SURFACE APPLIED - 3M #180C-220 LIGHT SILVER METALLIC VINYL.
3. "CHASE" - 3M FILM #7725-10 WHITE VINYL.
4. OCTAGON - 3M FILM #3632-127 CHASE BLUE VINYL.
5. SUPPORT COPY TO BE 3M SCOTCHLITE #680-10 REFLECTIVE WHITE.
6. 2" X 3" X 1/8" X 128" LONG RECTANGLE ALUM. POST W/ .063" THICK ALUM. CAP PLATE @ TOP.



**A HORIZONTAL SECTION**  
SCALE: 3" = 1'-0"



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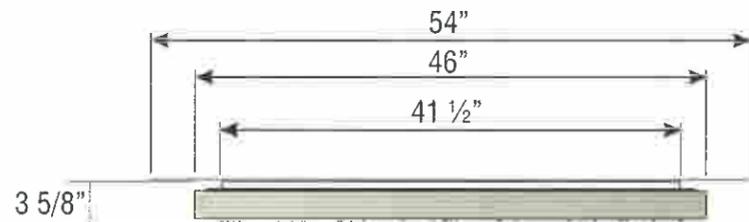
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TOP VIEW SUR-TTW-U-4  
SCALE: 3/4" = 1'-0"

**STIPPLE FINISH PAINT PROCESS FOR MATTHEWS #MP-18101 CHASE NICKEL:**  
**BASE COAT:** \* 3-4 MEDIUM COATS OF MAP SVOC2471 FOR BASE COAT.  
 ALLOW TO AIR DRY 12-24 HRS OR FORCE DRY AT 200 DEG. F. FOR 15MIN.  
**STIPPLE FINISH COAT:** \* MIX MAP SVOC1761 WITH CATALYST BUT\_\*NO\*\_REDUCER.  
 SET PRESSURE POT AT 18-20 PSI TANK PRESSURE AND  
 20-25 PSI ATOMIZING AIR AT THE PAINT GUN -  
 USE 1.0 TO 1.2 FLUID NOZZLE.  
 APPLY 5-6 PASSES OF A FINE TIGHT STIPPLE

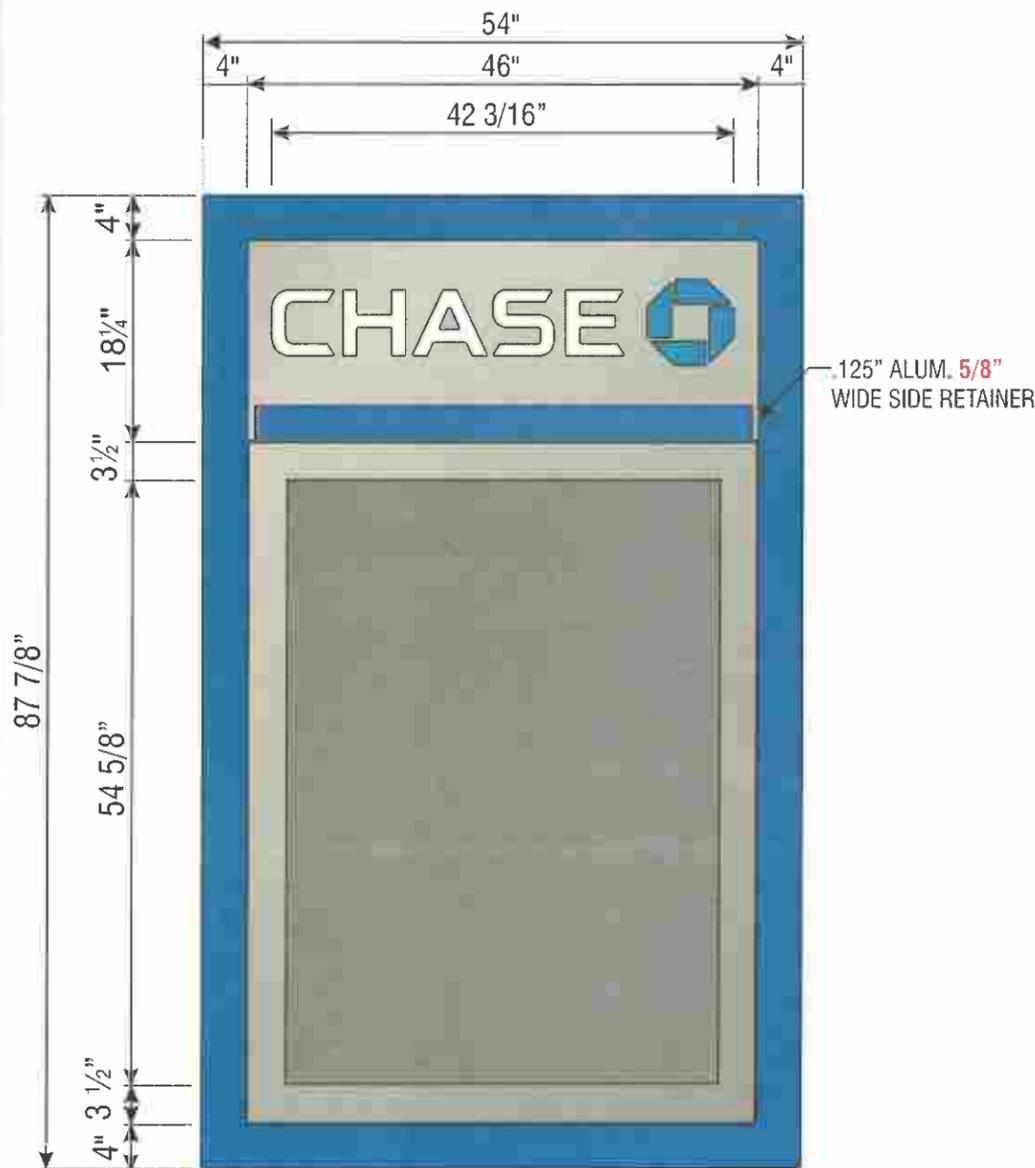
**STIPPLE FINISH PAINT PROCESS FOR MATTHEWS #MP-49353 CHASE BLUE METALLIC:**  
**BASE COAT:** \* 3-4 MEDIUM COATS OF SVOC2472 SP FOR BASE COAT.  
 ALLOW TO AIR DRY 12-24 HRS OR FORCE DRY AT 200 DEG. F. FOR 15MIN.  
**STIPPLE FINISH COAT:** \* MIX MAP SVOC2049 SP WITH CATALYST BUT\_\*NO\*\_REDUCER.  
 SET PRESSURE POT AT 18-20 PSI TANK PRESSURE AND  
 20-25 PSI ATOMIZING AIR AT THE PAINT GUN -  
 USE 1.0 TO 1.2 FLUID NOZZLE.  
 APPLY 5-6 PASSES OF A FINE TIGHT STIPPLE

NOTE: PUSH-THRU ACRYLIC SHALL HAVE  
A MILL FINISH ON ALL ROUTED EDGES

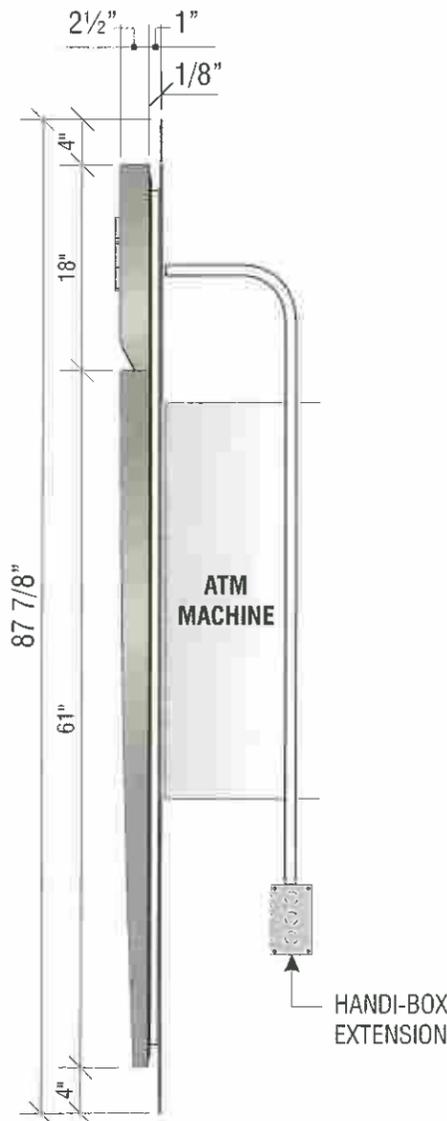
ALL EXPOSED FASTENER HEADS  
SHALL BE PAINTED TO MATCH THE  
EXTERIOR CABINET FINISH

SLOAN BLUE LED STRIPE AROUND  
PERIMETER TO PROVIDE HALO-LIT  
EFFECT AGAINST BACK PANEL

GRAPHICS DEPICTED ARE FOR I  
LLUSTRATIVE PURPOSES ONLY!  
USE ONLY APPROVED ARTWORK  
FOR PRODUCTION.



FRONT VIEW SCALE: 3/4" = 1'-0"



SIDE VIEW



PERSPECTIVE VIEW



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**E.29 | I.30 | SIGN TYPE | SUR-TTW-U-4-TP**

**MANUFACTURE AND INSTALL TWO (2) INTERNALLY ILLUMINATED THIN PROFILE ATM SURROUNDS**



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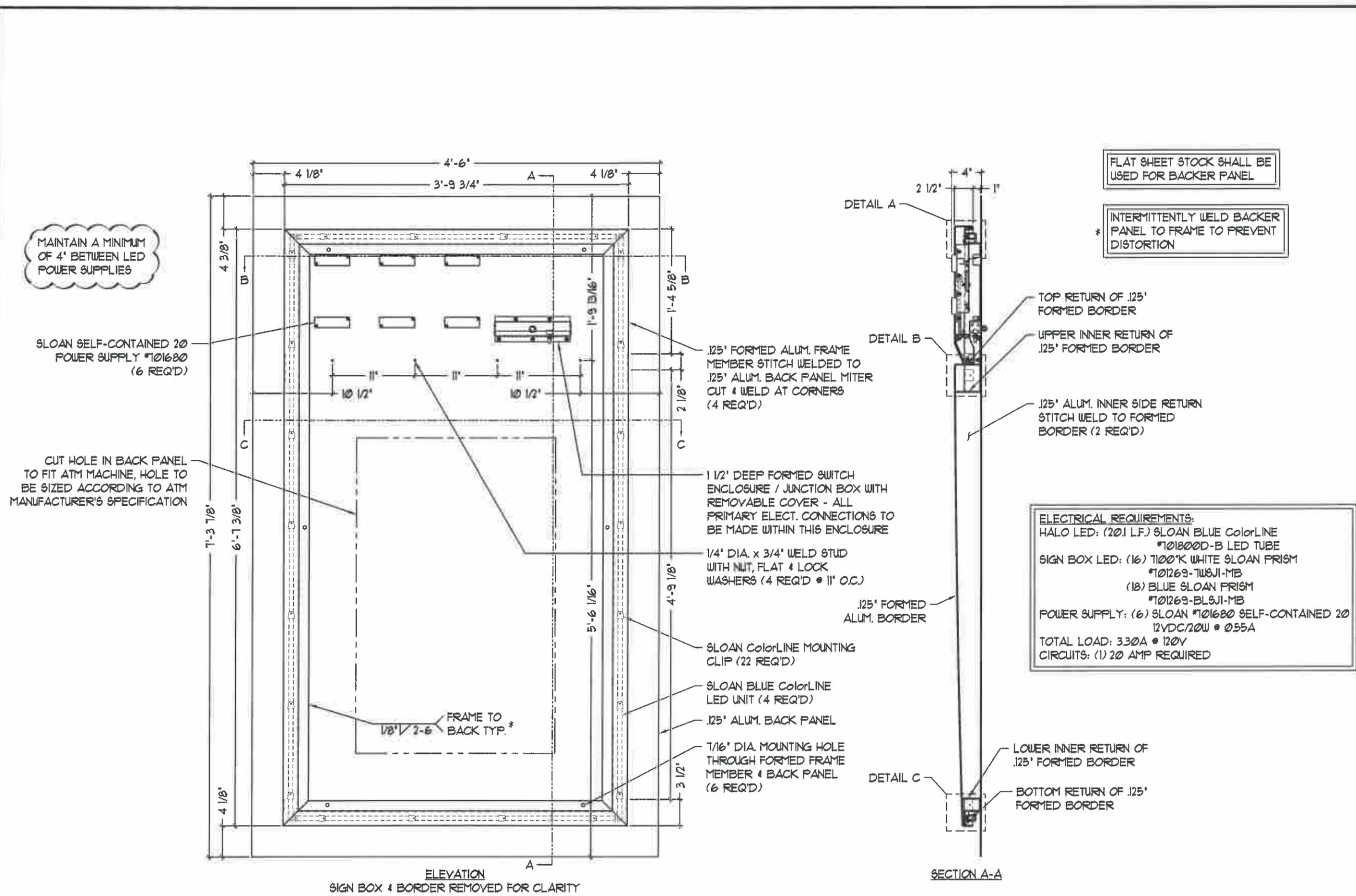
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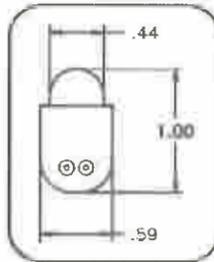
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# ColorLINE

The Ultimate LED Border Tube



- Super Bright
- Profile Similar to Neon
- Lit, Mitered Corners
- Fully Compatible with All SloanLED 12 VDC Products

## COLORLINE SIZES AND CUT LENGTHS:

- (3) EA. #701800-COLOR-8 (96 1/2" LONG)
- MAKE VERTICAL TUBES FROM (2) 96 1/2" PARTS.
- MAKE HORIZONTAL TUBES FROM (1) 96 1/2" PART.
- EACH PART MUST HAVE A FACTORY RUBBER END.
- ONCE PLASTIC CAP IS ATTACHED TO THE CUT SIDE, THE TUBE WILL FINISH AT **77 5/32"** FOR VERTICAL IN LENGTH INCLUDING CAP.
- THE TUBE WILL FINISH AT **45 3/16"** FOR HORIZONTAL IN LENGTH INCLUDING CAP.

Item Description	Part # (Tube)	Actual Tube Length	Cut Increments	Power per Foot (Meter)	LEDs per Foot (Meter)	Limited Warranty
<del>2' Tube</del>	<del>701800-Color-2</del>	<del>24 1/2" (62cm)</del>	<del>2.4" (6cm)</del>	<del>2.28W (7.5W)</del>	<del>20 (66)</del>	Warm Colors: 5 Year
<del>4' Tube</del>	<del>701800-Color-4</del>	<del>48 1/2" (123cm)</del>	<del>2.4" (6cm)</del>	<del>2.28W (7.5W)</del>	<del>20 (66)</del>	
<del>6' Tube</del>	<del>701800-Color-6</del>	<del>72 1/2" (184cm)</del>	<del>2.4" (6cm)</del>	<del>2.28W (7.5W)</del>	<del>20 (66)</del>	
8' Tube	701800-Color-8	96 1/2" (245cm)	2.4" (6cm)	2.28W (7.5W)	20 (66)	

~~Warm Colors: Red, Orange, Yellow~~      ~~Cool Colors: Blue, Green, White~~

## Feet (Meter) per 12VDC Power Supply

SloanLED Power Supply	Self Contained	Modular	Quad
ColorLINE	<del>8 (2.5)</del>	24 (7.5)	<del>96 (30)</del>
# Feet (Meters)			24 (7.5) per leg



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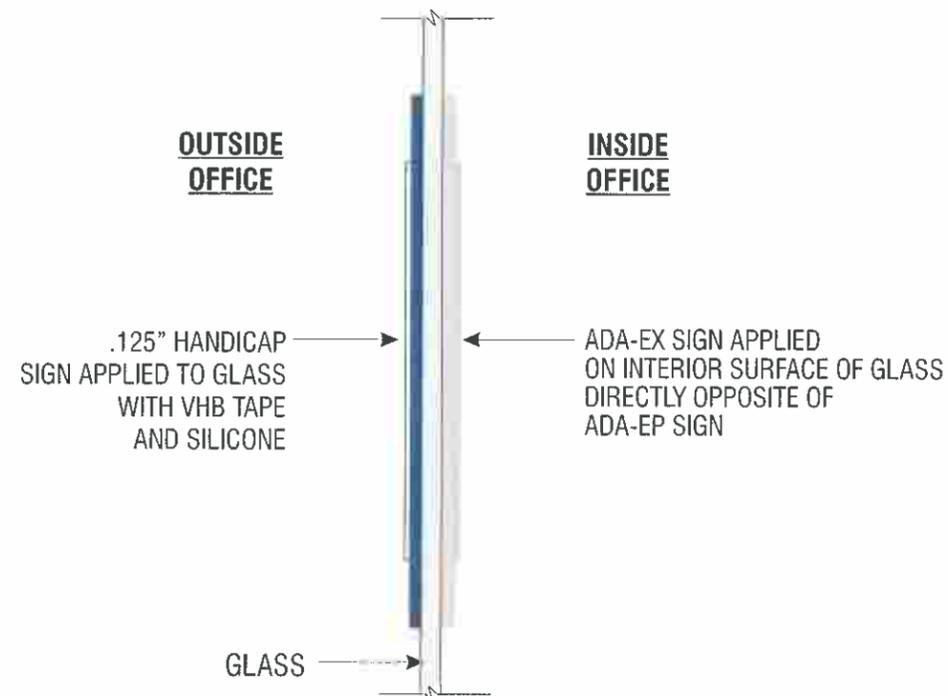
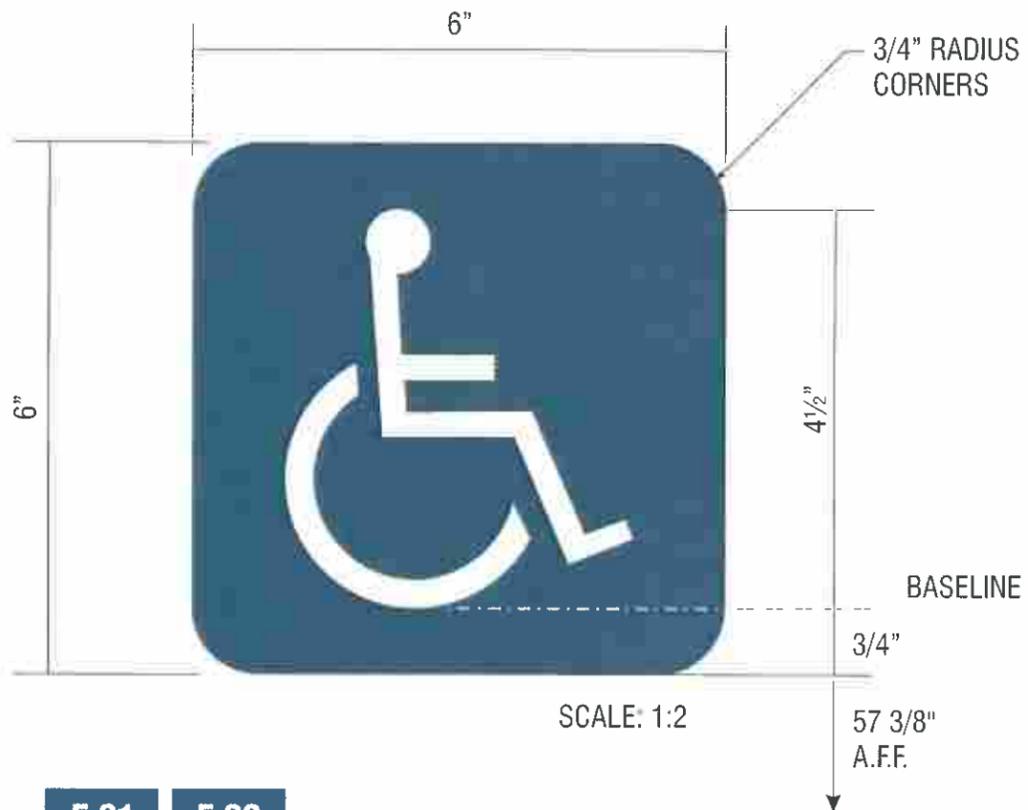
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Drawing Number: 18-01613  
Project ID: CHASE\_730\_1  
Revision: R19 - 03.11.21



**E.31** **E.32**

**SIGN TYPE** ADA-EP **ACCESSIBLE BUILDING ENTRANCE - A02**

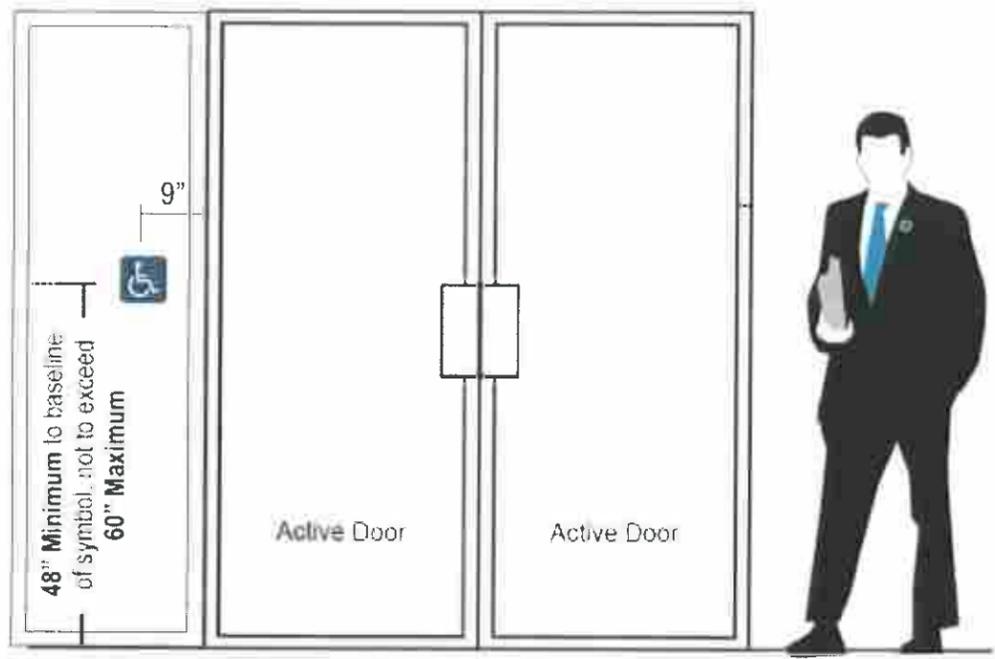
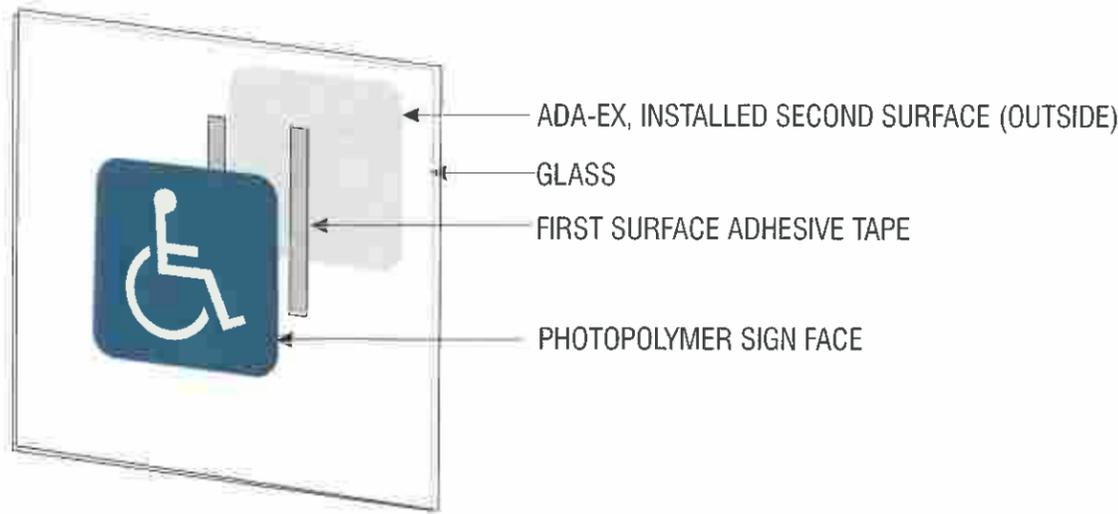
**MANUFACTURE AND INSTALL TWO (2) ADA STANDARD ENTRANCE PLAQUES**

**FACE:** 1/8" BLUE GRAVOTAC #341-501V, SATIN NON-GLARE FINISH.

**ISA SYMBOL:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC.

**BRILLE:** 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.

**INSTALL:** MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILCONE.



Double door with both doors active, sign is mounted to the left of the left side door



**Signtech™**

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**JP Morgan Chase Bank #730**

Willowbrook  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierri  
 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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Drawing Number: 18-01613

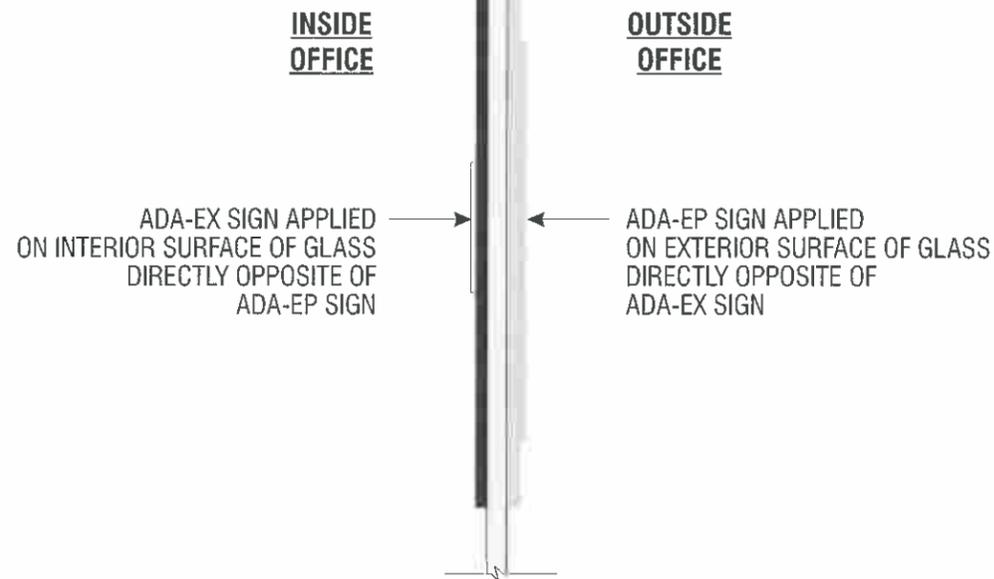
Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21



SCALE: 1:2

57 3/8" A.F.F.

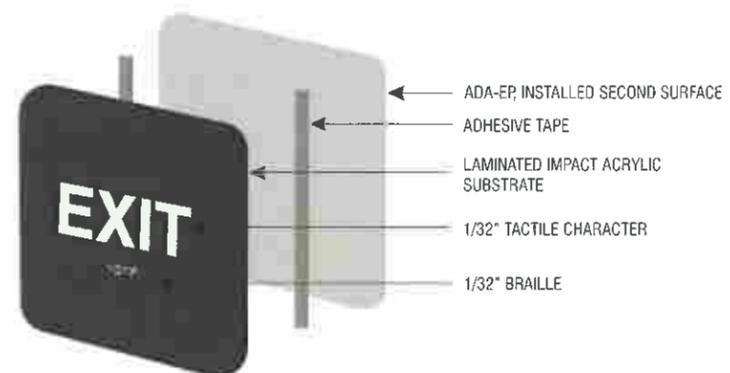


- 1.33
- 1.34
- 1.35
- 1.36

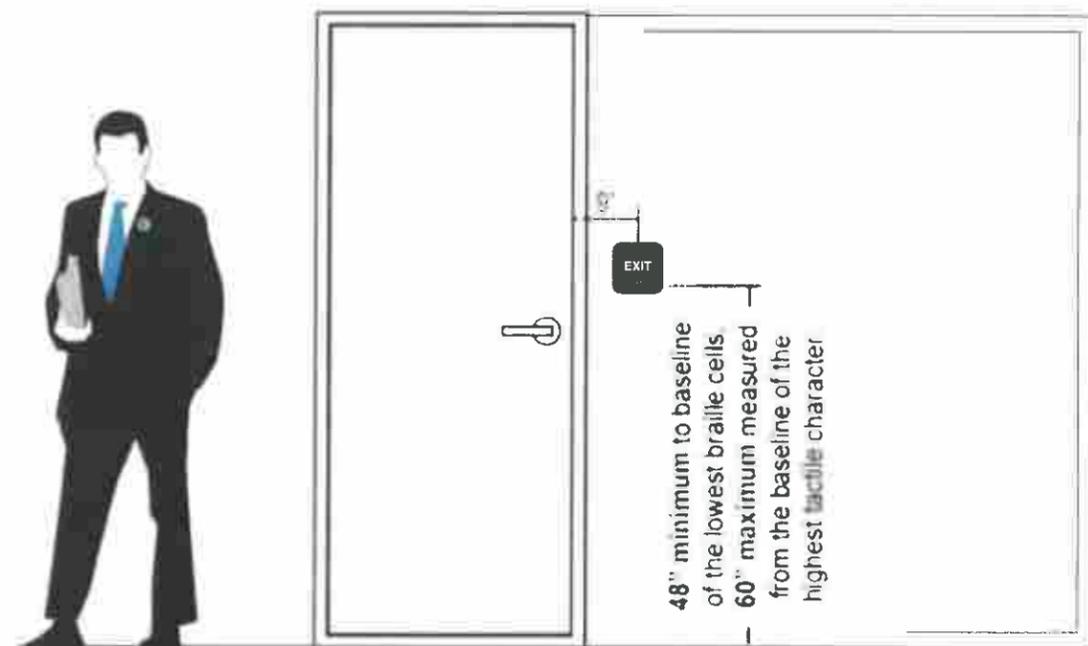
**SIGN TYPE** ADA-EX **EXIT DOOR SIGNAGE - A13**

**MANUFACTURE AND INSTALL FOUR (4) ADA STANDARD EXIT PLAQUES**

- FACE:** 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.
- COPY:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.
- BRAILLE:** 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.
- INSTALL:** MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILCONE.



TYPICAL FABRICATION DETAIL NTS



*If latch is on right side of door, sign installed on right side*



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**JP Morgan Chase Bank #730**

Willowbrook  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierni  
 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

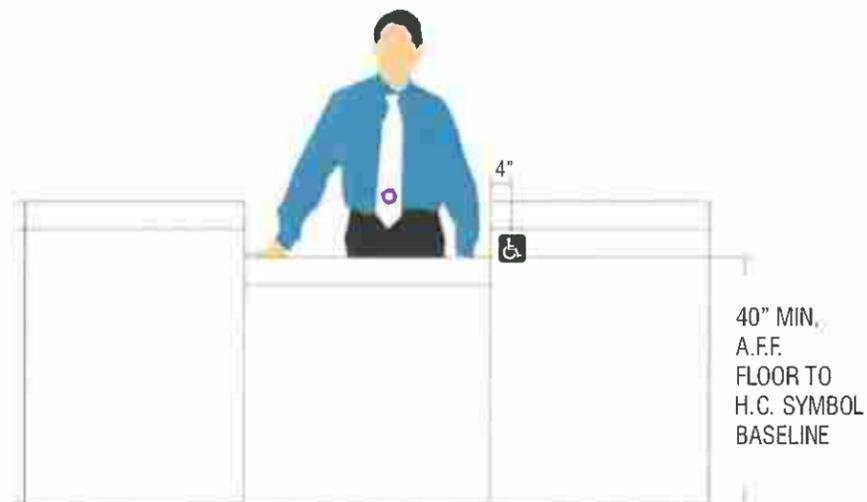
Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21



FRONT VIEW

SCALE: 3/8"=1"



TYPICAL INSTALLATION - NO BULLET-RESISTANT GLASS SCALE: 1/2"=1'-0"



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**JP Morgan Chase Bank #730**

**Willowbrook**  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierri  
 Designer: bjones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

**I.37**

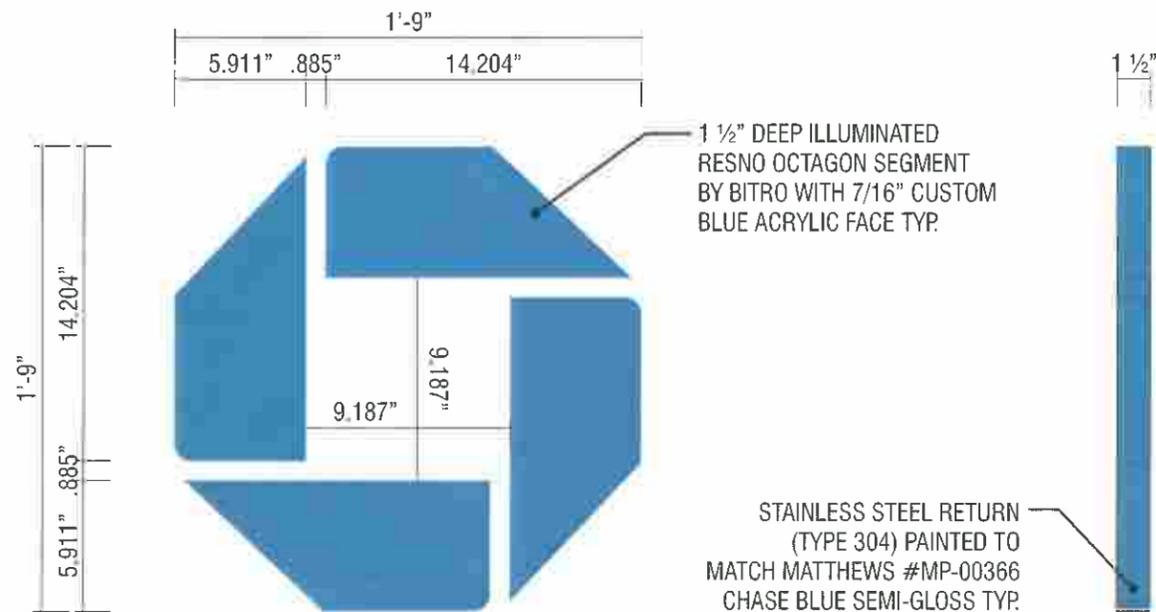
**SIGN TYPE ADA-TW ACCESSIBLE TELLER WINDOW - A14**

**MANUFACTURE AND INSTALL ONE (1) ADA ACCESSIBILITY PLAQUE**

**FACE:** 1/8" BLUE GRAVOTAC #341-501V, SATIN NON-GLARE FINISH.

**ISA SYMBOL:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC.

**INSTALL:** MOUNT AT ACCESSIBLE TELLER LINE, AS SHOWN, WITH VHB TAPE AND SILCONE.



FRONT VIEW

SCALE: 1 1/2" = 1'-0"

SIDE VIEW  
SCALE: 1 1/2" = 1'-0"

**1.38**

**SIGN TYPE** OCT-21-INT **BLUE BITRO**

**MANUFACTURE AND INSTALL ONE (1) INTERNALLY-ILLUMINATED OCTAGON**

GENERAL NOTES:

1. DESIGN IS BASED ON A 5 PSF LATERAL LOAD FOR INTERIOR APPLICATIONS PER IBC 2015. SEISMIC DESIGN CATEGORY D.
2. THE CUSTOMER'S BUILDING ENGINEER IS TO DETERMINE THE ADEQUACY OF THE SUPPORTING STRUCTURE.
3. ALL FASTENERS SHALL BE STAINLESS STEEL OR ZINC COATED TO PREVENT CORROSION.
4. J.P. MORGAN CHASE WILL NOT BE RESPONSIBLE FOR THE SAFETY ON THIS JOB SITE BEFORE, DURING OR AFTER INSTALLATION OF THIS STRUCTURE. IT IS THE RESPONSIBILITY OF THE CONTRACTORS AND INSTALLERS TO ENSURE THAT THE INSTALLATION AND ERECTION OF THIS STRUCTURE IS PERFORMED USING METHODS THAT ARE IN FULL COMPLIANCE WITH OSHA REGULATIONS.
5. ANY DEVIATION FROM THIS DESIGN OR FROM ANY PART OF THIS DRAWING, INCLUDING THE GENERAL NOTES, WITHOUT PRIOR WRITTEN CONSENT FROM J.P. MORGAN CHASE VOIDS THIS DRAWING IN ITS ENTIRETY.
6. THE STRUCTURE DESIGNED ON THIS DRAWING IS PROTOTYPICAL AND SHOULD NOT BE USED FOR SITE SPECIFIC APPLICATIONS UNLESS DEEMED SUITABLE BY A COMPETENT PROFESSIONAL ENGINEER.



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**JP Morgan Chase Bank #730**

**Willowbrook**  
730 Plainfield Rd.  
Willowbrook, IL 60527

Initial Date: 09/14/18  
Salesperson: Arthur Navarro  
Coordinator: Tracey Pichierri  
Designer: biones  
Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21



**TYPICAL INTERIOR ELEVATION NOT TO SCALE**



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### JP Morgan Chase Bank #730

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730 Plainfield Rd.  
Willowbrook, IL 60527

Initial Date: 09/14/18

Salesperson: Arthur Navarro

Coordinator: Tracey Pichierri

Designer: biones

Scale: As noted

#### CUSTOMER APPROVAL

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location -  
**RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

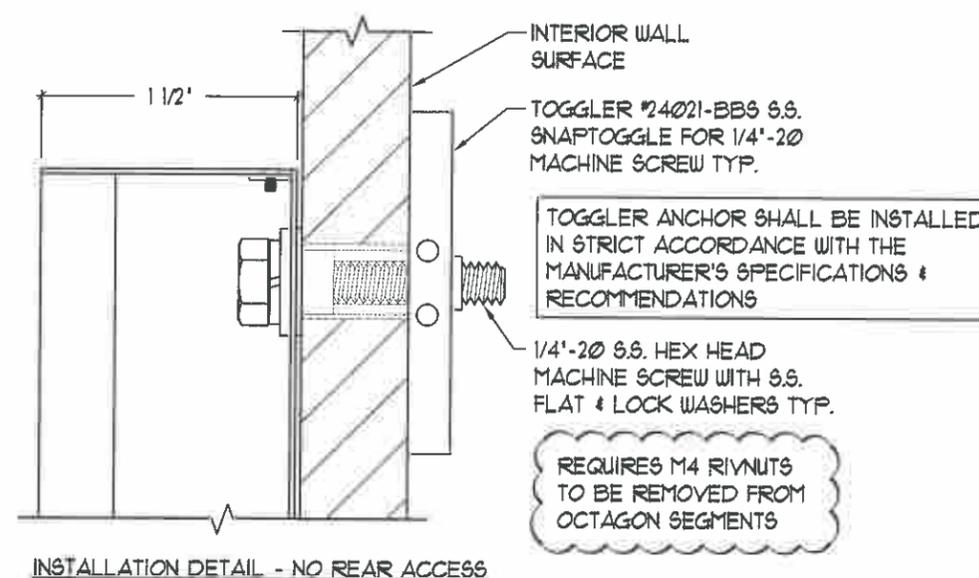
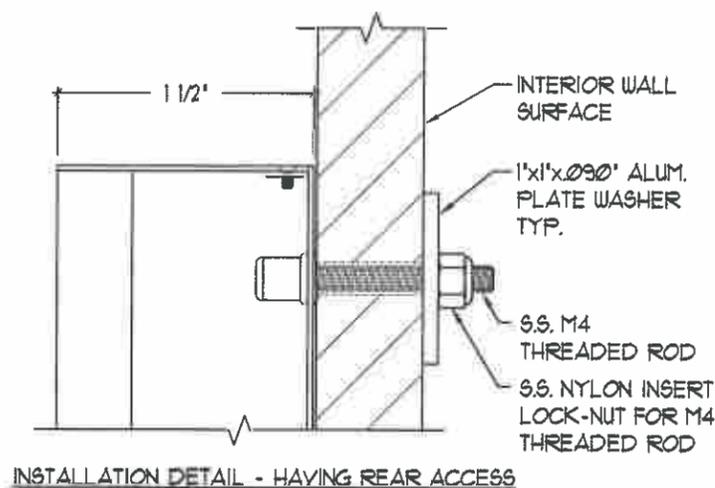
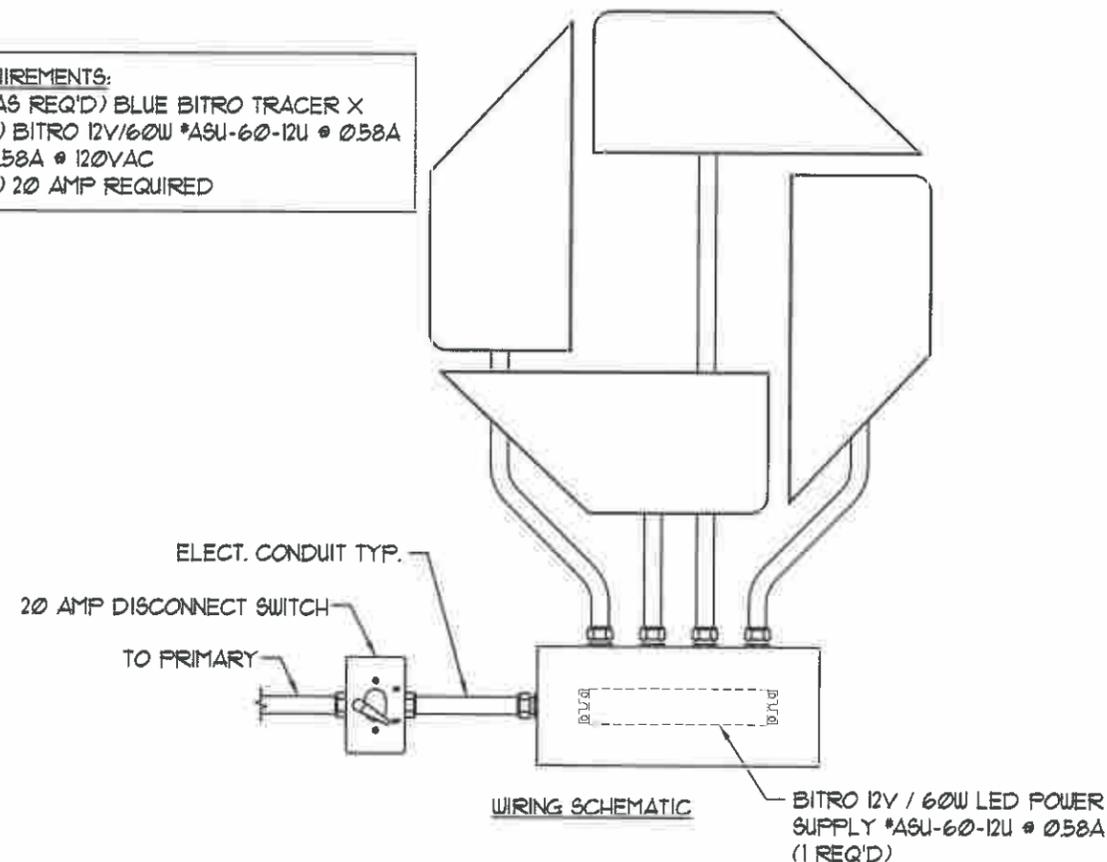
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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

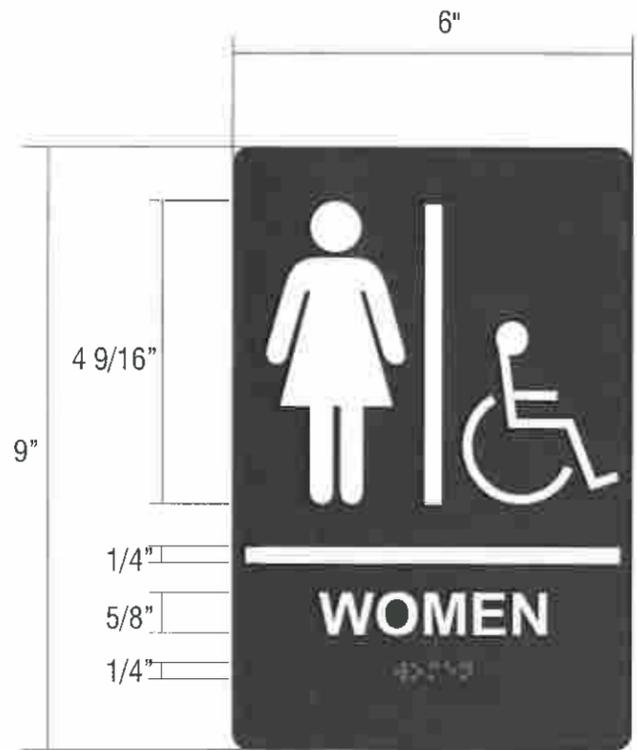
**ELECTRICAL REQUIREMENTS:**  
LED: (AS REQ'D) BLUE BITRO TRACER X  
POWER SUPPLY: (1) BITRO 12V/60W \*ASU-60-12U # 0.58A  
TOTAL LOAD: 0.58A @ 120VAC  
CIRCUITS: (1) 20 AMP REQUIRED



INTERIOR APPLICATION ONLY

ALL EXPOSED FASTENER HEADS SHALL BE PAINTED TO MATCH THE EXTERIOR CABINET FINISH

OCTAGON SHALL BE WIRED TO A REMOTELY MOUNTED POWER SUPPLY



FRONT VIEW SCALE: 3/8" = 1"

**I.42**

**SIGN TYPE ADA-RRW-A-G FOR RESTROOMS THAT ARE ACCESSIBLE - A09**

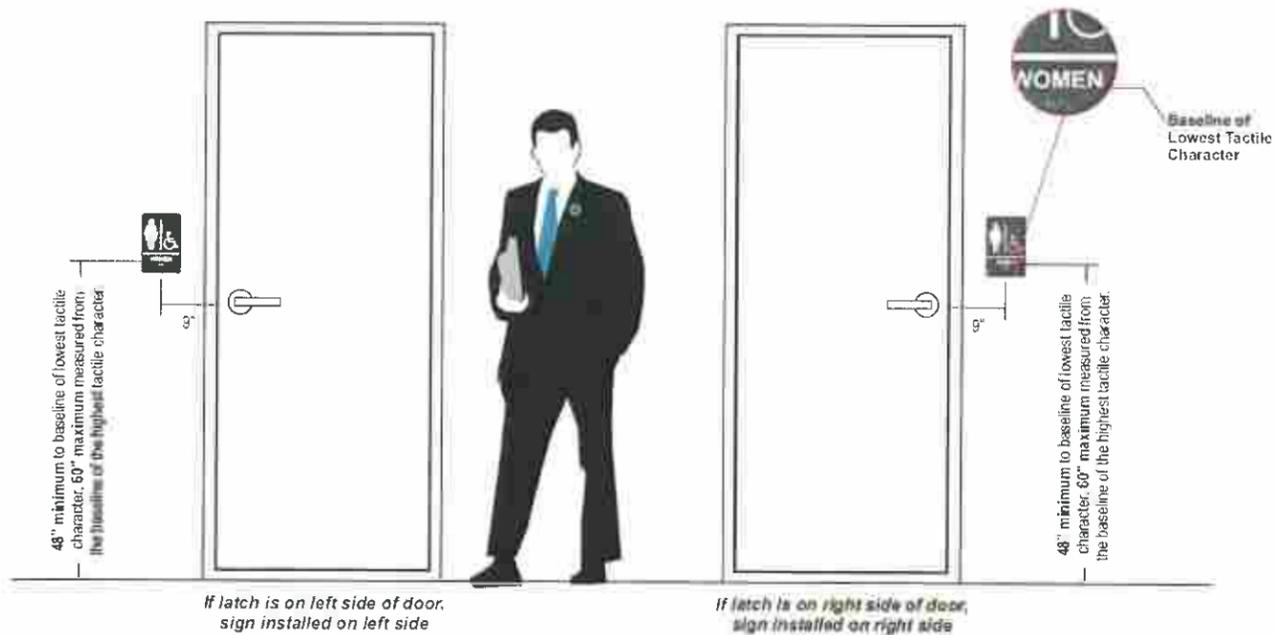
**MANUFACTURE AND INSTALL ONE (1) ADA WOMEN RESTROOM SIGN**

**FACE:** 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.

**COPY:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.

**BRILLE:** 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.

**INSTALL:** MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILCONE.



**Signtech™**

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**JP Morgan Chase Bank  
 #730**

**Willowbrook  
 730 Plainfield Rd.  
 Willowbrook, IL 60527**

Initial Date: 09/14/18

Salesperson: Arthur Navarro

Coordinator: Tracey Pichierri

Designer: biones

Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location -  
**RESPONSIBILITY OF OTHERS!**

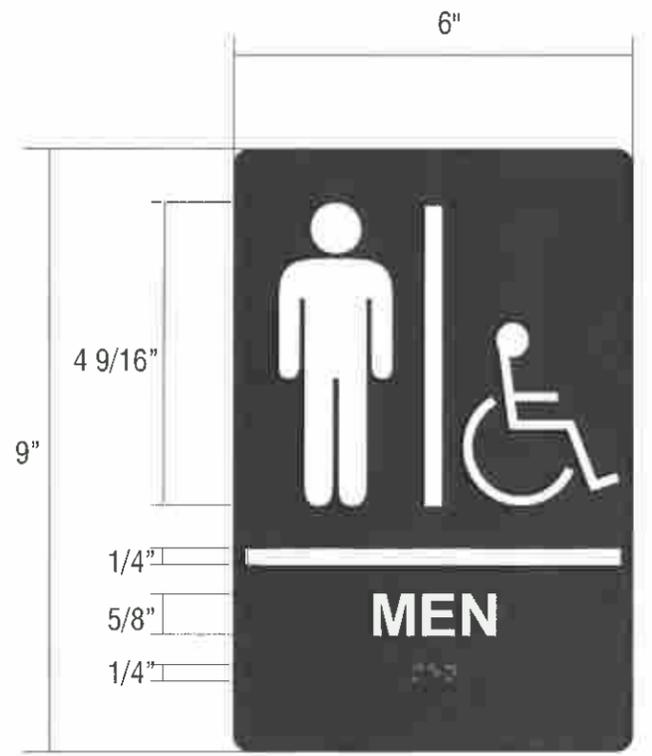
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21



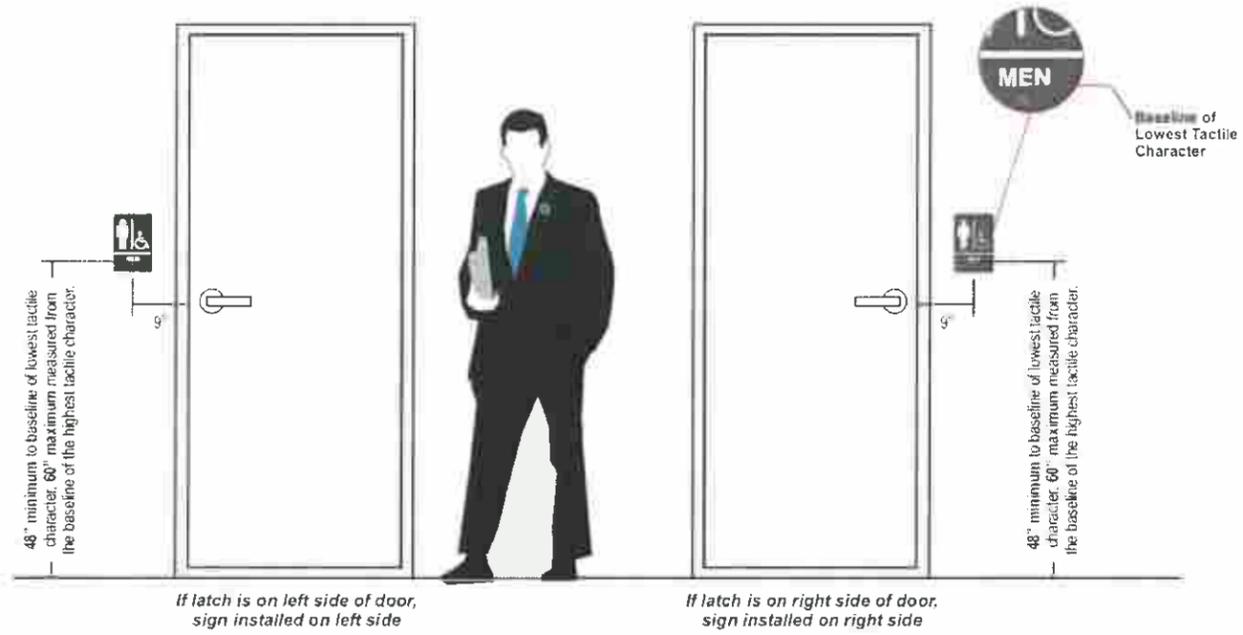
FRONT VIEW SCALE: 3/8"=1"

**1.43**

**SIGN TYPE ADA-RRM-A-G FOR RESTROOMS THAT ARE ACCESSIBLE - A09**

**MANUFACTURE AND INSTALL ONE (1) ADA MEN RESTROOM SIGN**

- FACE:** 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.
- COPY:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.
- BRILLE:** 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.
- INSTALL:** MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILCONE.



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**JP Morgan Chase Bank #730**

Willowbrook  
 730 Plainfield Rd.  
 Willowbrook, IL 60527

Initial Date: 09/14/18  
 Salesperson: Arthur Navarro  
 Coordinator: Tracey Pichierri  
 Designer: hiones  
 Scale: As noted

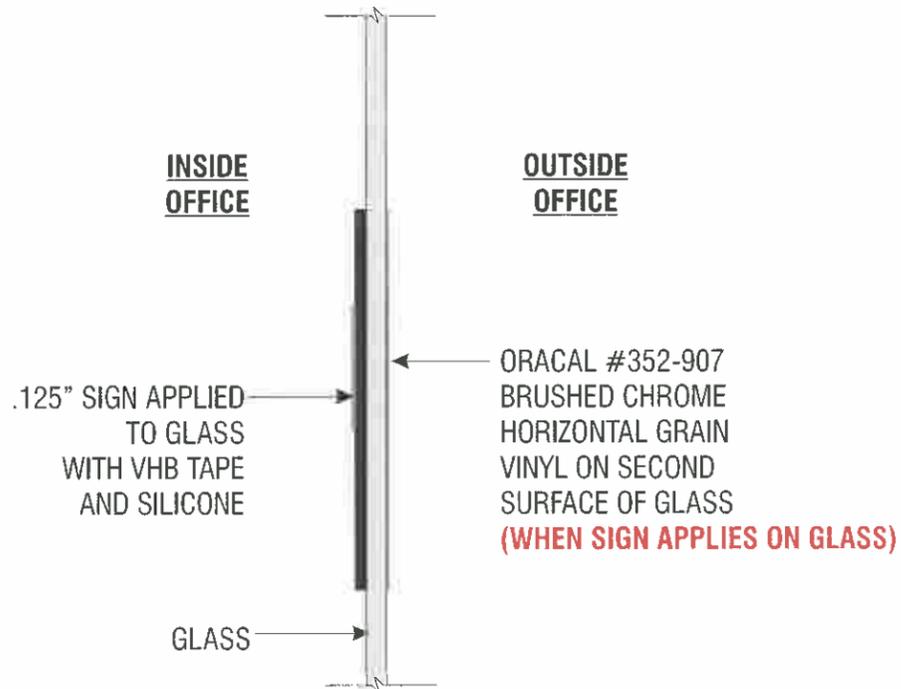
**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location -  
**RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
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Drawing Number: 18-01613  
 Project ID: CHASE\_730\_1  
 Revision: R19 - 03.11.21



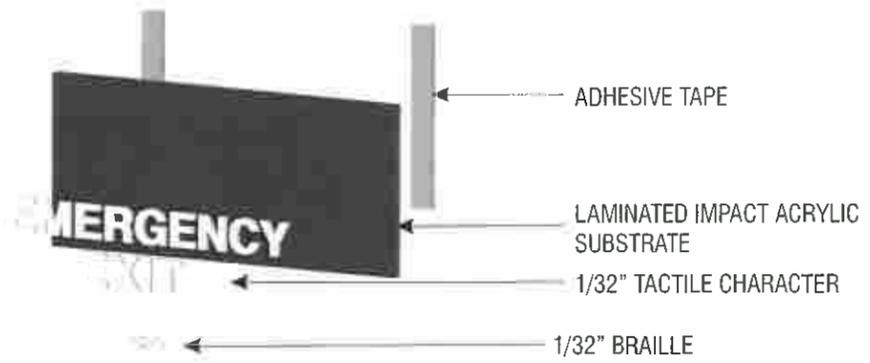
**1.44**

**SIGN TYPE** ADA-EEX EMERGENCY EXIT **PERMANENT EMERGENCY EXIT DOOR SIGNAGE - A13E**

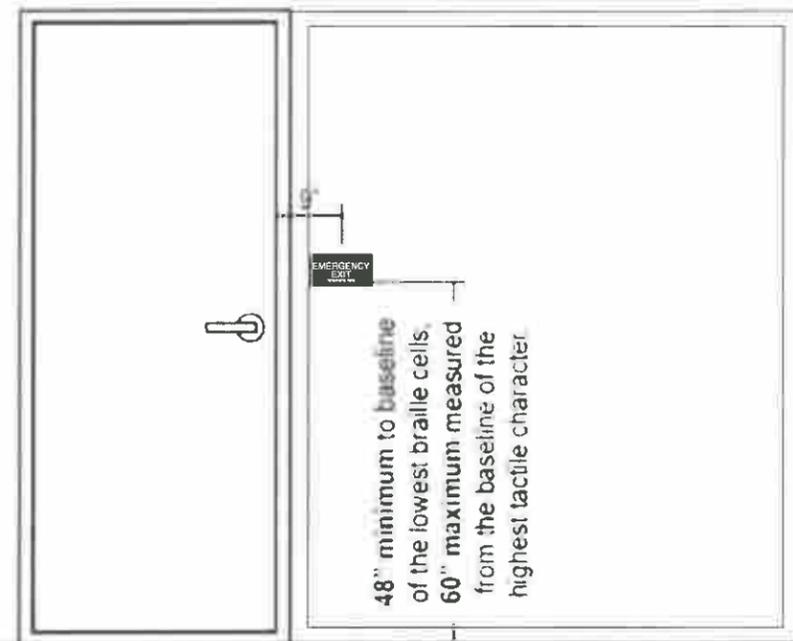
**MANUFACTURE AND INSTALL ONE (1) DOOR IDENTIFICATION PLAQUE**

- FACE:** 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.
- COPY:** 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.
- BRILLE:** GRADE II STANDARD, 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.
- INSTALL:** MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILCONE.

**WHEN SIGN APPLIES ON GLASS:** APPLY LAYER OF 6" X 6" ORACAL #352-907 BRUSHED CHROME HORIZONTAL GRAIN VINYL ON SECOND SURFACE OF GLASS (CUT SHAPE TO MATCH FRONT PLAQUE)



**TYPICAL FABRICATION DETAIL NTS**



*If latch is on right side of door, sign installed on right side*



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Coordinator: Tracey Pichierri  
Designer: biones  
Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location - **RESPONSIBILITY OF OTHERS!**

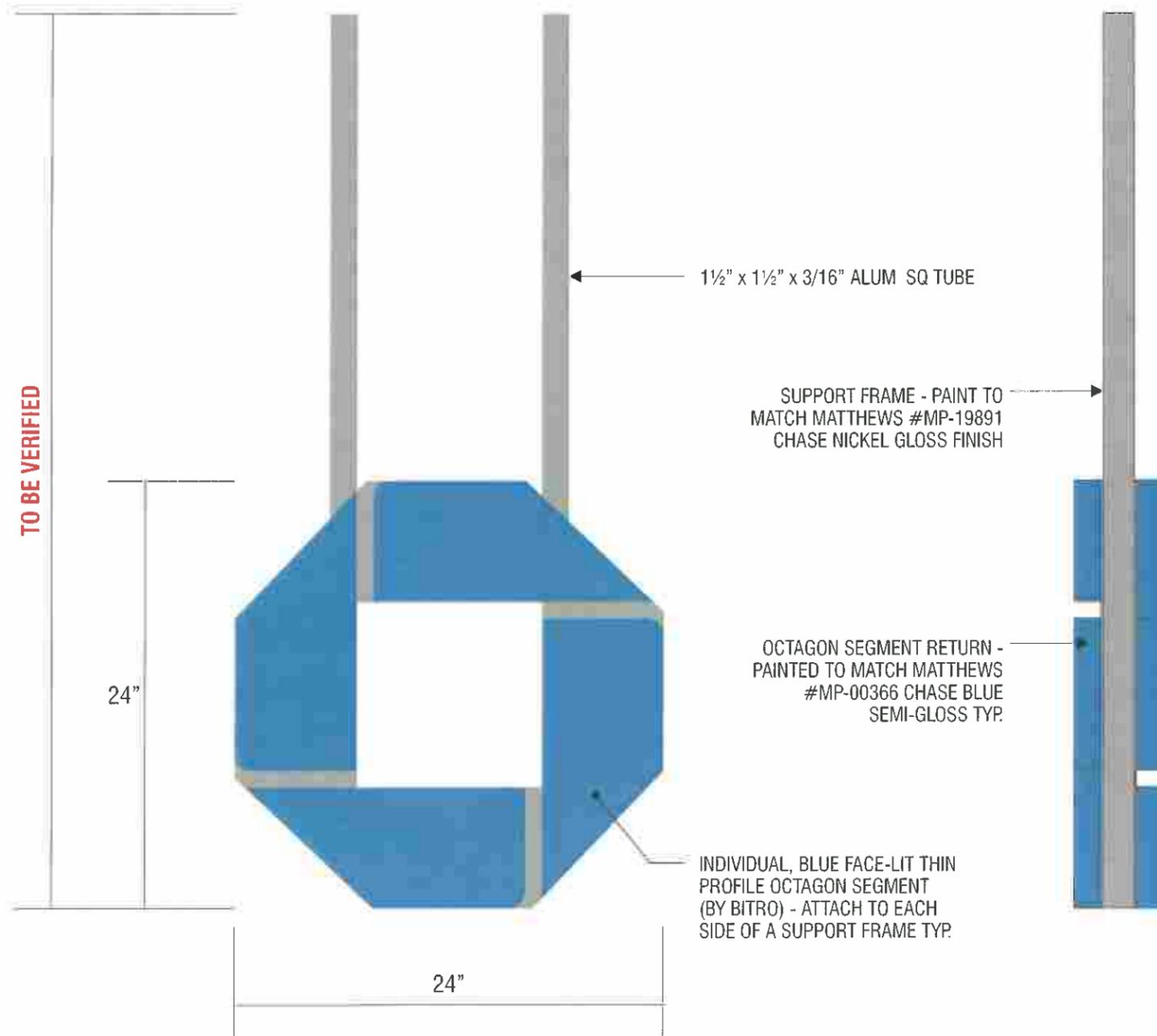
Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21



TO BE VERIFIED

**ELEVATION SCALE: 1 1/2" = 1'-0"**

**General Notes:**

1. Design is based on a 5 psf lateral load for interior applications per IBC 2015, Seismic Design Category D.
2. The customer's building engineer is to determine the adequacy of the supporting structure.
3. Extruded aluminum shapes shall be 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy. Aluminum plate shall be 5052-H34 alloy.
4. All welds shall be made using 5356 filler for aluminum by persons qualified in accordance with AWS standards within the past two years.
5. All fasteners shall be stainless steel or zinc coated to prevent corrosion.
6. J.P. Morgan Chase will not be responsible for the safety on this job site before, during or after installation of this structure. It is the responsibility of the contractors and installers to ensure that the installation and erection of this structure is performed using methods that are in full compliance with OSHA regulations.
7. Any deviation from this design or from any part of this drawing, including the General Notes, without prior written consent from J.P. Morgan Chase voids this drawing in its entirety.
8. The structure designed on this drawing is prototypical and should not be used for site specific applications unless deemed suitable by a Competent Professional Engineer.

INTERIOR APPLICATION ONLY

ALL EXPOSED FASTENER HEADS SHALL BE PAINTED TO MATCH THE EXTERIOR CABINET FINISH

- ILLUMINATED OCTAGON SEGMENTS SHALL BE WIRED TO A REMOTELY MOUNTED 12V / 60W POWER SUPPLY
- 12V / 60W POWER SUPPLY & QUANTITY SHALL BE AS SPECIFIED BY BITRO GROUP



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Initial Date: 09/14/18  
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 Coordinator: Tracey Pichierri  
 Designer: biones  
 Scale: As noted

**CUSTOMER APPROVAL**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_  
**COPY, COLORS & SIZES**

Signtech does NOT provide primary electrical to sign location -  
**RESPONSIBILITY OF OTHERS!**

Customer Signature \_\_\_\_\_ Date \_\_\_\_\_

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Drawing Number: 18-01613

Project ID: CHASE\_730\_1

Revision: R19 - 03.11.21

**I.45 SIGN TYPE OCT-TP-H-24 ATTACHMENTS TO BE VERIFIED**  
**MANUFACTURE AND INSTALL ONE (1) INTERNALLY-ILLUMINATED CEILING-HUNG BLUE BITRO OCTAGON**



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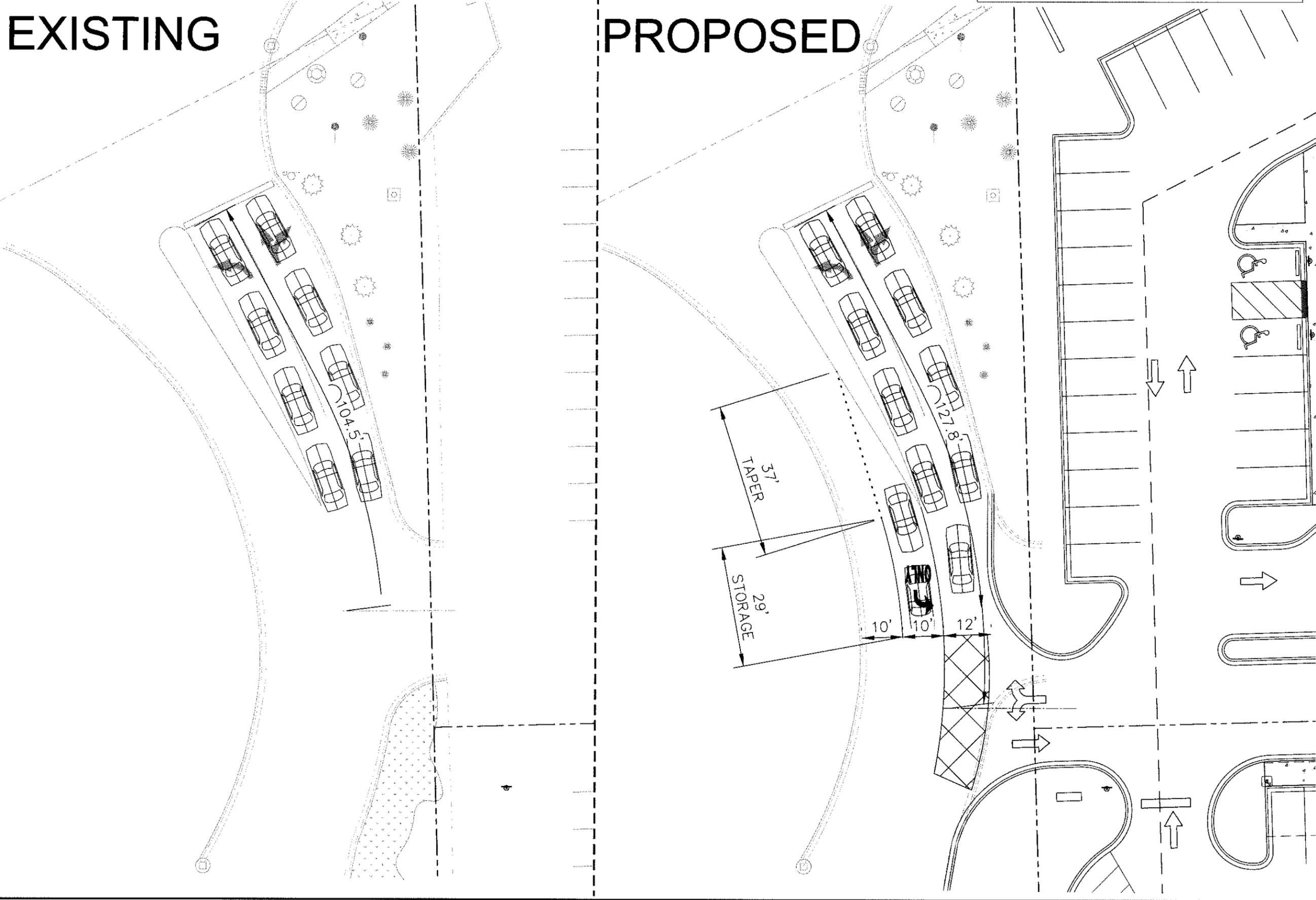
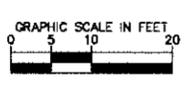
**Attachment 14**  
Stacking Exhibit (1 sheet)

Drawing name: C:\GIS\DWG\168726009.dwg Properties: 738\_Properties\_168726009.dwg Layer: 12/15/2020 12:15:00 PM by: [User]

# EXISTING

# PROPOSED

TYPICAL DIMENSIONS OF EXHIBITED CARS  
 CAR 16.6' x 5.7'  
 NOTE: CARS ARE SPACED OUT APPROXIMATELY 20' FROM THE NODE OF EACH ADJACENT PASSENGER CAR



No.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	01/21/21	INS

**Kimley-Horn**  
 © 2020 KIMLEY-HORN AND ASSOCIATES, INC.  
 420 WAINFIELD ROAD, SUITE 600,  
 WILLOWBROOK, IL 60527  
 PHONE: 630-497-5000  
 WWW.KIMLEY-HORN.COM

SCALE: AS NOTED  
 DESIGNED BY: INS  
 DRAWN BY: INS  
 CHECKED BY: EJT

## STACKING EXHIBIT

**GW PROPERTIES**  
**PUD PLANS**  
 738 PLAINFIELD ROAD  
 WILLOWBROOK, IL 60527

ORIGINAL ISSUE:  
 12/15/2020  
 KHA PROJECT NO.  
 168726009  
 SHEET NUMBER

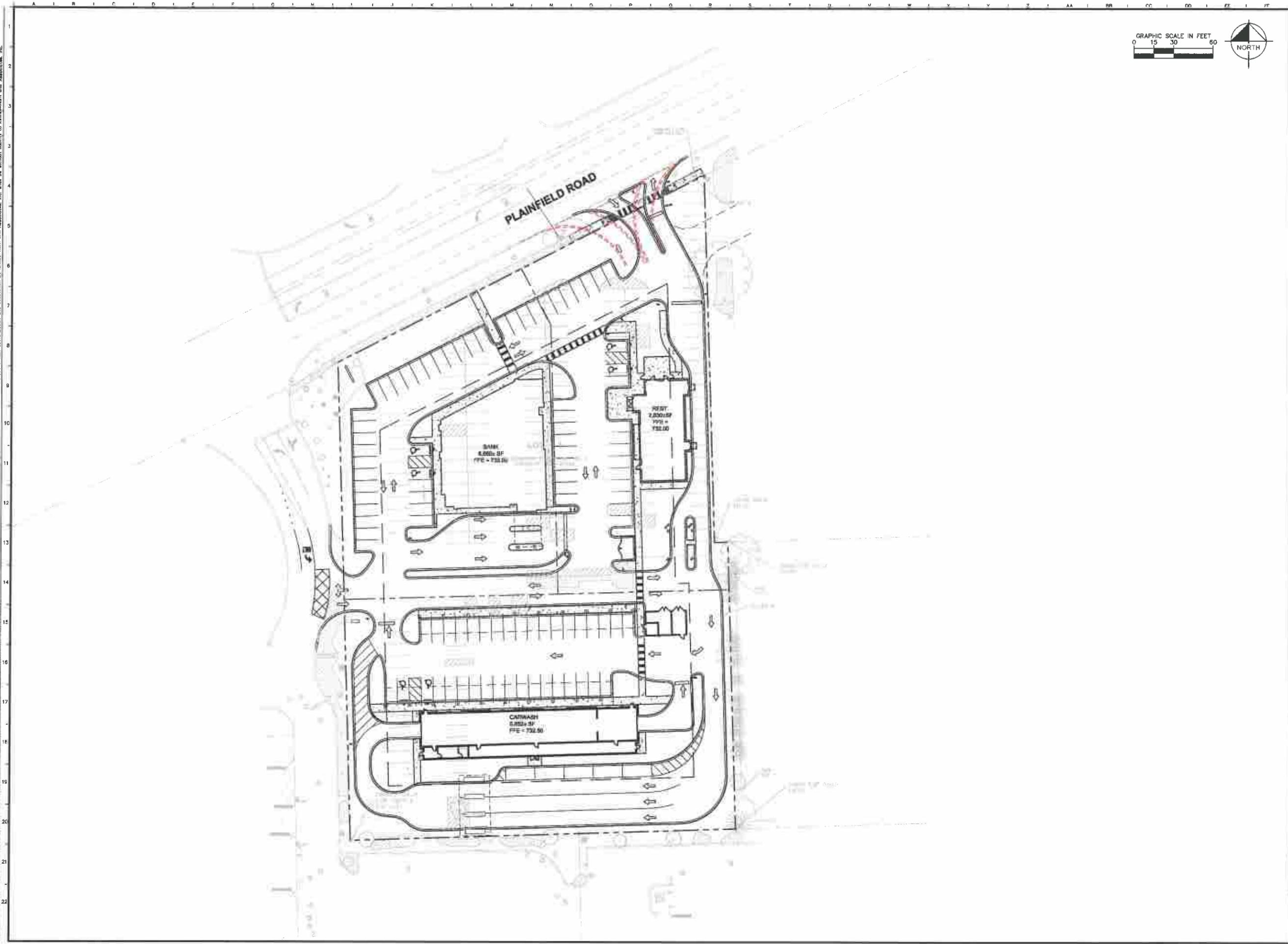
**EXH.**



---

**Attachment 15**  
Plainfield Road Access Exhibit (1 sheet)

Drawing name: \\G:\GHE\_200\Projects\168728009\_Plan\168728009\_Plan\168728009\_Plan\168728009\_Plan.dwg  
 Date: 12/15/2020 10:29am  
 User: Eric.Horn  
 Plot: 168728009\_Plan.dwg  
 Plot Date: 12/15/2020 10:29am  
 Plot User: Eric.Horn  
 Plot Device: HP DesignJet T1100e  
 Plot Scale: 1.0000  
 Plot Orientation: Landscape  
 Plot Range: All  
 Plot Color: Black  
 Plot Lineweight: 0.2000  
 Plot Linetype: Solid  
 Plot Font: Arial, 10  
 Plot Title: 168728009\_Plan.dwg  
 Plot Sheet: 1 of 1  
 Plot Status: Success



<b>GW PROPERTIES</b> <b>PUD PLANS</b> 735 PLAINFIELD ROAD WILLOWBROOK, IL 60527	<b>PLAINFIELD</b> <b>ACCESS EXHIBIT</b>	<b>Kimley»Horn</b> <small>© 2000 KIMLEY-HORN AND ASSOCIATES, INC.          4201 WINFIELD ROAD, SUITE 100A          PLAINFIELD, IL 60558          PHONE: 630-452-2000          WWW.KIMLEY-HORN.COM</small>	SCALE: AS NOTED DESIGNED BY: INS DRAWN BY: INS CHECKED BY: EJT	REVISIONS No.   DATE   BY
		ORIGINAL ISSUE: 12/15/2020 KHA PROJECT NO. 168728009 SHEET NUMBER <b>EXH.</b>	REVISED PER VILLAGE COMMENTS   01/21/21   INS	



**Attachment 16**  
Traffic Regulation Agreement Including Traffic Control Plan (10 pages)

Return Recorded Document

to:

Brian Pabst  
Village Administrator  
Village of Willowbrook  
835 Midway Drive  
Willowbrook, IL 60527

**TRAFFIC REGULATION AGREEMENT**

THIS TRAFFIC REGULATION AND ENFORCEMENT AGREEMENT (the "Agreement") is made as of this 16<sup>th</sup> day of December, 2020, by and between GW Property Group LLC (or its designee), a limited liability company authorized to conduct business in the State of Illinois (the "Owner"), and the Village of Willowbrook, an Illinois home-rule municipal corporation (the "Village"), within which the "Complex" (as defined in Section I.1 below) is located, for the regulation of traffic and other matters within the Complex and for the enforcement of said regulations by the assigned traffic law enforcement personnel of the Village.

WITNESSETH:

ARTICLE 1. DEFINITIONS: As used in this Agreement, the following definitions apply:

- 1.1 Complex: The land, buildings and other improvements commonly known as 735 Plainfield Road, situated in the Village of Willowbrook, DuPage County, Illinois, and legally described in the attached Exhibit "A".
- 1.2 Permanent Index Numbers (PINs): 09-23-406-003

- 1.3 Manager: Those persons or entity employed or retained by Owner from time to time with authority to administer, manage and operate the Complex for the purposes of this Agreement.
- 1.4 Owner: GW Property Group, LLC (or its designee).
- 1.5 Village: Village of Willowbrook, DuPage County, Illinois.

ARTICLE 2. RECITAL OF FACTS: The following recitals of fact are an integral part of this Agreement.

- 2.1 Owner holds record title to the Complex.
- 2.2 The Complex is located within the corporate jurisdiction of the Village.
- 2.3 It is the mutual desire of the parties hereto that the Village shall have the authority, but not the obligation, to regulate the parking of vehicles, traffic, roller skating, bicycle riding, skateboarding and/or other recreational activities within the Complex, and to enforce said regulations by the assigned traffic law enforcement personnel of the Village.
- 2.4 The Illinois Vehicle Code (625 ILCS 5/11-209), the Illinois Municipal Code (65 ILCS 5/1-1-7) and the Village's home rule authority provide authority for such agreement between the Village and the Owner and said statutory authorization enumerated on those matters which may be included in such agreement. Further, additional matters may be included in such agreements pursuant to Article VII, Section 6 and Section 10 of the Illinois Constitution.
- 2.5 Manager, in its capacity with Owner, is empowered to enter into this Agreement.

ARTICLE 3. COVENANTS: In consideration of the foregoing premises and of the covenants and conditions hereinafter contained, the adequacy and sufficiency of which the parties hereto hereby stipulate, each of the respective parties hereto covenants and agrees as follows:

- 3.1 The Owner will cause the Manager or its designated representative to cooperate with the Chief of Police of the Village or his designated representative in inspecting the parking area of the Complex to determine what, if any, stop signs, yield signs, person with disabilities parking area signs, or any other traffic markers are to be erected, and to determine what, if any, areas are to be marked as stop intersections, yield intersections, person with disabilities parking areas or pedestrian crossings, in order to provide for the safe and efficient trafficking of the parking area of the Complex. Further, such determination may include the regulation and/or prohibition of roller skating, the riding of bicycles, the riding or

operation of skateboards and/or other recreational activities in and upon the Complex, and the posting of the signs with the respect thereto.

- 3.2 If it be determined, pursuant to Section 3.1 of this Agreement, that stop signs, yield signs, person with disabilities parking area signs, or any other markers are to be erected or that specified intersections are to be marked as stop intersections, yield intersections, or pedestrian crossings, the Owner agrees to erect such signs and markers at the indicated places on the Complex, in accordance with all applicable regulations and specifications promulgated by the State of Illinois. The Owner shall bear the costs and expenses of obtaining, erecting and maintaining any and all such signs and markers necessary for enforcement of the regulations agreed to by the parties herein.
- 3.3 The Owner shall cause the Manager to mark such fire lanes as the local Fire Protection District Chief or his designated representatives shall recommend as necessary for effective movement of Fire Department and other emergency vehicles.
- 3.4 Signs or other devices providing for the regulation of traffic and parking, or the regulation or prohibition of roller skating, bicycle riding, skateboarding and/or other recreational activities, within the Complex, as well as a designation of the exact regulations to be imposed thereon, shall be installed as shown in the Traffic Control Plan for GW Properties Willowbrook as prepared by Kimley-Horn, 4201 Winfield Road, Warrenville IL, 60555, referenced as Project No. 168726009, consisting of one sheet, dated December 15<sup>th</sup>, a copy of which is attached hereto as Exhibit "B" and by this reference incorporated herein.
- 3.5 The Village has the authority, but not the obligation, to enforce all regulations in the parking areas of the Complex by use of assigned traffic enforcement personnel of the Village; to issue citations to any and all violators of such regulations; and to adopt and enforce any additional reasonable rules and regulations with respect to traffic and parking in the parking area as local conditions may require or the safety and convenience of the public or the users of the parking area.
- 3.6 The Owner hereby agrees to provide for the removal of vehicles that are abandoned or parked in areas where stopping, standing or parking is prohibited. Such removal shall be done pursuant to a towing agreement and in accordance with the requirements of 625 ILCS 5/4-203, including, but not limited to, posting of the notice required therein.
- 3.7 Neither the Owner nor the Manager shall permit any person to park a vehicle at any location in the Complex for the purpose of displaying such vehicle for sale, lease or ride-share. The owner of any such vehicle may be ticketed by the Village.

- 3.8 The Owner has named the Village as an additional insured on a primary non-contributory basis on its Comprehensive General Liability Insurance Policy and on their Excess Liability Insurance Policy and a copy of said Certificate of Insurance is attached hereto as Exhibit "C" and incorporated herein. Such liability insurance shall provide that the Village, its officers, agents, agencies, employees, and departments shall be additional insured under such insurance. Said insurance shall be in the minimum amount of one million dollars (\$1,000,000) combined single limit or in such amounts acceptable to the Village and shall be in such form and with such Company as shall be approved by the corporate authorities.

The Owner hereby agrees to keep said policies in full force and effect throughout the terms of this Agreement. A mandatory written notice must be provided upon the cancellation of any policy as outlined under the Certificate of Insurance evidencing the coverage provided for herein.

- 3.9 In the event the Owner changes Managers, the Owner shall notify in writing the Village within ten (10) days of such change.

ARTICLE 4. TERM:

- 4.1 This Agreement shall be in full force and effect from and after the date of its execution for a period of twenty (20) years of the date thereof, and may, by further agreement of the parties, be continued for additional periods of like duration.

Notwithstanding any provision contained herein to the contrary, after this Agreement has been in effect for a term of one (1) year, this Agreement may be canceled upon the giving of thirty (30) days prior written notice by either party hereto, except to the extent that the Owner may be required to maintain this Agreement pursuant to any zoning relief granted by the Village.

- 4.2 The sole remedy available to the Owner, upon any breach of this Agreement by the Village, shall be the cancellation of the Agreement under its terms. It is of the essence of this Agreement that the Village shall not be liable in money damages for any breach of this Agreement.

ARTICLE 5. SUCCESSORS: This Agreement shall be binding upon and inure to benefit the respective assigns, successors and personal representatives of each of the parties hereto, and this Agreement shall run with title to the Complex and the obligations of the Owner shall be and are binding on future owners of any portion of the Complex.

ARTICLE 6. GOVERNING LAW: This Agreement shall be governed by the laws of the State of Illinois.

ARTICLE 7. EXECUTION AND RECORDING: This Agreement shall be executed by the parties' prior to the commencement of operations of the Complex. A fully executed copy of the Agreement shall be recorded in the Office of the Recorder of Deeds of the County of DuPage of the State of Illinois against title to the Complex, and it is agreed, pursuant to the statutes set forth above, that no regulation made pursuant to this Agreement shall be effective or enforceable until three (3) days after this Agreement is recorded.

ARTICLE 8. NOTICES: All notices hereunder shall be in writing and sent by Certified Mail, addressed to the Manager at 2211 N Elston, Suite 304, Chicago, IL 60614 and, if to the Village, at the Office of the Village Administrator of Willowbrook, 7760 Quincy Street, Willowbrook, Illinois 60527.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed, as of the date and year first above mentioned.

OWNER

BY:

\_\_\_\_\_  
*Marta Lopez*  
\_\_\_\_\_  
(Managing Agent or Owner)

VILLAGE OF WILLOWBROOK

BY:

\_\_\_\_\_  
President

ATTEST:

\_\_\_\_\_  
Village Clerk

EXHIBIT "A"

LEGAL DESCRIPTION OF COMPLEX



EXHIBIT "B"

TRAFFIC REGULATION PLAN

Pursuant to the attached agreement, the Willowbrook Police Department has the authority, but not the obligation, to enforce the following areas as designated on the traffic control plan attached hereto.

1. Traffic control signs including posted speed limit signs, stop signs, yield signs, and one-way signs.
2. No parking within 15 feet of hydrant locations as marked.
3. Handicap parking areas as marked with an official sign.
4. Prohibition of parking along all streets between 2:00 a.m. and 6:00 a.m.
5. Enforcement of yellow curb markings with adjacent "No Parking" signs indicating no parking areas.
6. Enforcement of posted, "No Trespassing" signs.
7. Posted "No Parking" zones.
8. Parking of vehicles for the purpose of being displayed for sale.
9. Enforcement of Village ordinance violations.
10. Prohibition of roller skating, bicycle riding, skateboarding and/or other recreational activities within the complex as posted.

Any future signs, crosswalks, and so forth may be agreed upon at a later date.

\_\_\_\_\_  
Owners' Representative

\_\_\_\_\_  
Chief of Police

[ATTACH PLAN]



EXHIBIT "C"

CERTIFICATE OF INSURANCE



**Attachment 17**  
Traffic Impact Study (130 pages; 30 pages attached)

# Traffic Impact Study Proposed Retail Development Willowbrook, Illinois



Prepared For:



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

January 20, 2021

# 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 retail development to be located in Willowbrook, Illinois. The site, which is currently mostly vacant, is located in the southeast quadrant of the signalized intersection of Plainfield Road with the access drive serving Willowbrook Town Center. As proposed, the site will be developed with an approximate 2,800 square-foot quick service restaurant with a drive-through window, an approximate 6,600 square-foot drive-in bank, an automatic car wash tunnel, and approximately 107 parking spaces. Access to the proposed development will be provided via a right-in/right-out access drive on Plainfield Road and via an internal access drive off the Willowbrook Town Center access drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development 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 development.

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

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday 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. No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes including ambient traffic growth.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.



**Site Location**

**Figure 1**

*Proposed Retail Development  
Willowbrook, Illinois*



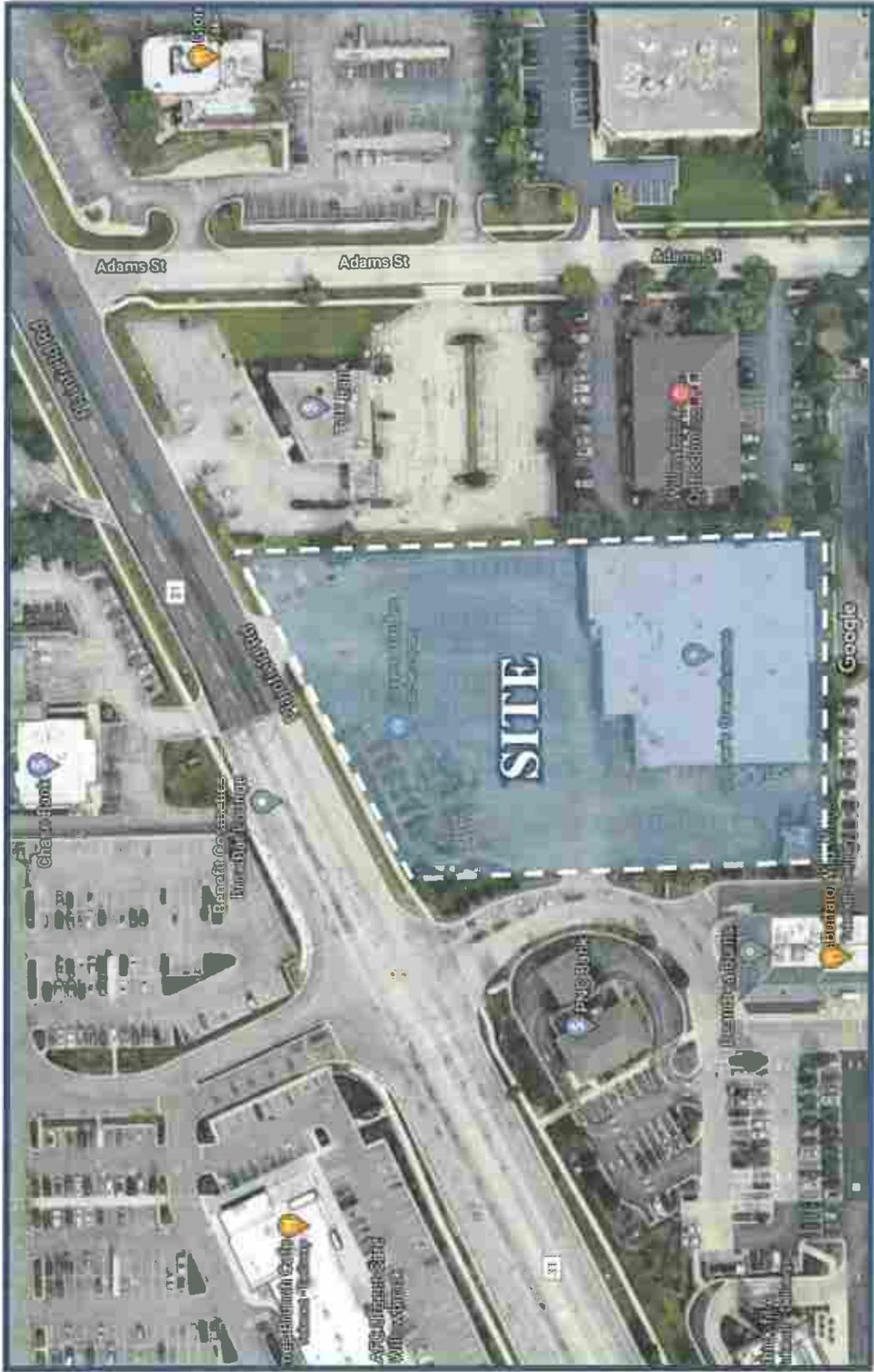


Figure 2

Aerial View of Site

*Proposed Retail Development  
Willowbrook, Illinois*



## 2. Existing Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

### Site Location

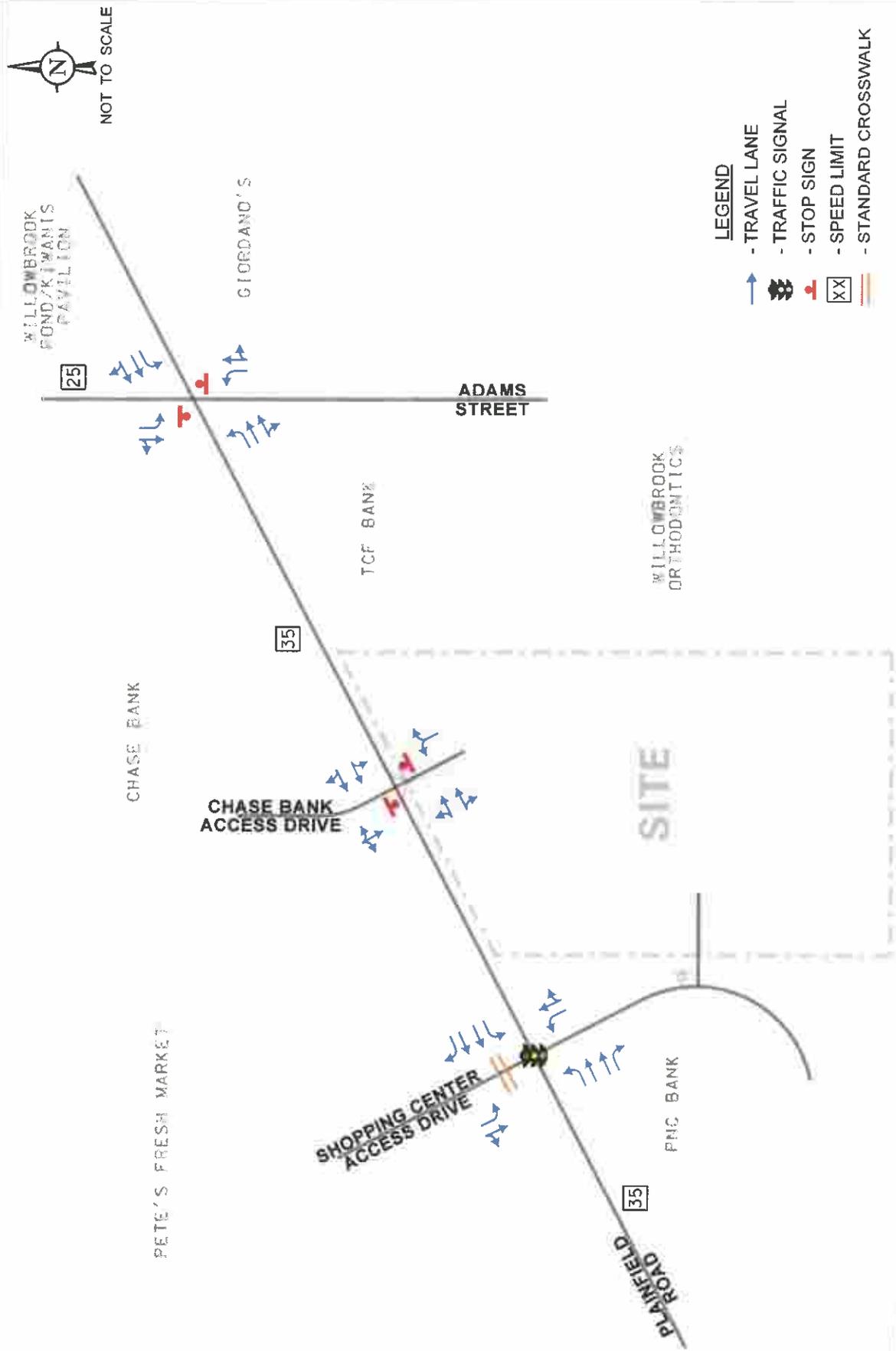
The site, which is currently mostly vacant, is bounded by Plainfield Road to the north, TCF bank and Willowbrook Orthodontics to the east, Marshall's department store and The Lock Up Self Storage to the south, and the Willowbrook Town Center access drive to the west. Land uses in the vicinity of the site are primarily commercial.

### Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

*Plainfield Road* is an east-west minor arterial roadway that generally provides two lanes in each direction in the vicinity of the site. At its signalized intersection with the access drive serving the Willowbrook Town Center, Plainfield Road provides an exclusive left-turn lane, two through lanes and an exclusive right-turn lane on both approaches. At its unsignalized intersection with Adams Street, Plainfield Road provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane on both approaches. At its unsignalized intersection with the access serving Chase Bank, Plainfield Road provides a combined through/left-turn lane and a combined through/right-turn lane on both approaches. Plainfield Road is under the jurisdiction of DuPage County Division of Transportation (DuDOT), is not designated as a Strategic Regional Arterial (SRA) and carries an Annual Average Daily Traffic (AADT) volume of 21,700 vehicles (IDOT 2016). In addition, Plainfield Road has a posted speed limit of 35 miles per hour.

*Adams Street* is a north-south local roadway that generally provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Plainfield Road, Adams Street provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches under stop sign control. Adams Street is under the jurisdiction of the Village of Willowbrook and has a posted speed limit of 25 miles per hour.



**Existing Roadway Characteristics**

**Retail Development  
 Willowbrook, Illinois**

## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts on Thursday, March 5, 2020 during the weekday morning (6:00 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) peak periods and on Saturday, February 29, 2020 during the midday (11:00 A.M. to 2:00 P.M.) peak period at the following intersections:

- Plainfield Road with Willowbrook Town Center Access Drive
- Plainfield Road with Chase Bank Access Drive
- Plainfield Road with Adams Street
- Willowbrook Town Center Access Drive with Internal Driveway

It should be noted that the traffic counts were conducted before the COVID-19 lockdown and, as such, the counts represent normal traffic conditions. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M., the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M., and the Saturday midday peak hour occurs from 1:00 P.M. to 2:00 P.M.

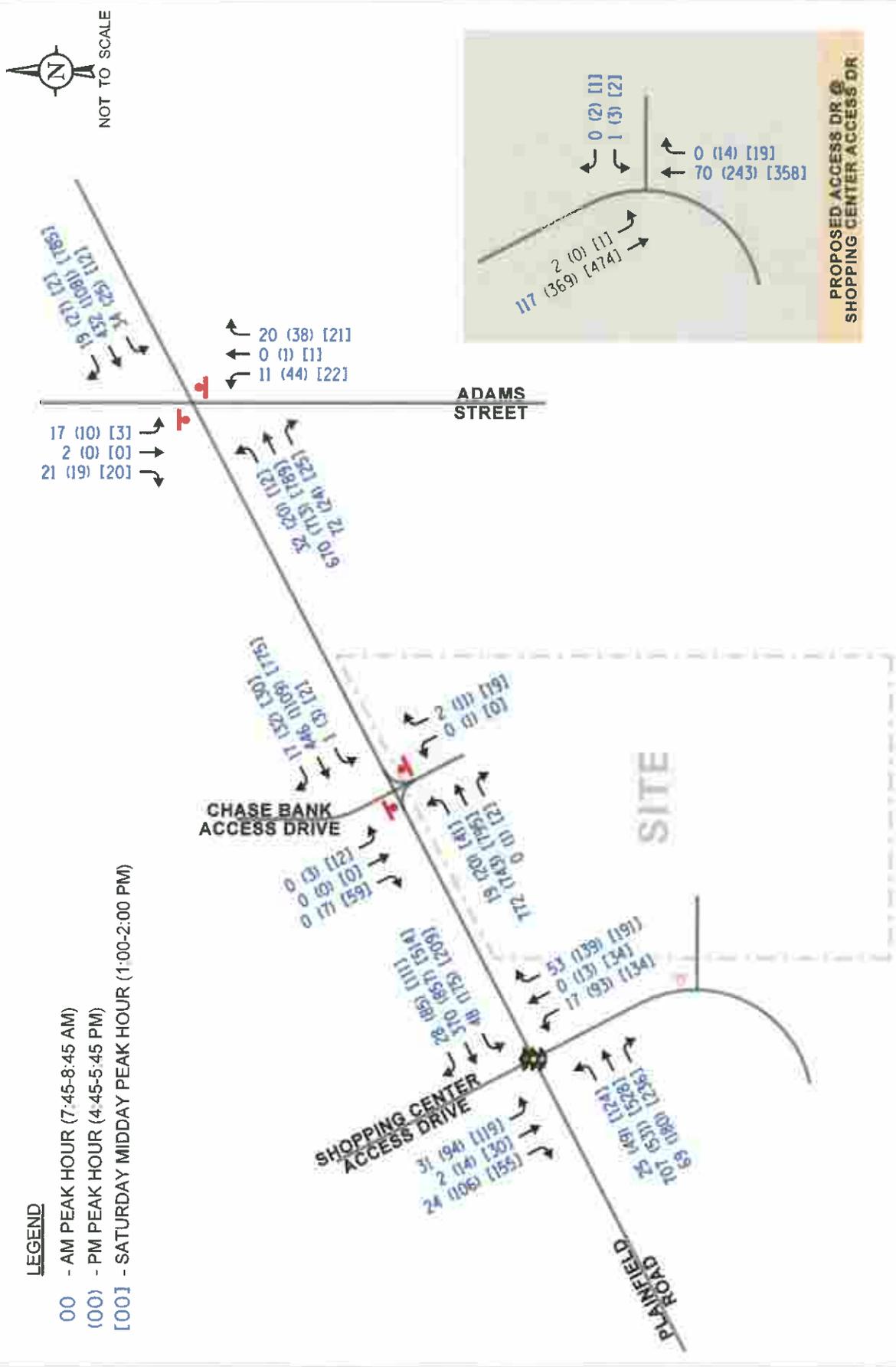
**Figure 4** illustrates the existing traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

## Crash Data Analysis

KLOA, Inc. obtained crash data<sup>1</sup> for the past five years (2014 to 2018) for the intersections of Plainfield Road with Willowbrook Town Center access drive, the Chase Bank access drive, and Adams Street. **Tables 1** through **3** summarize the crash data for these intersections. A review of the crash data indicated that no fatalities were reported at any of these intersections between 2014 and 2018.

---

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



Existing Traffic Volumes

Retail Development  
 Willowbrook, Illinois

Table 1  
 PLAINFIELD ROAD WITH WILLOWBROOK TOWN CENTER ACCESS DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2014	0	0	0	0	0	0	0	0
2015	0	0	0	1	0	5	0	6
2016	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0
2018	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>4</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>
<b>Average</b>	<b>&lt;1.0</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>1.6</b>	<b>0</b>	<b>2.0</b>

Table 2  
 PLAINFIELD ROAD WITH CHASE BANK ACCESS DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2014	0	0	0	0	0	0	0	0
2015	1	0	0	0	0	0	0	1
2016	0	0	0	1	0	2	0	3
2017	0	0	0	0	0	1	0	1
2018	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>
<b>Average</b>	<b>&lt;1.0</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>1.6</b>	<b>0</b>	<b>2.0</b>

Table 3  
 PLAINFIELD ROAD WITH ADAMS STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2014	0	0	0	1	0	2	0	3
2015	0	0	0	0	0	3	0	3
2016	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	2	1	3
2018	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>10</b>
<b>Average</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>1.4</b>	<b>&lt;1.0</b>	<b>2.0</b>

### 3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the respective three peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

#### Proposed Site and Development Plan

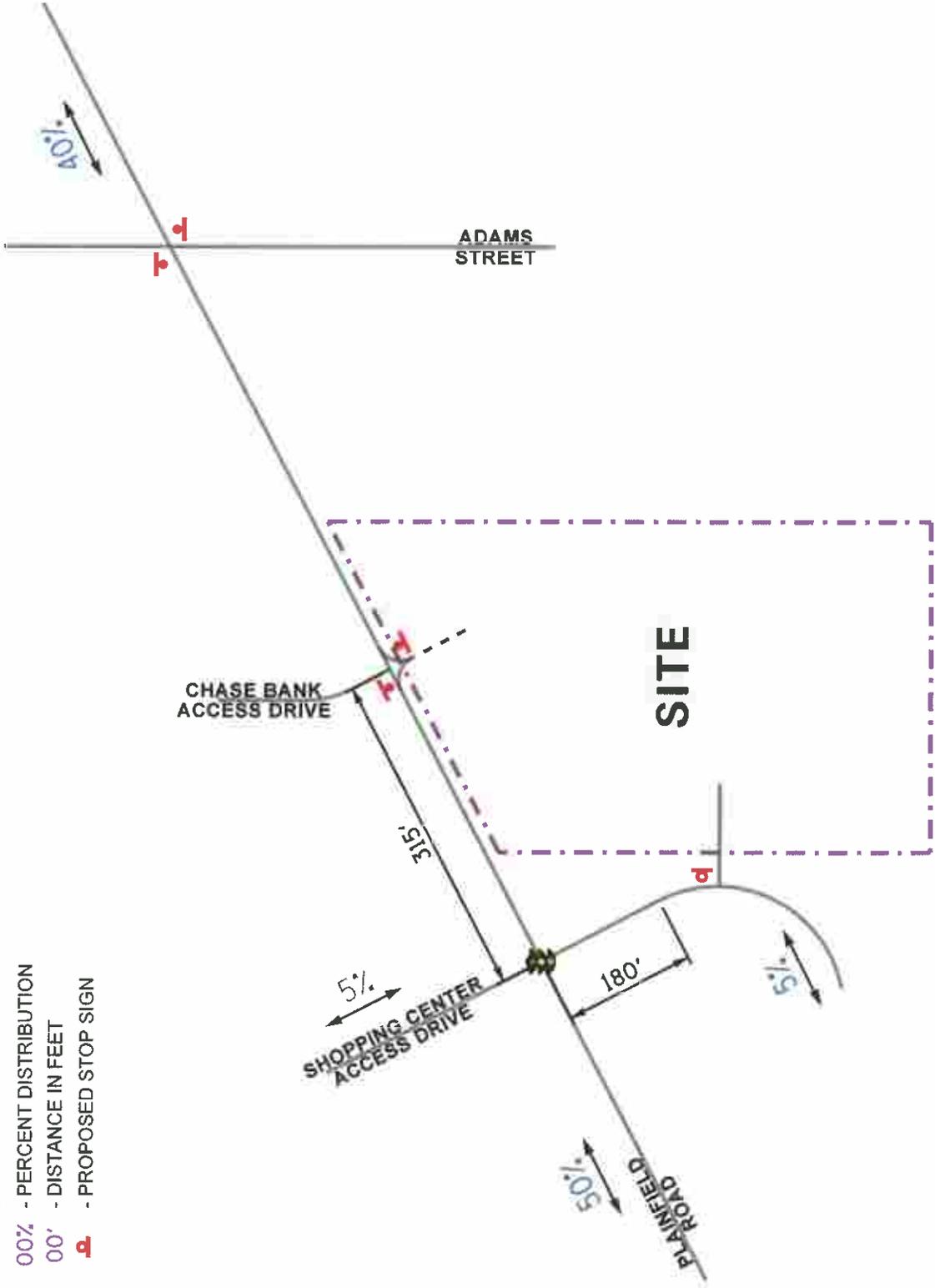
As proposed, the site will be developed with an approximate 2,800 square-foot quick serve restaurant with a drive-through window, an approximate 6,600 square-foot drive-in bank, an automatic car wash tunnel, and approximately 107 parking spaces. Access to the proposed development will be provided via the following:

- A proposed right-in/right-out access drive off Plainfield Road (which is currently a full movement access drive that serves Clovers Garden) located approximately 315 feet east of the main access drive serving the Willowbrook Town Center. This access drive will provide one inbound lane and one outbound lane with turning movements physically restricted to right turns only via a mountable triangular median. Outbound movements should be under stop sign control.
- An existing full movement access drive (which currently serves Clovers Garden) off the main access drive serving the Willowbrook Town Center located approximately 180 feet south of Plainfield Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. It should be noted that this intersection will be analyzed as follows:
  - With a southbound combined through/left-turn lane
  - With a southbound through lane and a proposed southbound exclusive left-turn lane serving the site of approximately 29 feet of storage and 37 feet of taper

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

#### Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. **Figure 5** shows the established directional distribution for this development.



- LEGEND**
- 00% - PERCENT DISTRIBUTION
  - 00' - DISTANCE IN FEET
  - ⓐ - PROPOSED STOP SIGN

## Development Traffic Generation

The estimate of vehicle traffic to be generated by the proposed development is based upon the proposed land use types and sizes. The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition.

It is important to note that surveys conducted by ITE have shown that approximately 50 and 30 percent of trips made to fast-food restaurant uses, and drive-in bank uses, respectively, 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. As such, these pass-by percentages were applied to the trips estimated to be generated by these uses. It should be noted that while it is likely internal interaction will occur between the proposed land uses, which will further reduce the estimated trips, it was not applied in order to present a conservative analysis.

**Table 4** shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours and daily trips. It should be noted that ITE does not have daily trip data for car washes. The ITE trip generation summary sheets are included in the Appendix.

Table 4

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION FOR PROPOSED RETAIL DEVELOPMENT

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily
		In	Out	Total	In	Out	Total	In	Out	Total	
934	Quick Serve Restaurant with Drive Through Window (2,800 square feet)	58	55	113	47	44	91	79	75	154	1,319
	<i>50 Percent Pass-By Reduction</i>	-28	-28	-56	-23	-23	-46	-38	-38	-76	-660
932	Drive-In Bank (6,600 square feet)	37	26	63	68	67	135	89	85	174	660
	<i>30 Percent Pass-By Reduction</i>	-9	-9	-18	-20	-20	-40	-26	-26	-52	-198
948	Automatic Car Wash (one tunnel)	10	10	20	39	39	78	19	22	41	NA
	<b>Total Development Trips</b>	<b>105</b>	<b>91</b>	<b>196</b>	<b>154</b>	<b>150</b>	<b>304</b>	<b>187</b>	<b>182</b>	<b>369</b>	<b>NA</b>
	<b>Total Pass-By Trips</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>43</b>	<b>43</b>	<b>86</b>	<b>64</b>	<b>64</b>	<b>128</b>	<b>858</b>
	<b>Total New Trips</b>	<b>68</b>	<b>54</b>	<b>122</b>	<b>111</b>	<b>107</b>	<b>218</b>	<b>123</b>	<b>118</b>	<b>241</b>	<b>NA</b>

## 4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

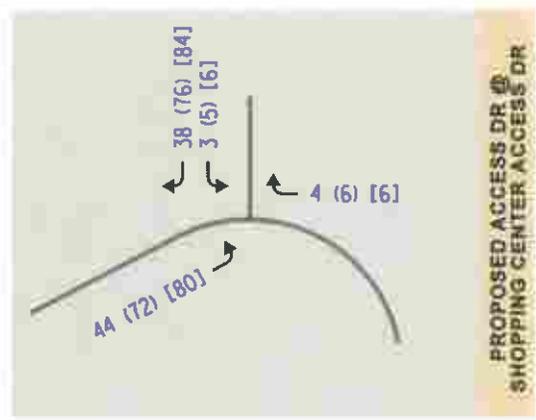
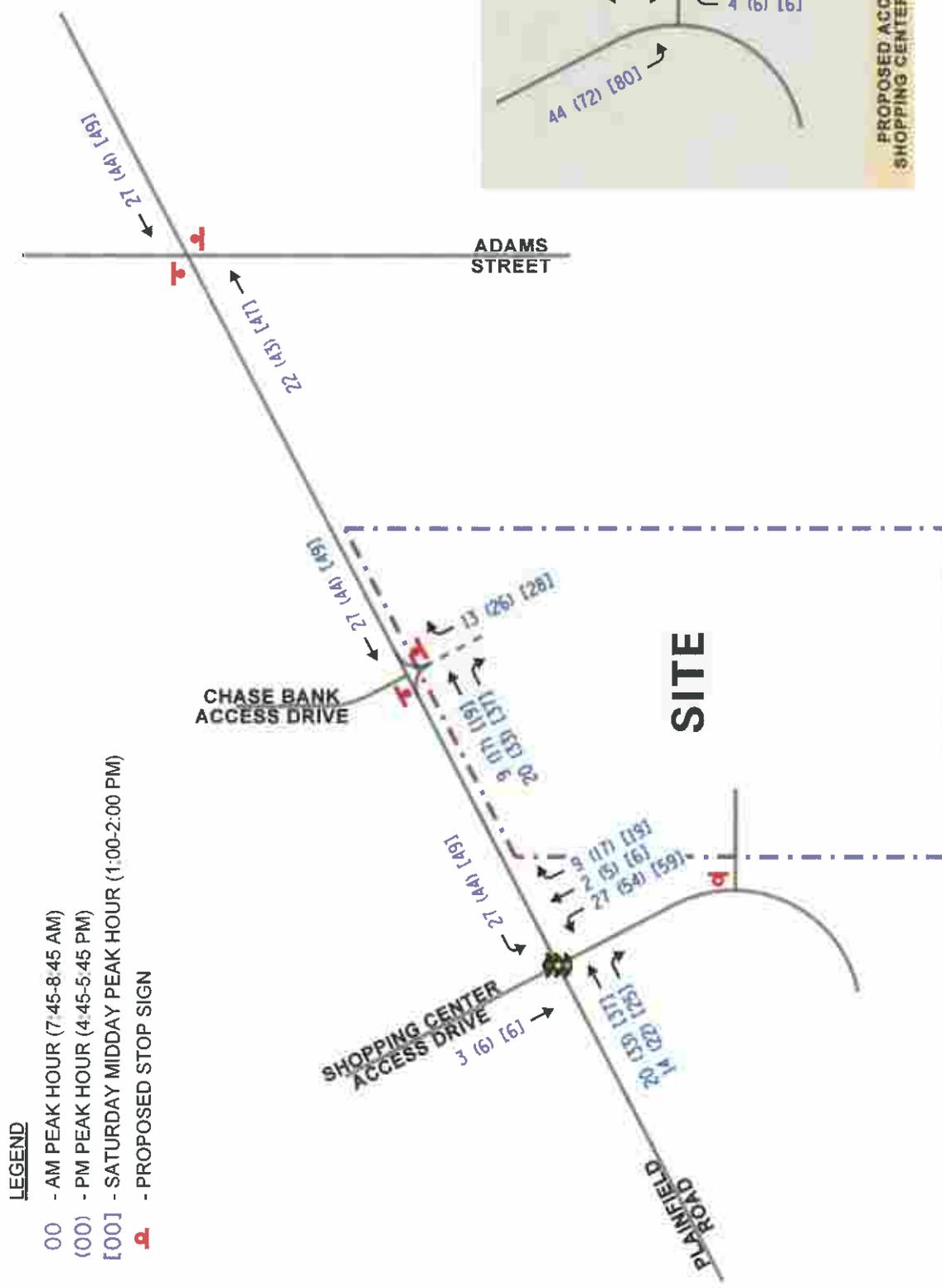
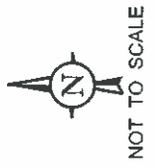
The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 7** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 8** illustrates the traffic assignment of the pass-by passenger vehicle trips.

### Background 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 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated December 2, 2020, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 2.4 percent to represent Year 2026 no-build conditions. **Figure 9** shows the Year 2026 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

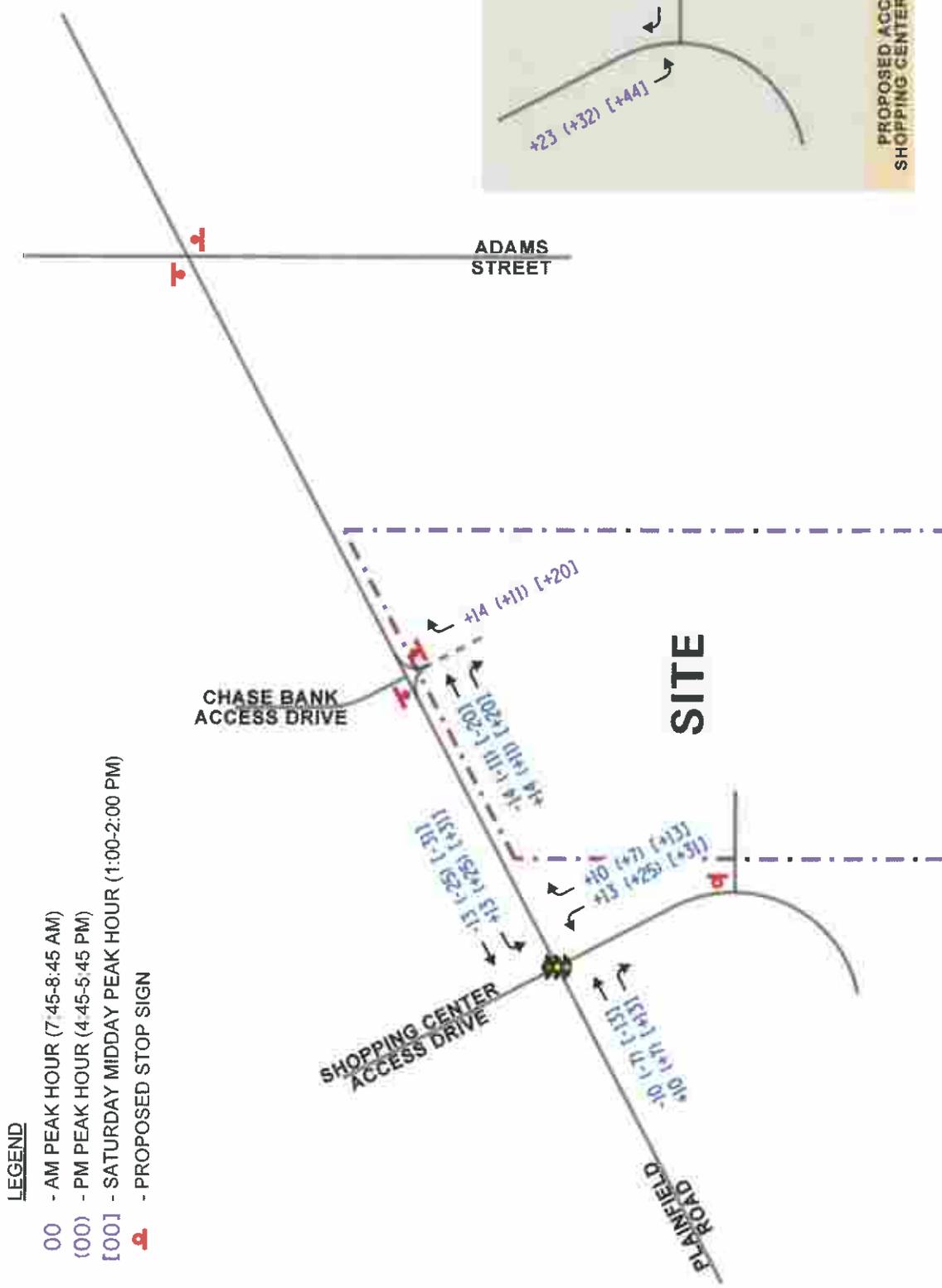
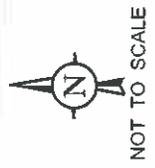
### Year 2026 Total Projected Traffic Conditions

The new and pass-by development-generated traffic (Figures 7 and 8) was added to the no-build traffic volumes (Figure 9) to determine the Year 2026 total projected traffic volumes, which are illustrated in **Figure 10**.



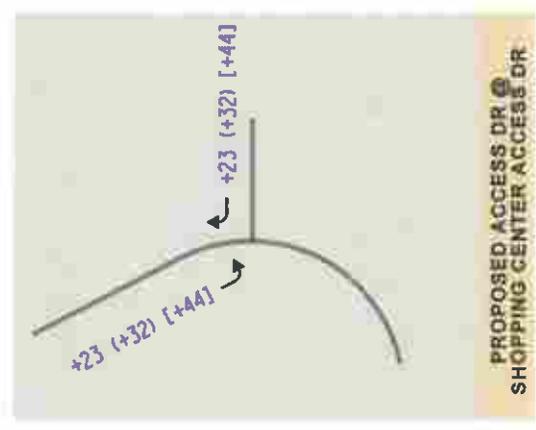
Estimated New Site-Generated Traffic Volumes

Retail Development  
Willowbrook, Illinois



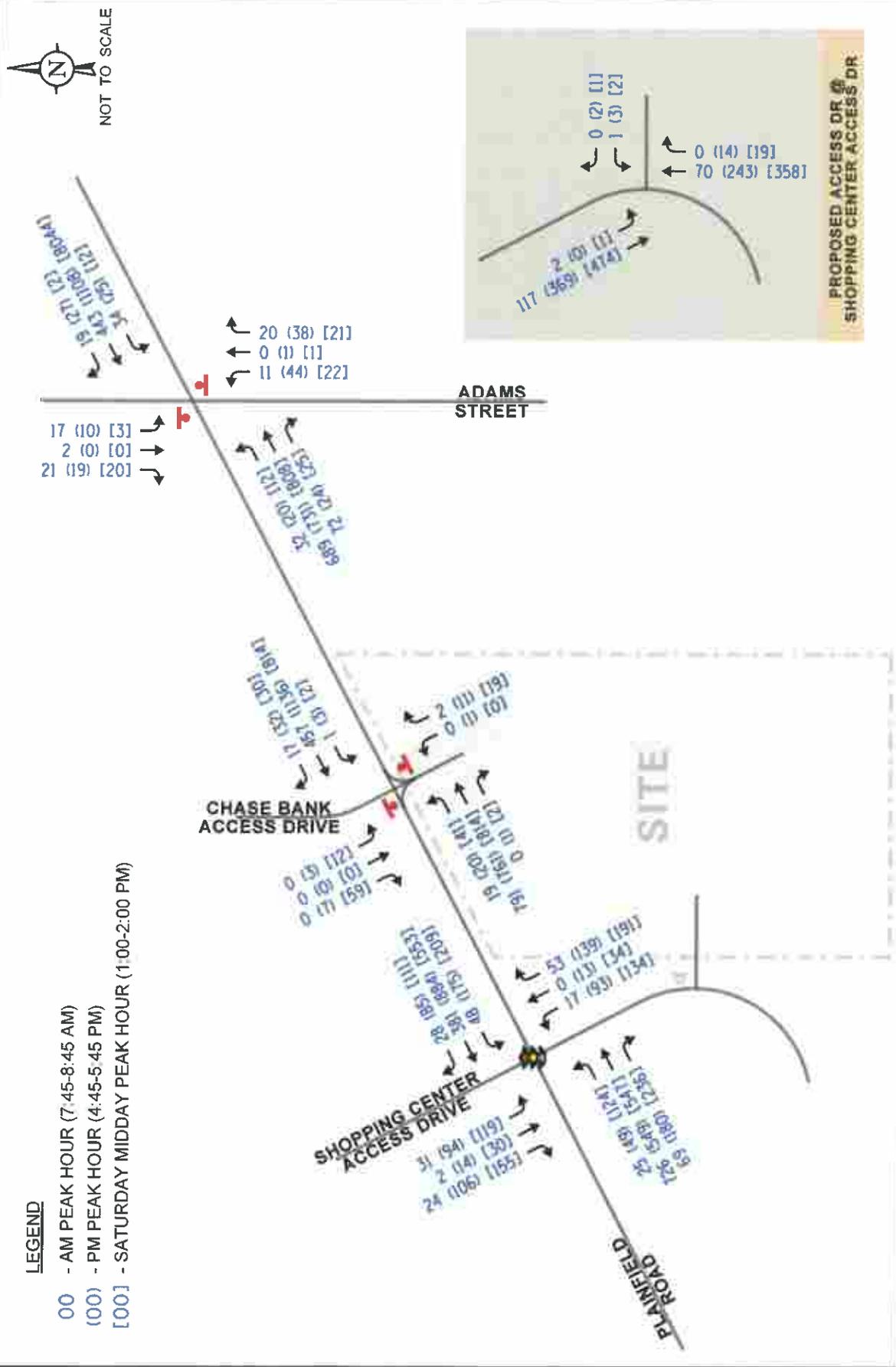
**LEGEND**

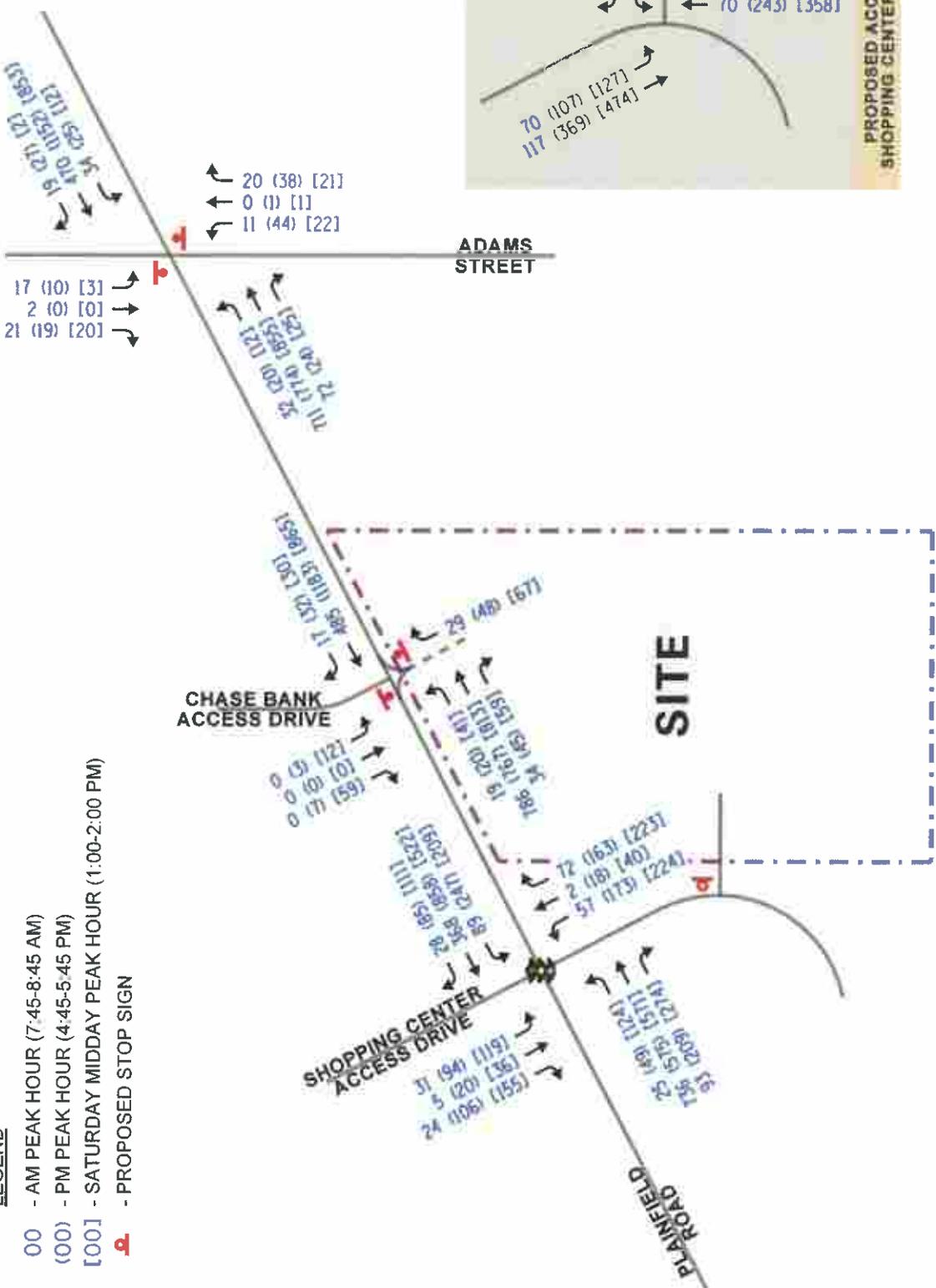
- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)
- 🛑 - PROPOSED STOP SIGN



Pass-By Traffic Volumes

Retail Development  
Willowbrook, Illinois





## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday 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 road improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2020), Year 2026 no-build, and Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings and offsets to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and 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.

Table 5  
 CAPACITY ANALYSIS RESULTS  
 PLAINFIELD ROAD WITH WILLOWBROOK TOWN CENTER ACCESS DRIVE—SIGNALIZED

Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall	
	L	T	R	L	T	R	L	T/R	L	T/R	L	T/R		
Year 2020 Conditions	Weekday Morning Peak Hour	A 5.4	A 9.6	A 4.6	A 5.5	A 8.0	A 4.4	D 46.1	E 71.8	D 49.3	E 62.4	D 49.3	E 62.4	B 13.4
	Weekday Evening Peak Hour	A 8.6	B 15.7	A 7.9	A 9.5	B 15.5	A 6.0	D 44.8	F 87.2	D 45.8	E 72.0	D 45.8	E 72.0	C 23.9
	Saturday Midday Peak Hour	B 10.7	B 19.1	A 9.7	B 12.4	B 18.5	A 8.3	D 36.5	F 87.2	D 37.1	E 70.9	D 37.1	E 70.9	C 28.8
Year 2026 No-Build Conditions	Weekday Morning Peak Hour	A 5.4	A 9.7	A 4.6	A 5.5	A 8.0	A 4.4	D 46.1	E 71.8	D 49.3	E 62.4	D 49.3	E 62.4	B 13.3
	Weekday Evening Peak Hour	A 8.6	B 15.8	A 7.9	A 9.6	B 15.7	A 6.0	D 44.8	F 85.2	D 45.8	E 72.0	D 45.8	E 72.0	C 23.8
	Saturday Midday Peak Hour	B 10.8	B 19.3	A 9.7	B 12.5	B 18.7	A 8.3	D 36.5	F 87.2	D 37.1	E 70.9	D 37.1	E 70.9	C 28.7
Year 2026 Total Projected Conditions	Weekday Morning Peak Hour	A 5.7	A 11.4	A 4.6	A 6.1	A 8.6	A 4.6	D 49.2	E 75.7	D 48.8	E 65.1	D 48.8	E 65.1	B 16.1
	Weekday Evening Peak Hour	A 8.7	B 16.8	A 7.6	B 11.8	B 16.0	A 6.1	D 52.6	F 91.8	D 46.0	F 80.3	D 46.0	F 80.3	C 26.6
	Saturday Midday Peak Hour	B 10.8	B 19.6	A 9.2	B 16.2	B 18.5	A 8.3	D 49.0	F 99+	D 39.5	F 96.9	D 39.5	F 96.9	D 35.8

Letter denotes Level of Service; Delay is measured in seconds. L – Left Turns T – Through R – Right Turns



Table 6  
 CAPACITY ANALYSIS RESULTS  
 UNSIGNALIZED INTERSECTIONS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Plainfield Road with Chase Bank Access Drive</b>						
• Northbound Approach	B	11.1	B	14.2	B	11.4
• Eastbound Left Turn	A	8.4	B	11.3	A	9.8
• Westbound Left Turn	A	9.5	B	10.5	A	9.6
• Southbound Approach	A	0.1	D	28.7	C	20.4
<b>Plainfield Road with Adams Street</b>						
• Northbound Approach	B	14.8	C	21.5	C	17.9
• Eastbound Left Turn	A	8.6	B	11.2	A	9.5
• Westbound Left Turn	A	9.7	A	9.7	A	9.7
• Southbound Approach	B	13.8	C	19.7	B	12.8
<b>Willowbrook Town Center with Internal Access Drive</b>						
• Westbound Approach	A	9.6	B	12.0	B	14.8
• Southbound Left Turn	A	7.3	A	0.1	A	8.1
LOS = Level of Service Delay is measured in seconds.						

Table 7  
 CAPACITY ANALYSIS RESULTS  
 UNSIGNALIZED INTERSECTIONS – YEAR 2026 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Plainfield Road with Chase Bank Access Drive</b>						
• Northbound Approach	B	11.2	B	14.5	B	11.5
• Eastbound Left Turn	A	8.5	B	11.4	B	10.0
• Westbound Left Turn	A	9.6	B	10.6	A	9.6
• Southbound Approach	A	0.1	D	29.7	C	21.8
<b>Plainfield Road with Adams Street</b>						
• Northbound Approach	C	15.0	C	22.1	C	18.3
• Eastbound Left Turn	A	8.6	B	11.4	A	9.7
• Westbound Left Turn	A	9.8	A	9.8	A	9.8
• Southbound Approach	B	14.0	C	20.2	B	13.1
<b>Willowbrook Town Center with Internal Access Drive</b>						
• Westbound Approach	A	9.6	B	12.0	B	14.8
• Southbound Left Turn	A	7.3	A	0.1	A	8.1
LOS = Level of Service Delay is measured in seconds.						

Table 8  
 CAPACITY ANALYSIS RESULTS  
 UNSIGNALIZED INTERSECTIONS – YEAR 2026 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Plainfield Road with Chase Bank Access Drive/Proposed Right-In/Right-Out Access Drive</b>						
• Northbound Approach	B	11.5	B	11.8	B	12.2
• Eastbound Left Turns	A	8.6	B	11.7	B	10.3
• Southbound Approach	A	0.1	D	33.0	C	24.8
<b>Plainfield Road with Adams Street</b>						
Northbound Approach	C	15.3	C	23.5	C	19.4
• Eastbound Left Turn	A	8.7	B	11.7	A	9.9
• Westbound Left Turn	A	9.9	B	10.0	B	10.0
• Southbound Approach	B	14.4	C	21.1	B	13.5
<b>Willowbrook Town Center with Internal Access Drive</b>						
• Westbound Approach	A (A)	9.1 (9.1)	B (B)	11.4 (11.4)	B (B)	13.7 (13.6)
• Southbound Left Turn	A (A)	7.5 (7.5)	A (A)	8.1 (8.1)	A (A)	8.6 (8.6)
LOS = Level of Service Delay is measured in seconds. XX(XX) – With a southbound combined through/left-turn lane (With a southbound exclusive left turn lane and a southbound through lane)						

## Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

### *Plainfield Road with Willowbrook Town Center Access Drive*

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours. The southbound approach currently operates at LOS D during the weekday morning peak hour and LOS E during the weekday evening and Saturday midday peak hours, and the northbound approach is operating at LOS E during the three peak hours. In addition, the eastbound and westbound approaches currently operate at LOS B or better during all three peak hours.

Under Year 2026 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning, weekday evening, and Saturday midday peak hours with increases in delay of less than one second. All approaches will continue operating at the same existing levels of service during all three peak hours with increases in delay of approximately one second.

Under Year 2026 total projected conditions, overall this intersection will continue to operate at LOS C or better during all three peak hours with increases in delay of approximately three seconds during the weekday morning and evening peak hours and seven seconds during the Saturday midday peak hour, over no-build conditions. The eastbound and westbound approaches will continue to operate at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours with increases in delay of approximately one second. In addition, the northbound approach will operate at LOS E during the weekday morning and evening peak hours and LOS F during the Saturday midday peak hour, and the southbound approach will operate at LOS E during all three peak hours. It should be noted that these analyses are conservative, since they do not take into consideration right-turn on red movements. Based on the results of the simulation, the northbound queues will experience 95<sup>th</sup> percentile queues of approximately 90 feet during the weekday morning peak hour, 167 feet during the weekday evening peak hour, and 164 feet during the Saturday midday peak hour and, as such, will extend to and beyond the proposed full movement access drive by one to two vehicle lengths during the weekday evening and Saturday midday peak hours. However, it is important to note that the queues will generally clear with every green phase during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

*Plainfield Road with Chase Bank Access Drive and the Proposed Right-In/Right-Out Access Drive*

The results of the capacity analysis indicate that the southbound approach is operating at LOS A during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS C during the Saturday midday peak hour. All other movements will operate at LOS B or better during all three peak hours.

Under Year 2026 no-build conditions, all movements will operate at the same existing levels of service with increases in delay of approximately one second during all three peak hours.

As previously indicated, the turning movements at the access drive serving the site will be physically restricted to right turns only via a mountable triangular median. Under Year 2026 total projected conditions, the northbound right-turn movement will operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. In addition, the eastbound left-turn movement and the southbound approach will continue to operate at an acceptable LOS D or better during all three peak hours. It should also be noted that the restriction of left-turn inbound and outbound movements at this access drive will reduce the impact of the site-generated traffic on the westbound through movements. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development, will ensure efficient and flexible access is provided, and will reduce the traffic load experienced at the signalized intersection of Plainfield Road with the access drive serving Willowbrook Town Center.

*Plainfield Road with Adams Street*

The results of the capacity analysis indicate that the northbound and southbound approaches are operating at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours. In addition, the eastbound and westbound left-turn movements currently operate at LOS B or better during all three peak hours.

Under Year 2026 no-build conditions, all movements will continue to operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours with increases in delay of less than one second.

Under Year 2026 total projected conditions, all movements will continue to operate at LOS C or better during all three peak hours with increases in delay of approximately one second over no-build conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

### *Willowbrook Town Center with Internal Access Drive*

The results of the capacity analysis indicate that the outbound movements will operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles, with or without the provision of an exclusive southbound left-turn lane. In addition, the southbound left-turn movement will operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours, with or without the provision of an exclusive southbound left-turn lane.

When a southbound exclusive left-turn lane is not provided at the access drive, the results of the simulation indicate that vehicles are queuing back toward Plainfield Road, especially during the weekday evening and Saturday midday peak hours.

Therefore, the provision of an exclusive southbound left-turn lane is needed in order to keep the southbound through lane clear and minimize the queuing back toward Plainfield Road. In addition, “Do Not Block Intersection” signage should be provided to prevent vehicles from blocking the access drive. It is also important to note that the provision of a right-in/right-out access drive on Plainfield Road will reduce the impacts of the proposed development-generated traffic at this intersection. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

### **Parking Evaluation**

As previously stated, the proposed development calls for a retail development with an approximate 2,800 square-foot quick service restaurant with a drive-through window, an approximate 6,600 square-foot drive-in bank, an automatic car wash tunnel, and approximately 107 parking spaces. From our understanding, the site will contain approximately 43 parking spaces for the use of vacuums and for employee parking of the car wash, with the remaining 64 spaces for the use of the drive-in bank and the quick-service restaurant with drive-through window. In order to determine the parking of the bank and the restaurant, the parking demand was estimated based on the Village of Willowbrook Zoning Code and the rates published in the Institute of Transportation Engineers’ (ITE) Parking Generation Manual, 5<sup>th</sup> Edition. Based on the two methodologies, the parking demand for the bank and the restaurant uses is as follows:

#### *Village of Willowbrook Zoning Ordinance*

- Bank: 22 parking spaces (ratio of one space per 300 square feet)
- Restaurant: 28 parking spaces (ratio of one space per 100 square feet)

#### *ITE Parking Generation Manual*

- Drive-In Bank: 25 parking spaces (ratio of 3.72 spaces per 1,000 square feet)
- Fast-Food Restaurant with Drive-Through Window: 24 parking spaces (ratio of 8.66 spaces per 1,000 square feet)

Based on the two above methodologies, the total parking demand for the proposed bank and restaurant will be 50 spaces and 49 spaces, respectively. Therefore, the proposed parking supply of 64 parking spaces will be adequate in accommodating the parking needs of the proposed drive-in bank and the quick-serve restaurant with drive-through window.

## On-Site Circulation and Drive-Through Stacking

### *Car Wash Stacking and Circulation*

The single-lane automatic car wash tunnel will have a clockwise circulation. The entrance to the car wash circulation drive will be located in the southeast corner of the site off the two-way drive aisle that connects the site access drive. The circulation drive will provide three approach lanes and each lane will be individually gated with a separate automatic pay station. The gates will meter the traffic flow proceeding to the car wash tunnel entrance and will open in sequence based on the order of vehicle arrival. Once the gate is lifted for the respective lane, the individual vehicle will proceed west and north to the entrance to the tunnel. At the entrance to the car wash tunnel, the driver will remain in the vehicle and the car wash will automatically pull the vehicle through the tunnel. After exiting the tunnel, the vehicles will proceed to turn left to continue to the two-way drive aisle. According to the site plan, there is stacking for approximately 30 vehicles before extending onto the internal circulation drives. Based on KLOA, Inc.'s experience with similar car washes, the site plan provides for efficient circulation and adequate stacking for the proposed car wash. In addition, based on surveys conducted by Spack Consulting at six car washes located in Minnesota, the average maximum queue at a car wash was five vehicles. Wayfinding signage should be posted to guide vehicles to the circulation drive to minimize vehicle turning movements within the internal site circulation area. In addition, "Do Not Enter" signs should be posted at the exit of the car wash tunnel to deter opposing traffic from entering the car wash tunnel or circulation drive from the one-way exit direction.

### *Quick-Service Restaurant Drive-Through Stacking and Circulation*

The drive-through facility for the proposed quick-serve restaurant will extend along the west side of the building. As proposed, vehicles will access the drive-through lane at the southeast corner of the building and exit at the northeast corner of the building. A review of the site plan indicated that approximately eleven vehicles will be able to be accommodated within the drive-through lane without blocking the access drives or internal circulations. This stacking area will be sufficient to accommodate the peak demand of the proposed QSR. Wayfinding signage should be provided directing vehicles to the entrance of the drive-through. Additionally, exiting movements from the drive-through should be under stop sign control.

### *Bank Drive-Through Stacking and Circulation*

The three drive-through lanes for the proposed bank will extend along the south side of the building. As proposed, vehicles will access the drive-through lane at the southwest corner of the building and exit at the southeast corner of the building. A review of the site plan indicated that approximately three to four vehicles will be able to be accommodated within each of the drive-through lanes without blocking the access drives or internal circulation. This should be sufficient to accommodate the peak demand of the proposed bank. Wayfinding signage should be provided directing vehicles to the entrance of the drive-through. Additionally, exiting movements from the drive-through should be under stop sign control.

Based on the above, the following is recommended:

- The site plan provides for efficient circulation and adequate stacking for the proposed uses.
- Appropriate wayfinding signs and striping should be provided within the site directing customers to and from the entrance of the drive-throughs.
- “Do Not Enter” signs should be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.
- Exiting movements from the drive-throughs should be under stop sign control.

## 6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The volume of traffic estimated to be generated by the proposed retail development will be reduced due to pass-by trips and internal capture.
- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- The proposed access drives will be adequate in **accommodating** the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.
- The provision of a right-in/right out access drive on Plainfield Road will reduce the volume of site-generated traffic traversing the signalized intersection of Plainfield Road with the Willowbrook Town Center access drive.
- The restriction of left-turn inbound and outbound movements at the Plainfield Road access drive will reduce the impact of the site-generated traffic on the westbound through movements.
- Based on a review of the simulation, an exclusive southbound left-turn lane should be provided at the proposed full movement access drive in order to keep the southbound through lane clear and minimize the queueing back toward Plainfield Road.
- The proposed exclusive southbound left-turn lane serving the site will provide approximately 29 feet of storage and 37 feet of taper.
- The site plan provides for efficient circulation and adequate stacking for the proposed uses.
- Appropriate wayfinding signs and striping should be provided within the site directing customers to and from the entrance of the drive-throughs.
- “Do Not Enter” signs should be placed at the exit of each drive-through lane to deter opposing traffic from entering the drive-throughs from the one-way exit direction.
- Exiting movements from the drive-throughs should be under stop sign control.
- Based on a review of the Village of Willowbrook Zoning Code and the rates published in the Institute of Transportation Engineers’ (ITE) *Parking Generation Manual*, 5<sup>th</sup> Edition, the proposed parking supply of 64 parking spaces will be adequate in accommodating the parking needs of the proposed drive-in bank and the quick-service restaurant with drive-through window.



**Attachment 18**  
Draft Declaration of Covenants (20 pages)

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SPACE ABOVE RESERVED FOR RECORDER' S USE

After recording, return to:  
Northstone Law LLC  
1016 W. Jackson Blvd., Suite 509  
Chicago, IL 60607  
Attn: Animesh K. Ravani, Esq.

**DECLARATION OF OPERATING AND RECIPROCAL EASEMENT AGREEMENT**

THIS DECLARATION OF OPERATING AND RECIPROCAL EASEMENT AGREEMENT (“Agreement”), entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2020 (the “Effective Date”), by **735 PLAINFIELD PROPERTY LLC**, an Illinois limited liability company, **JPMORGAN CHASE BANK, NATIONAL ASSOCIATION**, a national banking association, and **ENCORE CW, LLC**, a Delaware limited liability company.

**RECITALS**

A. Encore CW, LLC is the fee simple owner of land located in the Village of Willowbrook, DuPage County, Illinois, which parcel of land is hereinafter referred to as the “Lot 1” (the “Lot 1 Owner”). Lot 1 is legally described on **Exhibit A-1** attached hereto and is depicted on **Exhibit B** (the “Site Plan”).

B. 735 Plainfield Property LLC is the fee simple owner of land located in the Village of Willowbrook, DuPage County, Illinois, which parcel of land is hereinafter referred to as the “Lot 2” (the “Lot 2 Owner”). Lot 2 is legally described on **Exhibit A-2** attached hereto and is depicted on the Site Plan.

C. JPMorgan Chase Bank is the fee simple owner of land located in the Village of Willowbrook, DuPage County, Illinois, which parcel of land is hereinafter referred to as the “Lot 3” (the “Lot 3 Owner”). Lot 3 is legally described on **Exhibit A-3** attached hereto and is depicted on the Site Plan.

D. Lot 1, Lot 2, and Lot 3 are sometimes together referred to as the "Overall Development" and individually as a "Lot" or "Parcel" and collectively, as the "Lots" or the "Parcels." The fee simple owner(s) of Lots are sometimes together referred to as the "Lot Owners" or "Parties" or singularly as a "Lot Owner" or "Party." The Overall Development is located south of that public right of way currently known as 735 Plainfield Road, Willowbrook, Illinois (collectively, the "Adjacent Public Rights of Way").

E. Lot 2 Owner intends to develop the Overall Development in accordance with the Site Plan, with common roads, common entry drives and certain common utilities although nothing in this Agreement shall constitute an express or implied obligation on the part of either Owner to make any improvements to their respective Lot, except as expressly provided in this Agreement. The Overall Development shall contain (i) driveways to allow for the ingress and egress of persons and vehicles to and from the Overall Development and \_\_\_\_\_ and to and from the Overall Development and \_\_\_\_\_ (collectively, the "Interior Drives"), (ii) designated paved areas for the parking of vehicles (the "Interior Parking Areas"). Together the Interior Drives and the Interior Parking Areas are referred to herein as the "Common Areas." The Common Areas are depicted on the Site Plan.

**NOW, THEREFORE,** in consideration of the foregoing, subject to the conditions, covenants and agreements set forth herein, each Lot Owner hereby declares, grants and imposes the following easements, rights, obligations and conditions as to the Overall Development:

## **ARTICLE I EASEMENTS**

### **1.1 Project Signs.**

a. Each Lot Owner shall have the right to signage on the common monument signs ("Project Signs") located on the Overall Development, and easement rights associated therewith, including, without limitation, access and maintenance right ("Project Sign Easement Areas"). Each Lot Owner hereby grants to the other Lot Owners, perpetual, nonexclusive easements within the Project Sign Easement Areas for the installation, operation, maintenance, repair and replacement of the Project Signs.

b. The Project Signs shall be operated, controlled and maintained in good condition and repair by the Lot 2 Owner, at the Lot 2 Owner's sole cost and expense, in conformity with all governmental regulations. Each Lot Owner granted an easement to a Project Sign shall pay to the Lot 2 Owner, on an annual basis, its allocable share of the Lot 2 Owner's reasonable and documented maintenance costs for the respective Project Signs. Each Lot Owner's allocable share of such maintenance costs shall be based on the square footage of the Lot Owner's sign panels on a Project Sign, in relation to the total square footage of all the sign panels on the applicable Project Sign (but excluding such portions of the sign used for the identification of the Overall Development). Each request for payment shall be in writing, shall be accompanied by paid receipts and bills and a calculation showing how the respective Lot Owner's allocable share was determined. Each such reimbursement shall be due and payable within twenty (20) days after receipt of such items.

c. Notwithstanding the foregoing, each Lot Owner having panel space on a Project Sign shall, at its sole cost and expense, (i) obtain all permits and approvals required for the installation of its individual sign panels, (ii) fabricate its identification panels, install the panels, and (iii) maintain and/or replace its individual sign panels pursuant to all governmental regulations, and in a safe condition and good state of repair.

d. If a Project Sign is no longer available for freestanding sign purposes because of a condemnation or any governmental requirements, the respective owners of the "Project Sign Easement Areas", shall designate a replacement Project Sign area with comparable visibility as close to the original location as is reasonably possible and all signage rights granted herein shall transfer to such replacement Project Sign.

## 1.2 Interior Drives; Interior Parking Areas (Common Areas)

a. The Lot 1 Owner hereby grants for the benefit of each Lot, each Lot Owner, and each Lot Owner's respective successors, assigns, tenants, licensees, invitees, customers and employees, a perpetual, reciprocal and non-exclusive easements over and across the (i) Interior Drives, as they exist from time to time, for the ingress and egress of persons and vehicles between the Overall Development and the Adjacent Public Rights of Way; and (ii) the Interior Parking Areas, to the extent located on any Lot as they exist from time to time, for the parking of vehicles in connection with business operations conducted on the Lots.

b. The Lot 2 Owner hereby grants for the benefit of each Lot, each Lot Owner, and each Lot Owner's respective successors, assigns, tenants, licensees, invitees, customers and employees, a perpetual, reciprocal and non-exclusive easements over and across the (i) Interior Drives, as they exist from time to time, for the ingress and egress of persons and vehicles between the Overall Development and the Adjacent Public Rights of Way; and (ii) the Interior Parking Areas, to the extent located on any Lot as they exist from time to time, for the parking of vehicles in connection with business operations conducted on the Lots.

c. The Lot 3 Owner hereby grants for the benefit of each Lot, each Lot Owner, and each Lot Owner's respective successors, assigns, tenants, licensees, invitees, customers and employees, a perpetual, reciprocal and non-exclusive easements over and across the (i) Interior Drives, as they exist from time to time, for the ingress and egress of persons and vehicles between the Overall Development and the Adjacent Public Rights of Way; and (ii) the Interior Parking Areas, to the extent located on any Lot as they exist from time to time, for the parking of vehicles in connection with business operations conducted on the Lots.

## 1.3 Utilities.

a. The term "Utility Lines" shall mean those facilities and systems providing for the transmission of water, sanitary sewer, storm sewer, gas, electric and telecommunications, excluding public utility lines, existing as of the date of this Agreement. The term "Common Utility Lines" shall mean those Utility Lines, which are installed to provide the applicable service to more than one parcel, excluding public utility lines. The term "Separate Utility Lines" shall mean those Utility Lines, which are installed to provide the applicable service to one

particular Parcel. For the purpose of this Agreement, the portion of a Utility Line extending between a Common Utility Line and a building or the termination of the line shall be considered a Separate Utility Line.

b. Each Lot Owner hereby grants for the benefit of each Lot, each Lot Owner, and each Lot Owner's respective successors and assigns, a perpetual, nonexclusive easement under, through and across such portions of the Overall Development for the operation, flow, passage, use, maintenance, connection, repair, removal and replacement the Utility Lines.

c. The Lot Owners shall maintain, repair, and replace the Separate Utility Lines serving their respective Parcel, at such Lot Owner's sole cost and expense, in good order, appearance and repair in full compliance with the applicable laws and regulations and in such a manner to minimize any interference with utility services. The Lot Owners shall use commercially reasonable efforts to complete any maintenance, repair, or replacement to any Separate Utility Lines that are located on another Party's Parcel, expeditiously, in order to minimize any interference with business operations at the repair site and shall promptly restore such Party's Parcel to the condition immediately prior to completing said maintenance, repair, or replacement.

d. The Utility Lines shall not be removed, reconstructed or reconfigured without first obtaining the prior written approval of the Lot 2 Owner, which the Lot 2 Owner may withhold in its sole discretion.

#### 1.4 **Common Areas.**

a. The Lot 2 Owner shall maintain the Common Areas, at its initial cost, in good order, appearance and repair in full compliance with the applicable laws at a standard that is at least comparable to the standard of other first-class shopping centers in the metropolitan area where the Overall Development is located. The Lot 2 Owner shall use commercially reasonable efforts to complete any maintenance, repair, or replacement to any Common Areas that are located on another Party's Parcel, expeditiously, in order to minimize any interference with business operations at the repair site and shall promptly restore such Party's Parcel to the condition immediately prior to completing said maintenance, repair, or replacement.

b. The Lot Owners shall pay the Lot 2 Owner, on an annual basis, its allocable share of the Lot 2 Owner's out-of-pocket maintenance costs for the Common Areas. The Lot Owner's allocable share of such maintenance costs shall be based on the acreage of the respective Parcel in relation to the acreage of the Overall Development utilizing the respective Common Areas. Each request for payment shall be in writing, shall be accompanied by paid receipts and bills and a calculation showing how each Party's allocable share was determined. Each such reimbursement shall be due and payable within thirty (30) days after receipt of such items. In the event a Lot Owner fails to pay the Lot 2 Owner within the specified time period, (a) the Lot Owner shall be responsible for interest on such amount computed at the rate of the smaller of (i) ten (10%) percent per annum and (ii) the highest interest rate allowed by law, calculated monthly, from the date of any such claim by the Lot 2 Owner to the date of payment; (b) the Lot 2 Owner shall be entitled to pursue whatever remedies it may have in law or equity; and (c) the Lot 2 Owner shall have the right to file a lien against such Lot in the amount of the claim. Any

such lien shall be considered to be akin to a mortgage lien and the Lot 2 Owner may foreclose upon it in the same manner as a mortgage lien. In no event shall any lien filed under this paragraph be superior to any lien of any construction mortgage utilized to facilitate the initial development of a Lot from its current status as a vacant parcel and recorded in the real property records prior to the date such Lot Owner has completed such initial development. The provisions and requirements of the Illinois Construction Lien Act shall not apply to this lien.

## ARTICLE II PARCEL RESTRICTIONS & STANDARDS

### 2.1 **Restricted Uses.**

a. During the Term, no part of Lot 1 or Lot 2 shall be used, directly or indirectly, for the operation a full service financial institution, including, without limitation, the provision of banking, mortgage lending, insurance and securities services, as well as to operate drive-through banking facilities or exterior automatic teller machines (“ATM”). In addition, there shall be no ATMs from operating within the interior of any improvements located on the Lot 1 or Lot 2 that is visible from the exterior or for which there is signage that is visible from the exterior of the any structure located within the Overall Development which advertises or otherwise indicates the presence of an ATM.

2.2 **Applicable Definitions.** As used in this Article II, the following terms have the meaning provided herein:

a. The term “operation” shall include not only the store building but also, the parking areas, drives, entries, truck docks, or any other improvements used in connection with or to support such a store or to support a shopping center of which such a store is a part.

b. The term “gross building floor area” shall mean the gross interior dimensions of the main floor of the building, excluding shelving, racks, decks, mezzanines, basements, and second story areas.

### 2.3 **Tenant-Specific Restricted Uses.**

a. Pursuant to the terms and conditioned contained within that certain lease by and between the Lot 2 Owner, as landlord, and Guzman Y Gomez, as tenant (“Guzman”), dated \_\_\_\_\_, 2020 (the “Guzman Lease”), Lot 1, Lot 2, and Lot 3 shall be subject to the restrictions as described on **Exhibit D** attached hereto (the “Guzman Restrictions”). The Guzman Restrictions shall continue during the term of the Guzman Lease, which shall be confirmed by the Lot 2 Owner pursuant to Section 6.12.

2.4 **Maintenance Standard.** Each Lot Owner shall maintain their respective Parcel, including all landscaping and improvements thereon, in a sightly, safe condition and in a good state of repair at a standard that is at least comparable to the standard of other first-class shopping centers in the metropolitan area where the Overall Development is located.

**ARTICLE III**  
**INSURANCE & INDEMNITY**

3.1 **Property Insurance.** During the Term of this Agreement and subject to the right to self-insure set forth in Section 3.1(g), each Lot Owner shall, at its sole cost and expense, obtain and keep in force:

a. Commercial general liability insurance, including premises/operations, products/completed operations, blanket contractual liability, broad form property damage, independent contractors and personal/advertising injury coverage, fire and explosion legal liability, explosion/collapse/and underground hazard coverage in an amount not less than Three Million Dollars (\$3,000,000) per occurrence; such policy shall be an occurrence policy and not a claims-made policy.

b. Each Party may satisfy its obligation under this Section 3.1(a) by appropriate endorsement of its blanket insurance policies. Such insurance shall name the other Parties (and their parent and affiliated companies) as additional insureds on an endorsement acceptable to the other Parties. The additional insured endorsement shall extend coverage to the contractual liability and completed operations coverage. All liability policies maintained by a Party shall be written as primary policies, not contributing with and not in excess of coverage that any other Party may carry.

c. Automobile liability insurance including coverage for owned, hired, and non-owned automobiles. The limits of liability shall not be less than \$1,000,000 combined single limit each accident for bodily injury and property damage combined.

d. Workers' Compensation coverage for its employees or contractors with statutory limits.

e. All insurance required in this Agreement and all renewals of it shall be issued by companies authorized to transact business within the state in which the Overall Development is located.

f. Subject to the right to self-insure set forth in Section 3.1(g), each Party shall, upon the written request of another Party, promptly furnish the other Party with one (1) or more certificates of insurance evidencing the existence of the insurance required to be carried pursuant to this Agreement. No Party shall be required during any given 180-day period or term of the policy, whichever is shorter, to honor more than one (1) such request from another Party.

g. The Owners each hereby waive any rights one may have against the other on account of any loss or damage occurring to an individual Owner, or its respective property, either real or personal, arising from any risk generally covered by the Owner's property insurance, from any risk covered by standard forms of special form property insurance policies then in effect and from any risk covered by any other property insurance which is actually carried by said Owner. Said Owners shall use reasonable efforts to obtain, if needed, appropriate endorsements to the Owner's property insurance with respect to the foregoing waiver; provided, however, that failure to obtain such endorsements shall not affect the waiver hereinabove given. In addition, said Owners shall cause the insurance companies issuing the Owner's property

insurance to waive any right of subrogation that said insurance companies may have against the Owners. It is the intent of the Parties that with respect to any loss from a peril required to be covered under a policy of Owner's property insurance, the Parties shall look solely to their respective insurance company for recovery.

**h.** If a Party elects to self-insure all or a part of the insurance required in Section 3.1(a), then Section 3.1(b), 3.1(e) and 3.1(f) hereof shall not apply to any Party or such Party's successors or assigns so long as such Party, or its parent company, maintains a net worth in excess of One Hundred Million Dollars (\$100,000,000) as certified by an officer of such Party.

**3.2 Indemnification.** Each Lot Owner, for itself and its successors and assigns (each an "Indemnifying Party"), agrees to indemnify and hold the other Lot Owners (each an "Indemnified Party") harmless from and against any loss or damage of any type or nature to the extent caused by the act or omission of an employee, agent or contractor of an Indemnifying Party while performing any construction, maintenance or repair activities on the Indemnified Party's Parcel for the benefit of the Indemnifying Party's Parcel or the Overall Development, including, without limitation, attorneys' fees and costs; provided, however that such indemnification shall not extend to an Owner's negligence or the negligence of such Owner's tenants or invitees. Subject to the provisions of Section 3.1(g) hereof regarding waiver of subrogation with respect to damage to property, each Owner shall defend, indemnify, protect and hold the other Owners harmless for, from and against any and all claims in connection with the loss of life, personal injury and/or damage to property (i) arising from or out of any occurrence in or upon the indemnifying Owner's Lot, including an Owner's own negligence; (ii) occasioned wholly by any negligent or willful act or omission of the indemnifying Owner, its tenants, its invitees or their respective its agents, contractors, servants or employees; or (iii) in connection with the failure to comply with the provisions of this Agreement. An Owner shall have the right to engage its own attorneys in connection with any of the provisions of this Section 3.2 or any of the provisions of this Agreement, including, but not limited to, any defense of an Owner, notwithstanding any contrary provisions of the laws or court decisions of the state in which the Overall Development is located.

#### **ARTICLE IV TERM AND TERMINATION**

**4.1 Term and Termination.** This Agreement shall be effective as of the date first above written and shall continue in full force and effect until 11:59 p.m. on the date that is forty (40) years after the date that this Agreement is recorded in the county and state where the Overall Development is located (the "Term"); provided, however, that (i) the easements referred to in Article I hereof which are specified as being perpetual or as continuing beyond the Term of this Agreement shall continue in full force and effect as provided herein, (ii) the Guzman Restrictions set forth in Section 2.4 of Article II shall continue for the term described in the Guzman Lease and (iii) other time limits shall be as specifically provided in this Agreement. Except as provided in the preceding sentence, upon the termination of this Agreement, all rights and privileges derived from and all duties and obligations created and imposed by the provisions of this Agreement shall terminate and have no further force or effect; provided, however, that the termination of this Agreement shall not limit or affect any remedy at law or in equity that a Party

may have against any other Party with respect to any liability or obligation arising or to be performed under this Agreement prior to the date of such termination.

## ARTICLE V ENFORCEMENT

5.2 **Defaults; Self-Help.** If a Lot Owner shall default in the performance of an obligation of such Lot Owner under this Agreement (a “Defaulting Party”), the other Lot Owners (the “Nondefaulting Party”), in addition to all other remedies provided at law or equity, after thirty (30) days’ prior written notice to the Defaulting Party, shall have the right of “self-help” to perform such obligation on behalf of the Defaulting Party; provided, however, that in the event of an emergency, the Nondefaulting Party may exercise the right of self-help if such failure is not cured within a period reasonable for the nature and circumstances of such emergency. In such event, the Defaulting Party shall promptly reimburse the Nondefaulting Party the reasonable, actual out-of-pocket cost thereof, together with interest thereon from the date of outlay at a rate equal to ten percent (10%) in excess of the prime interest rate published in the money rates section of the Wall Street Journal (the “Interest Rate”). The Parties agree that to the extent that the Nondefaulting Party must enter upon the property of the Defaulting Party in order to exercise such right of “self-help”, the Defaulting Party hereby grants the Nondefaulting Party a license to enter and perform such obligation.

## ARTICLE VI TAXES AND ASSESSMENTS

### 6.1 **Taxes and Assessments.**

a. Lot Owners 1 and 3 shall have the right to pay any taxes due with regard to the Overall Development that includes its Lot if the Lot 2 Owner shall fail to pay such taxes on or prior to the due date, which date may be extended to the extent permitted by law if Lot 2 Owner is contesting such taxes. In the event Lot Owner 1 or Lot Owner 3 pays the taxes for the Overall Development within the specified time period, (a) Lot 2 Owner shall reimburse the Lot Owner 1 or Lot Owner 3 for the amount paid on its behalf, less the amount of such taxes applicable to its Lot within fifteen (15) days after Lot 2 Owner’s receipt of written demand therefor from either Lot Owner 1 or Lot Owner 3; (b) Lot Owner 1 or Lot Owner 3 shall be entitled to pursue whatever remedies it may have in law or equity; and (c) Lot Owner 1 or Lot Owner 3 shall have the right to file a lien against such Lot 2 in the amount of the claim. Any such lien shall be considered to be akin to a mortgage lien and the Lot Owner 1 or Lot Owner 3 may foreclose upon it in the same manner as a mortgage lien. In no event shall any lien filed under this paragraph be superior to any lien of any construction mortgage utilized to facilitate the initial development of Lot 2 from its current status as a vacant parcel and recorded in the real property records prior to the date Lot 2 Owner has completed such initial development. The provisions and requirements of the Illinois Construction Lien Act shall not apply to this lien.

b. Each Owner shall on or before the due date therefor all taxes, assessments, or charges of any type levied or made by any governmental body or agency with respect to its Lot.

**ARTICLE VII**  
**GENERAL**

7.1 **No Covenant to Build.** This Agreement shall not create or impose any obligation on any Lot Owner to build, open, operate, or continuously operate, a business or any particular business on its respective Parcel(s).

7.2 **Easements and Covenants Running With the Land.**

a. Each of the easements granted by this Agreement shall constitute a servitude on the property of the grantor and an appurtenance to the property of the grantee for the Term of this Agreement (unless otherwise stated to be perpetual), shall survive the total or partial destruction of the subject matter of the easement and/or the servient tenement of such grant, and shall run with the land. The grantee of any such easement may extend the benefits thereof to each of its tenants and/or occupants of the benefitted property. An estate for whose benefit an easement is established hereunder shall for the purposes of this Section 6.2 be deemed to be the grantee of such easement.

b. It is intended that during the Term each and all of the covenants and agreements in this Agreement to be performed by or on the part of a Party, whether affirmative or negative in nature, shall be construed as covenants and not as conditions. To the fullest extent legally possible, all such covenants by a Party shall run with the land to the end that (i) the covenants of a Party undertaking a burden on its Parcel shall be appurtenant to the benefitted Parcels, except as otherwise provided, and shall constitute covenants running with the land as between the respective Parcels, with the benefitted Parcel as the dominant tenement, and the burdened Parcel as the servient tenement.

7.3 **Exhibits.** All exhibits and schedules to this Agreement are by this reference made a part of this Agreement to the same extent as if the same had been written directly within the body of this Agreement.

7.4 **Rights Cumulative.** All rights, powers and privileges conferred hereunder shall be cumulative and not restricted to those given by law.

7.5 **Partial Invalidity.** If any covenant, term or condition of this Agreement or any application thereof shall be invalid or unenforceable, the remainder of this Agreement and any other application of such covenant, term or condition shall not be affected thereby.

7.6 **Governing Law.** This Agreement shall be construed according to, and be governed by, the laws of the state in which the Overall Development is located.

7.7 **Waiver of Performance by Any Party.** One or more waivers of any covenant, term or condition of this Agreement by any Party shall not be construed as a waiver of a subsequent breach of the same or any other covenant, term or condition; nor shall any delay or omission by any Party to seek a remedy for any breach of this Agreement or to exercise a right accruing to such Party by reason of such breach be deemed a waiver by such Party of its remedies or rights with respect to such breach. The consent or approval by any Party to or of any act by another

Party requiring such consent or approval shall not be deemed to waive or render unnecessary consent to or approval of any similar act.

7.8 **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall be an original, but all of which shall together constitute one and the same instrument.

7.9 **Modification.** There shall be one approving Party representing each Parcel (individually an “Approving Party” and together the “Approving Parties”). Each Approving Party shall have absolute authority to make the decisions and/or give the approvals expressly designated to be made and/or given on behalf of the real estate represented by such position regardless of whether the Approving Party then owns all or less than all of the particular Parcel. As to any Parcel, the holder of the Approving Party position shall have the right to assign such position to any other entity having a fee interest in land within that Parcel. If an Approving Party transfers all of its fee interest in a Parcel, and does not assign its Approving Party position, then such Approving Party position shall automatically be deemed assigned to the entity acquiring fee title to the land owned by the transferring Approving Party. The signatories hereto shall be the initial Approving Party for their respective Parcels as herein identified.

7.10 **Notice.** Any notice, demand, consent, approval, request, statement, document or other communication required or permitted to be given to or served upon either Party hereto pursuant to this Agreement or applicable law shall be in writing and shall be sent by certified mail, or by a recognized national courier service, such as, but not limited to, Federal Express or United Parcel Service, postage prepaid, addressed and shall be deemed to have been given on the day after the date on which the notice was delivered to the overnight courier for delivery, or two days after the date the notice was postmarked if the notice was sent by certified mail. The Parties may, by ten (10) days prior notice to the other Parties as aforesaid, designate a different address or different addresses to which communications intended for it are to be sent. Each Party’s initial address for notices pursuant to this Section 6.10 are:

If to The Lot 1 Owner:           Encore CW, LLC  
  12137 W. 159<sup>th</sup> Street  
  Homer Glen, IL 60491

  With a copy to:           Sosin, Arnold & Schoenbeck, Ltd.  
  9501 W. 144<sup>th</sup> Place, Suite 205  
  Orland Park, IL 60462  
  Attn: George J. Arnold

If to The Lot 2 Owner:           735 Plainfield Property LLC  
  2211 N. Elston Avenue, Suite 304  
  Chicago, IL 60614  
  Attn: Mitchell Goltz

  With a copy to:           Northstone Law LLC  
  1016 W. Jackson Blvd., Suite 509  
  Chicago, IL 60607

Attn: Animesh K. Ravani, Esq.

If to The Lot 3 Owner: JPMorgan Chase Bank, National Association  
1111 Polaris Parkway, Suite 2A  
Mail Code OH1-0274  
Columbus, OH 43240

With copies to: JPMorgan Chase Bank, National Association  
Legal Department  
1111 Polaris Parkway, Suite 4P  
Mail Code OH1-0152  
Columbus, OH 43240  
Attn: Real Estate Counsel

Freeborn & Peters, LLP  
311 South Wacker Drive, Suite 3000  
Chicago, IL 60606  
Attn: Michael A. Moynihan

7.11 **Time of Essence.** Time is of the essence in the performance of the terms and conditions of this Agreement.

7.12 **Estoppel Certificate.** Each Party severally covenants that within 15 business days after written request of the other Party, it will from time to time, but not more than twice in any twelve (12) month period, issue to another Party, to a prospective purchaser or lender or to any mortgagee of such Party, an estoppel certificate stating: (i) whether to the best knowledge of the Party to whom the request has been directed, any default of the requesting Party exists under this Agreement and, if there are known defaults, specifying the nature thereof; (ii) whether to its knowledge this Agreement has been modified or amended in any way (or if it has, then stating the nature thereof); (iii) that to the Party's knowledge this Agreement is, as of that date, in full force and effect; and (iv) to the extent a parcel is subject to any of the use restrictions set forth in Section 2.4, whether or not the lease creating such use restrictions remain in full force and effect.

7.13 **Rule of Construction.** The Parties and their counsel have reviewed and negotiated this Agreement and that the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting Party shall not be employed in the interpretation of this Agreement, or any portion hereof, or any exhibits or amendments or agreements supplementary hereto.

7.14 **No Joint Venture.** Nothing contained in this Agreement shall be construed to make the Parties hereto partners or joint venturers or to render any Party liable for the debts or obligations of any other Party, except as this Agreement may expressly provide.

7.15 **Agreement for Benefit of Parties Only.** This Agreement is not intended to and shall not be construed to dedicate any rights or easements to the general public, nor to benefit any third parties which are not either Parties hereto nor their successors or assigns.

7.16 **Right to Enjoin.** In the event of any violation or threatened violation by any Party or occupant of any term, restriction, condition or covenant of the terms of this Agreement, the Party not in violation shall have the right, to seek actual damages or to enjoin such violation or threatened violation in a court of competent jurisdiction.

7.17 **Attorneys Fees.** In the event a Party commences or engages in any legal action or proceeding against the other (including, without limitation, litigation or arbitration, whether in contract, tort or both) arising out of or in connection with this Agreement or the Overall Development or any other aspect of the Overall Development or the development on the Overall Development (including, without limitation, (a) the enforcement or interpretation of either Party's rights or obligations under this Agreement or (b) the declaration of any rights or obligations under this Agreement), the prevailing Party shall be entitled to recover from the non-prevailing Party, the prevailing Party's reasonable attorney's fees, together with any costs and expenses, incurred in any such action or proceeding, including any reasonable attorney's fees, costs, and expenses incurred on collection and on appeal.

7.18 **Arbitration.** Except where another dispute resolution procedure has been specifically provided for in this Agreement (unless such dispute is not resolved using such procedure), any and all disputes, claims, or other controversy arising out of or relating to this Agreement, or the breach thereof, shall be settled by arbitration administered by the American Arbitration Association, and judgment on the award rendered by the arbitrator(s) may be entered in any court of competent jurisdiction. Within fifteen (15) days after any of the Parties hereto shall have notified another that it desires arbitration, the Parties hereto shall attempt to agree upon one arbitrator to conduct the arbitration; if the Parties cannot agree upon one arbitrator within said fifteen-day period, each Party shall select one arbitrator, and the two arbitrators so selected shall select a third arbitrator; and if they cannot agree, the procedures set forth in this Section 6.18 with respect to completing the panel of arbitrators shall apply.

a. If any of the Parties shall fail to make a choice within the time herein provided, then the Party not in default in selecting an arbitrator, may upon five days' notice to the other Party request the presiding judge of the District Court of the United States for the district in which the Overall Development is located acting in his private and non-judicial capacity to choose an arbitrator or arbitrators to fill the vacancy or vacancies. Such judge may thereupon appoint an arbitrator or arbitrators, as the case may be, to complete the panel of three arbitrators. If such judge shall fail or refuse to make such appointment, the arbitrator or arbitrators needed to complete the panel shall be named or appointed in accordance with the prevailing laws applicable to this Agreement.

b. Either the one arbitrator, or the three arbitrators, as the case may be, upon being duly appointed shall investigate the facts and hold hearings at which the Parties hereto may present their evidence and arguments. A decision by the one, or a majority vote of the three arbitrators shall be rendered within sixty (60) days after the date upon which the last arbitrator is appointed. Such decision shall be final and binding on the Parties. If the arbitrator(s) shall fail to render a decision within said period of sixty (60) days, then either Party shall have the right to institute such action or proceeding in such court as such Party shall deem appropriate in the circumstances. Judgment upon the award rendered in such arbitration may be entered by any court having jurisdiction thereof. In determining any question, matter or dispute before them, the

arbitrators shall apply the provisions of this Agreement, without varying therefrom in any respect and shall be without power to add to, modify or change any of said provisions.

c. No Party shall be considered in default hereunder during the pending of arbitration proceedings relating to such default.

d. The arbitrator(s) shall determine in what proportion the Parties hereto shall bear the cost of such arbitration, except that each Party thereto shall pay the fees and expenses of the arbitrator appointed by or on behalf of such Party and one-half of the fees and expenses of the third arbitrator, if any.

7.19 **Waiver of Jury Trial**. Each Party hereby waives trial by jury, to the extent permitted by law, in any action, proceeding or counterclaim brought by a Party against any other Party hereto or any matter whatsoever arising out of or in any way connected with this Agreement, the relationship of the Parties, the use or occupancy of the Parties' respective parcels or any person claiming through or under a Party, any claim of injury or damage, and any emergency or other statutory remedy; provided, however, the foregoing waiver shall not apply to any action for personal injury or property damage.

**IN WITNESS WHEREOF**, the Parties have caused this Agreement to be executed and delivered in multiple counterparts, each counterpart being deemed an original, to be effective on the date signed by the last Party to sign hereunder.

**[Signature Pages Follow]**







**EXHIBIT A-1**  
**To Declaration of Operating and Reciprocal Easement Agreement**  
(Legal Description of Lot 1)

**EXHIBIT A-2**  
**To Declaration of Operating and Reciprocal Easement Agreement**  
(Legal Description of Lot 2)

**EXHIBIT A-3**  
**To Declaration of Operating and Reciprocal Easement Agreement**  
(Legal Description of Lot 3)

**EXHIBIT B**

**To Declaration of Operating and Reciprocal Easement Agreement**

(Site Plan depicting: (i) Lots, (v) Common Areas [including Interior Drives and Interior Parking Areas], and (vi) Project Sign Easement Areas)

[Site Plan Attached]

**EXHIBIT C**  
**To Declaration of Operating and Reciprocal Easement Agreement**  
**(Sign Exhibit)**

**EXHIBIT D**  
**To Declaration of Operating and Reciprocal Easement Agreement**  
**(Guzman Use Restrictions)**

- (a) Exclusive Use. Guzman shall have the exclusive right to sell Mexican and Latin cuisine (the “Exclusive Use”).
- (b) Other Prohibited Uses. theatre, bowling alley, billiard parlor, funeral parlor, night club, or other place of recreation or amusement (such as laser tag or paint ball facilities; miniature or putt-putt golf facilities; go-cart tracks; rock climbing facilities; party, dance, cheer, tumbling, or gymnastics facilities; flea market, industrial manufacturing facility, skating rink, bar, exercise facility; massage parlor (but therapeutic massage is permitted), modeling studio, adult bookstore or other establishment primarily engaged in the business of selling, exhibiting or distributing pornographic or obscene materials or live models or dancers, an amusement arcade or facility providing coin-operated amusement devices, rides, pinball machines, mechanical or electronic games, and/or similar types of equipment or devices, car repair facility, central laundry or dry cleaning plant (other than a dry cleaning drop-off facility which does not use dry cleaning fluids or similar chemicals or substances on site in connection with the dry cleaning of clothes) or any business which creates unreasonably or unusually strong or offensive odors, fumes, emissions or sounds (the “Prohibited Uses”)



**Attachment 19**  
Market Study Memos (3 pages)

1. **"Market Study Memo"** as prepared by GW Properties, 2 pages, dated January 29, 2021.
2. **"Encore Car Wash Market Study Letter"** as prepared by encore Car Wash, 1 page, dated 02-24-2021.



January 29, 2021

To: Ms. Ann Choi  
Village of Willowbrook  
835 Midway Dr, Willowbrook, IL

From: GW Properties  
2211 N Elston, Suite 304, Chicago, IL

RE: 735 Plainfield Rd, Willowbrook – Market Study

To Whom it May Concern:

The redevelopment of the vacant bowling alley located at 735 W Plainfield Rd, Willowbrook, IL will provide services that are either relocating from another location within the Village or are the first of its kind in Willowbrook.

**Chase Bank (From Chase)** – Chase Bank is relocating from an older, less accessible building across the street. The reason they are relocating is primarily about the building and site itself. They have had ongoing facility issues at their current location and the landlord, while friendly, has been slow to respond. Their old branch was also too small and on two levels without an elevator which makes the lower-level problematic for ADA access. The site also has access issues. The eastbound left turn into the site is not an easy maneuver and can sometimes be dangerous. This is a much better site access wise. We also get to upgrade the format of the branch itself to the latest standard with less emphasis on transactions and more on consultation – hence all the private offices. They also get to own vs lease, which is more preferred by the tenant.

**Gomez Y Guzman (From Owner)** – Gomez Y Guzman opened its first US store last year. Based out of Australia, they currently operate 160 stores in Australia, Singapore, Japan, and now the United States. The closest location they have to this development is in Naperville, IL. While there are several quick serve restaurants in Willowbrook, Guzman Y Gomez will be the first Mexican restaurant with a full drive thru.

The uniqueness of the concept starts with the food. They pour their hearts and souls into creating beautiful, balanced, crave-able food, and a lot of that comes down to the ingredients they use and how they are prepared. The food is simple, they start with the freshest, quality ingredients to make sure you are tasting the best burrito or taco outside of Mexico. Not only is the food 100% clean, but it is also healthy with no added preservatives, no artificial flavors or unacceptable additives. Not only is the food

clean but has the highest quality proteins such as Cage free fresh chicken, grilled flank steak, pork and beef prepared and shredded daily. Additional to fresh meats they offer a variety of vegan and vegetarian options which adds to the overall appeal.

The building offers, fast casual/quick serve atmosphere that competes with any types of these restaurants. Add the double lane drive thru, with a proven process that moves cars through in 3 minutes, makes it competitive to any fast-food establishment.

**Encore Carwash (From Owner)** – While there are several carwashes as part of fuel stations in Willowbrook, Encore Carwash will be the first self-service high-end wash in the Village. Encore’s proposed development will bring a unique auto laundry experience to residents and local visitors that currently does not exist within the community. Encore will provide a very high-quality wash, in a noticeably short amount of time, very safely. By using a long tunnel wash system with state-of-the-art equipment and providing heated drying, Encore can deliver an exceptionally clean vehicle without the need for hand drying. The large queuing area and multiple pay stations provides convenient access to the wash and lowers wait times. Once a customer has gone through the wash, they have the option of using one of any of the free vacuum stalls to clean the interior of their vehicle or exiting the site. Having a large number of vacuum stalls ensures customers who would like to use the vacuum will be able to do so. There will be four different washes to choose from with a price point of \$5.00, \$8.00, \$12.00 & \$16.00 per wash

Encore’s goal is to provide a great product and experience to their customers in the most safe and convenient way possible. Being a good neighbor and positive partner in the community is also of the utmost importance. A Strong attention to detail has been placed on their architecture, branding, and customer service to ensure the development compliments the neighbors and the Village while serving the customer’s needs.

Currently, Encore has two facilities under development in Plainfield, IL and Hammond, IN. This will be their third location.

We look forward to working with the Village on this exciting development, while bringing some new concepts into the community.

Regards,



GW Properties



02-24-2021

**RE: Encore Car Wash Willowbrook**

Encore's proposed development in Willowbrook will bring a unique auto laundry experience to residents and local visitors that currently does not exist within the community. Encore will provide a very high-quality wash, in a very short amount of time, very safely. By using a long tunnel wash system with state-of-the-art equipment and providing heated drying to all vehicles, Encore will deliver a very clean and dry vehicle without the need for hand drying.

The large cueing area and three pay stations will provide convenient access to the wash and lowers wait times. Taking into account only the cueing area located south of the building will accommodate over 30 cars. Additional vehicles can be accommodated along the eastern drive without having any impact on the Guzman Y Gomez drive through. A turning lane into the vacuum area has also been provided from the east entry drive in the event customers would like to vacuum their vehicles prior to going through the wash.

Once a customer has gone through the wash, they have the option of using any one of the 37 free vacuum stalls to clean the interior of their vehicle or exiting the site without utilizing the vacuums. Having a large number of vacuum stalls ensures customers who would like to use the vacuums will be able to without wait times. Having more than 20 vacuums is atypical in the industry and there is currently no auto laundry in Willowbrook or surrounding communities (including Hinsdale, Burr Ridge, and Indian head Park) that accommodate this quantity of convenient self-service vacuums to customers.

Encore's goal is to provide a great product and experience to our patrons in the most safe and expedient way possible. This proposed development is a state-of-the-art, self-service, facility. The three pay stations will accommodate a touch screen payment kiosk as well as license plate recognition for customers that enroll in a membership for a completely contactless payment. All wash customers will have access to utilize the free vacuums at their choosing. Encore team members will be on hand to ensure proper automobile loading into the wash, servicing of the trash bins, maintaining a clean site and addressing any customer needs. Being a good neighbor and contributing positively to the community serves as one of the guiding principles of Encore's ethos. Strong attention to detail has been placed on the architecture, branding, and customer service to ensure this development compliments the neighboring businesses as well as the village while servicing our customer's needs.

We look forward to the opportunity to be part of a great community.



**Attachment 20**  
Tax Impact Study Memos (2 pages)



January 29, 2021

To: Ms. Ann Choi  
Village of Willowbrook  
835 Midway Dr, Willowbrook, IL

From: GW Properties  
2211 N Elston, Suite 304, Chicago, IL

RE: 735 Plainfield Rd, Willowbrook – Tax Impact Study

To Whom it May Concern:

The redevelopment of the vacant bowling alley located at 735 W Plainfield Rd, Willowbrook, IL will produce increased sales tax and employment for the Village of Willowbrook. The proposed Guzman Y Gomez restaurant estimates its revenue to be \$3,000,000.00. Since this property is located within the Route 83 / Plainfield Road Business district, a tax totaling 10% will be levied against it. The approximate revenue that will be generated by the restaurant would produce \$300,000.00 in total taxes annually, of which the projected amount that would go to the Village would be \$120,000.00 (See below breakdown):

- 7% State Sale Tax (1% to Village, 0.75% to Regional Transportation Authority, and the rest to state)
- 1% Home Rule Tax
- 1% Business District Tax
- 1% Places of Eating Tax (for restaurants with indoor seating)

Additionally, between Guzman & Gomez and Encore Carwash, these businesses will bring in roughly 50 new jobs into the community.

The stabilized value of this property, after completing the project is projected to be \$5,100,000.00, which would result in approximately \$86,000.00 in property taxes for the school districts and other taxing bodies (see below breakdown):

- Chase Bank: Market Value - \$2,040,000.00  
Estimated Property Taxes - \$35,000.00
- Restaurant: Market Value - \$960,000.00  
Estimated Property Taxes - \$16,500.00
- Encore: Market Value - \$2,100,000.00

Estimated Property Taxes - \$34,500.00

As the property stands today, the value is \$870,220.00 with property taxes being \$42,162.16.

This project would be a major generator of new sales tax revenue to the Village as well as generate property taxes for the school districts and other taxing bodies. The development of this property will create hundreds of new jobs between construction, and employees of the businesses. It is expected that some of the jobs would be filled by local residents and will utilize nearby business for various needs of the project throughout time. In total, the project would encompass approximately \$8 million of new investment into Willowbrook.

Thank you for this opportunity.

Regards,

A handwritten signature in blue ink, appearing to be "GW Properties", written over a light blue circular stamp or watermark.

GW Properties



**Attachment 21**  
Standards for Special Use (1 page)

### Standards for Special Use Permit

Requested Special Use Permit for the Planned Unit Development at 735 Plainfield Road for the financial institution with a drive-thru component, automobile washing and cleaning facility, and drive-thru-fast food establishment.

9-14-5.2: Standards:

- 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 development will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare of the public.***
- 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 the other properties 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. ***The special use will not impede on 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. ***Adequate utilities, access roads, and drainage 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. ***Adequate measures have been taking to provide ingress and egress so designed to minimized 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. ***The special use will conform to the applicable regulations of the district as deemed appropriate by the Plan Commission and Village Board.***
- G. Conditions in the area have substantially changed, and at least one year has elapsed since any denial by the Village Board of any prior application for a special use permit that would have authorized substantially the same use of all or part of the site. ***There has not been an application for this property within the last year.***



**Attachment 22**  
Standards for Planned Unit Developments (2 pages)

## Standards for Planned Unit Development

### 9-13-6: Standards for Planned Unit Development

- A. Comprehensive Plan: A planned unit development must conform with the intent and spirit of the planning goals and objectives of the Village Comprehensive Plan. ***No variance required – the proposed PUD will meet the goals and intents of the Village Comprehensive Plan, as the uses proposed to be appropriate for the area and beneficial the community overall.***
- B. Size And Ownership: The site of the planned unit development must be under single ownership and/or unified control and be not less than two (2) acres in area. ***Variance is requested, due to the nature of the planned unit development, the individual lots should be available for separate ownership due to separate uses. No variance is required regarding minimum size as the lot area of the total PUD exceeds two (2) acres in area.***
- C. Compatibility: The uses permitted in the planned unit development must be of a type and so located as to exercise no undue detrimental influence upon surrounding properties. ***No variance required – the proposed PUD will align with current adjacent zoning and will not have detrimental influence upon the surrounding praperties.***
- D. Stormwater Management: Adequate facilities, both on site and off site, shall be provided to ensure that all drainage related issues are addressed. ***No variance required – the engineering plans and drainage reports will identify that the all starmwater management proposed on-site will conform to current municipal stormwater ordinances.***
- E. Space Between Buildings: The minimum horizontal distance between buildings shall be: 1. Thirty feet (30') between one-story, two-story and two and one-half story building or combinations therof. 2. Equal to the height of the taller buildings in the case of freestanding, unattached buildings other than one-, two-, or two and one-half story buildings. ***The space between buildings is met with the proposed project.***
- F. Yards: The required yards or setbacks along the periphery of the planned unit development shall be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district. Notwithstanding the foregoing, buildings of more than twenty four feet (24') in height shall provide a setback from any property line not less than a distance equal to the height of such buildings. ***Variance is requested, due to the nature of the planned unit development, the a waiver is required for the required yard setbacks along the periphery of the planned unit development.***
- G. Parking Requirements: Adequate parking shall be provided as set forth in other sections of this title. ***Adequate parking has been provided.***
- H. Traffic: That adequate provision be made to provide ingress and egress so designed as to minimize traffic congestion in the public streets. ***No variance required – ingress and egress are designed to minimize traffic congestion in the public streets to the extents possible.***

- I. Preservation Standards: Due regard shall be demonstrated for any existing site conditions worthy of consideration including: desirable trees of a minimum six inch (6") caliper or greater, natural bodies of water, designated wetlands and/or flood hazard areas, etc. All desirable vegetation shall be identified by location, caliper size, type, condition and a method by which preservation efforts will be conducted. ***A tree preservation plan and landscape plans are provided as part of our submittal package.***
  
- J. Design Standards: The provisions of the Willowbrook subdivision ordinance shall be adhered to, unless a variance is granted by the Village Board. ***Variances are requested from the subdivision ordinance 10-4-3(A)2, 10-4-3(A)3, 10-4-3(B), and 10-7-4(C). Due to the nature of the proposed planned unit development, the specific sections of the subdivision code cannot be met.***
  
- K. Uses For PUDs Greater Than Five Acres: Any permitted or special use available under any of the various zoning districts classifications, whether singly or in combination, and any other use permitted by law, may be allowed as either a permitted or special use within a planned unit development consisting of more than five (5) acres, but only to the extent specifically approved by the Village Board, after a finding that such use is consistent with the objectives of this chapter. ***Variance requested as existing site area is below five (5) acres, however, plan meets intent of a planned unit development given combination of uses proposed.***
  
- L. Other Standards: The planned unit development may depart from strict conformance with the required density, dimension, area, height, bulk, and other regulations for the underlying zoning district and other provisions of this title to the extent specified in the preliminary plat and documents authorizing the planned unit development so long as the planned unit development will not be detrimental to or endanger the public health, safety and general welfare. Notwithstanding the foregoing, every planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section. (Ord. 06-O-12, 5-8-2006). ***Variance requested to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I), & (K).***



**Attachment 23**  
Findings of Fact for Planned Unit Developments (1 page)

## Findings of Fact

### 9-13-7: Findings of Fact for Planned Unit Developments

- A. In what respects the proposed plan is consistent with the stated purpose of the planned unit development regulations. ***The proposed plan is consistent with the stated purposes identified specifically including providing diversification in uses (9-13-1 (A) 2) and rational and economic development (9-13-1 (A) 6).***
  
- B. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations. (Ord. 97-O-05, 1-27-1997). ***The proposed plan meets the requirements and standards of the planned unit development regulations aside from the items presented within the standards for special use & variations document.***
  
- C. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to, the density, dimension, area, bulk and use, and the reasons why such departures are deemed to be in the public interest. ***The proposed plan departs from the zoning and subdivision regulations as noted in the standards for special use & variations document.***
  
- D. The method by which the proposed plan makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and furthers the amenities of light and air, recreation and visual enjoyment. ***The proposed plan will not impair an adequate supply of light and air to the adjacent property, substantially increase congestion in the public streets, substantially increase the danger of fire, or endanger the public safety.***
  
- E. The relationship and compatibility of the proposed plan to the adjacent properties and neighborhood. (Ord. 75-O-3, 3-10-1975). ***The proposed plan fronting a major route provides similar use as in the current condition and is not a departure from current uses of the adjacent properties along the route.***
  
- F. The desirability of the proposed plan with respect to the physical development, tax base and economic well being of the Village. ***The proposed plan will provide physical and economic benefits to the community in comparison to the existing use.***
  
- G. The conformity with the intent and spirit of the current planning objectives of the Village. (Ord. 97-O-05, 1-27-1997). ***The proposed PUD will meet the goals and intents of the Village Comprehensive Plan, as the uses proposed to be appropriate for the area and beneficial the community overall.***



**Attachment 24**  
Village of Willowbrook Review Letters (38 pages)



EST. 1960

# Willowbrook

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**Director of Finance**

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January 15, 2021

Atten: Alex Katz  
GW Properties  
2211 N. Elston Avenue, Suite 304  
Chicago, IL 60614

Re: **GW Properties – Willowbrook Planning Review #1**

Mr. Katz,

Planning staff has reviewed the submitted application, submitted on December 16, 2020, for the GW Properties – Willowbrook planned unit development including an automobile cleaning and washing facility, a fast food establishment with drive-through, and a financial institution with drive-through, on the lot currently occupied by the vacant Willowbrook Bowling Alley located at 735 Plainfield Road in Willowbrook, IL 60527. The following plans have been reviewed per the requirements of the Village of Willowbrook Zoning Ordinance:

1. "Legal Description" – 1 page, undated and provided by GW Properties.
2. "ALTA-NSPS Land Title Survey" as prepared by Compass Surveying Group Ltd., Project No. 20-0006-01, Sheet 1 of 1, and dated 2/28/20.
3. "Site Plan" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. C1.0, and bearing an original issue date of 12/15/2020.
4. "Architectural Plan" for Fast Food Establishment – 1 page, untitled, undated and provided by GW Properties.
5. "Architectural Elevations" for Fast Food Establishment as prepared by Interplan LLC, 2 pages, and bearing an original issue date of 12.14.2020.
6. "Architectural Elevations with Sign Spec" for Fast Food Establishment – 1 page, untitled, undated, and provided by GW Properties on January 11, 2020.
7. "Site Plan Monument Sign" for Fast Food Establishment – 1 page, Sheet ST1.1, bearing the latest revision date of 09.28.20, and provided by GW Properties on January 11, 2020.
8. "Architectural Elevations" for Chase Bank as prepared by The Architects Partnership, TAP Project No. 19108, 2 pages, and bearing an original issue date of 1.13.2020.
9. "Sign Package" for Chase Bank as prepared by Signtech, Drawing No. 18-01613, Project No. CHASE\_730\_1, 41 pages, bearing an original issue date of 09/14/18, and bearing the latest revision date of 09.30.2020.
10. "Architectural Elevations" for Car Wash as prepared by Mark Shively Architecture, Sheet No. A4.0, and bearing a revision date of 12.01.2020.
11. "Car Wash Rendering" – 1 page, untitled, undated, and provided by GW Properties.
12. "PUD Plans" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 9 Sheets, and bearing an original issue date of 12/15/2020.
13. "Engineers opinion of Probable Construction Cost" as prepared by Kimley-Horn and Associates, Inc., dated December 16, 2020 (will be reviewed with the Final PUD Plat).
14. "Traffic Impact Study" as prepared by KLOA and dated December 7, 2020.
15. "Traffic Control Plan" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 9 Sheets, Sheet No. 1 of 1, and bearing an original issue date of 12/15/2020.



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16. "Traffic Regulation Agreement" – 9 pages.
17. "Landscape Plan" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 2 Sheets, Sheet Nos. L2.0 and L3.0, and bearing an original issue date of 12/15/2020.
18. "Tree Preservation Plan" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. L1.0, and bearing an original issue date of 12/15/2020.
19. "Photometric Plan" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. E1.0, and bearing an original issue date of 12/15/2020.
20. "Final Plat of Subdivision" as prepared by Compass Surveying Group Ltd., Project No. 20.006, Sheet 1 of 1, and bearing the latest revision date of 12/16/20.
21. "Construction Schedule" – 1 page (will be reviewed with the Final PUD Plat).
22. "Draft Declaration of Covenants" – 20 pages (still undergoing review by Village Attorney).
23. "Standards for Special Use & Variations" – 20 pages.
24. "Kane-DuPage Soil and Water Conservation District (SWCD) Land Use Opinion" – 1 page, dated December 18, 2020.
25. "Illinois Department of Natural Resources, Natural Resource Review" – 1 page, dated March 4, 2020.

Staff offers the following comments:

### General

1. Section 9-2-2 defines the following:

**FAST FOOD ESTABLISHMENT:** A retail establishment serving food to individuals, and/or groups and having a food preparation area of more than one-third (1/3) the area of the serving and seating area and/or utilizing disposable serving dishes or containers that permit the patrons to remove the food from the establishment for consumption either on the premises or elsewhere. Such practice tends to encourage high vehicular traffic volumes and/or generate large amounts of refuse.

**RESTAURANT:** A retail establishment that is kept, used, maintained, advertised, and held out to the public as a place where meals are cooked and prepared in an adequate and sanitary kitchen located on the licensed premises using stoves, ovens, fryers, and related equipment located on the licensed premises and which are protected by a fire protection system that conforms with the Village Code. The sale of packaged food such as potato chips, pretzels, popcorn, peanuts, or other similar snacks or frozen packaged food shall not be considered food prepared and served on premises, as required herein.

Therefore, planning staff considers the proposed restaurant "Guzman y Gomez" as a fast food establishment.

2. Under Section 9-6B-2, "Drive-in facilities, for permitted uses" is listed as a special use, and the development includes two drive-throughs. Each drive-through will be considered a special use. Each drive-through will have a minimum lot area of one acres (1 AC).



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3. Revise the Standards for Variations according to the list of waivers provided.
4. Provide responses for the Findings of Fact listed under Section 9-13-7.

### Site Layout Plan

1. Include the Lot Areas, Lot Width, Lot Depth, Lot Coverage, Maximum Height and FAR of each lot on the Site Plan according to the definitions provided in Section 9-2-2. Provide a table summarizing this information.
2. Provide the dimension from the northwest corner of the proposed restaurant to the north lot line along Plainfield Road to demonstrate compliance with Section 9-3-7(A)4.
3. Provide the dimension of the interior side yard setback from the proposed car wash to the east lot line.
4. The sidewalk along Plainfield Road shows discontinuity near the relocated driveway on Plainfield Road. Staff recommends that the sidewalk be revised to appear continuous without any breaks.
5. Label the width of all parking islands.
6. The Site Plan is missing the accessible parking symbol on Lot 3 (second parking space). Please revise the Site Plan to include this symbol.
7. Include the dimension from the center of the driveway on Plainfield Road to the nearest lot line at the adjoining street line in compliance with Section 9-10-5(L)2(d).
8. Include the dimension from the center of the driveway on Plainfield Road to the center of the driveway on the adjacent property to the east in compliance with Section 9-10-5(L)2(e).
9. If any outdoor seating is being contemplated for the fast food establishment, Staff recommends that the area for outdoor seating be incorporated in the Site Plan at this time to avoid an amendment to the PUD in the future and to avoid the requirement of an annual temporary use permit for outdoor seating (minimum annual fee for this permit ranges between \$300 to \$400).
10. Illustrate all canopies with a dashed line and call-outs and provide dimensions of the outer limits of the canopies to the lot lines. **Waivers from this code section may be required for Lots 1 and 3.**

### Traffic Regulation Agreement

11. A copy of the Certificate of Insurance will be required as an attachment to the Traffic Regulation Agreement.

### Traffic Impact Study and Traffic Control Plan

Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the following material provided for the above captioned project pertaining to traffic, parking and on-site circulation:

- A. Traffic Impact Study, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), dated December 7, 2020.
- B. Site Plan, Sheet Number C1.0, prepared by Kimley Horn dated December 15, 2020.
- C. Traffic Control Plan, prepared by Kimley Horn dated December 15, 2020.

Conclusions of this effort and recommendations for consideration are presented below:



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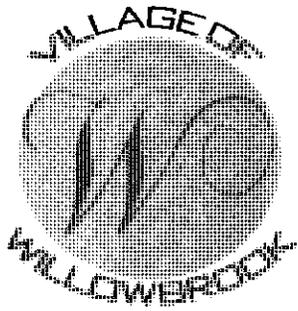
**Director of Finance**

Carrie Dittman

12. The Traffic Impact Study (TIS) prepared by KLOA follows guidelines established by the Institute of Transportation Engineers (ITE). We concur with the KLOA description of existing conditions.
13. Plainfield Road (County #31) is under the jurisdiction of the DuPage County Division of Transportation (DuDOT). Please provide copies of all correspondence with DuDOT and/or approval of the TIS upon receipt.
14. The study appropriately includes weekday morning (6-9 AM), weekday evening (3-6 PM) and Saturday midday (11 AM – 2PM) peak hour traffic counts at key intersections within the study area. The traffic counts were performed in March 2020, prior to the Covid-19 pandemic shutdown, when area schools and businesses were open.
15. A crash summary was provided for the study area intersections for the most recent 5-years based on IDOT Division of Transportation and Safety data, which is consistent with industry standards.
16. The TIS projects traffic volumes to a 5-year design horizon using Chicago Metropolitan Agency for Planning (CMAP) 2050 projections. This is consistent with DuDOT guidelines for the preparation of traffic impact studies.
17. Trip generation estimates for the proposed mix of site uses were appropriately calculated based on published rates contained in the current edition, 10th Edition, of the ITE Trip Generation Handbook. Note: ITE does not have trip rates for an automatic car wash in the weekday morning peak hour. Please provide backup documentation on how the trips were generated during this timeframe; consideration should be given to estimate these trips based on interpolation with ITE data from a similar available land use (i.e., self-service car wash). Also, the trip generation estimates during the Saturday midday peak period appear very low. Trip generation estimates for this use were developed based on the independent variable, tunnel, which has a very limited sample size. Testing the trip generation estimates based on other available independent variables (i.e., square footage), the car wash component would generate over four times the estimate provided.
18. The directional distribution of new development site traffic appears appropriate based on current travel patterns, the operational characteristics of the street system and site access.
19. GHA concurs with the TIS pass-by assumptions of 50% and 30% for the fast-food restaurant and bank uses, respectively, representing site-generated vehicle trips that are already present in the adjacent passing stream of traffic, which is consistent with data presented in the ITE Trip Generation Handbook, 3rd Edition, 2017, for similar land uses. The TIS did not discount for internal capture trips (i.e., a customer of the bank that would then dine at the restaurant or use the car wash), which provides a conservative analysis scenario.
20. The capacity analyses summaries provided in the study indicate that the study area intersections currently operate at overall acceptable levels of service and will continue to do so with the proposed development traffic. The increase in site traffic will have minimal impact on adjacent roadway operations. GHA concurs with these findings.
21. Access to the site is currently provided via two driveways: a full access driveway on Plainfield Road and a full access on the internal driveway serving the Willowbrook Town Center Shopping Center. With the proposed development, access to the site will be maintained via the Willowbrook Town Center driveway and the Plainfield Road access will be restricted to right-in/right-out only. A cross-connection easement will be provided to the property to the east, should the property redevelop in the future with a compatible site use. This will minimize impacts and conflicts on the adjacent roadway network.



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22. GHA concurs with the study recommendation to provide a southbound left-turn lane on the Willowbrook Town Center driveway at the site access, as well and do not block driveway signing in the northbound direction along with supplemental pavement markings.
23. The study adequately describes the stacking availability for each of the proposed site users; however, it should indicate the maximum and typical peak queueing expected at each of the uses based on historical data (transactions, traffic counts and/or observations) collected from existing uses (minimum of 3 locations, if feasible), as well as calculated per Village Code, as applicable. A queueing exhibit should be provided that illustrates the stacking capability of the uses, as well (cars spaced at 20-foot intervals).
24. GHA concurs with the traffic summary provided in the TIS and on the Site Plan.
25. Deliveries and trash removal, to the extent feasible, should occur outside the site's operating peak.
26. GHA concurs that appropriate wayfinding signing, along with supplemental pavement markings should be provided to direct traffic to the mix of uses on site.
27. Consideration should be given to providing designated spaces for the restaurant drive-thru pick-up (after the pick-up window and/or near the drive-thru exit); this is helpful to minimize potential impact to on-site circulation during peak hours of operation with large/special orders in the drive-thru. The space(s) could also be designated for online/mobile order pick-ups, as applicable.
28. Employees should be encouraged to park in the spaces furthest from each respective user entrance, to provide convenient parking for customers.
29. Truck turn exhibits should be provided that show the full turning maneuvers for delivery/trash/emergency vehicles accessing the site to verify adequate circulation is provided with the proposed site and recommended access modifications.

**Bulk Regulations & Landscaping**

30. Revise the Plant Schedule on Sheet 2.0 of the Landscape Plan from "Trees" to "Shade Trees". If any are conifer trees, please pull those out in their own separate category and label accordingly.
31. Indicate compliance with Sections 9-6-1(D)1 and 9-6-1(D)2. Include a calculation in compliance with "Section 9-6-1(D)1 in the Landscape Plan to reflect that 1,549 points is required within the front yard along Plainfield Road. Provide a table.
32. The sidewalk along Plainfield Road shows discontinuity near the relocated driveway on Plainfield Road. Staff recommends that the sidewalk be revised to appear continuous without any breaks.

**Architectural Elevations**

33. Section 9-6-1(E)1 provides requirements for permitted building façade materials.
34. Section 9-6-1(E)2 provides requirements for prohibited building façade materials.
35. The architectural elevations for Chase Bank indicate that ACM (aluminum composite panels) and cement panels will be used in the building facades. Please specify the categories in which two materials belong. **A waiver from this code section may be required.**
36. The architectural elevations for the restaurant indicate that black corrugated metal will be used along the south, west and elevations and are not in compliance with Section 9-6-1(E)2. **A waiver from this code section may be required.**



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## Loading & Parking

37. Section 9-10-5(G) In-Yards, requires that off-street parking spaces, access drives or aisles (including any and all impervious surfaces), open to the sky, may be located in required interior side yards and rear yards, to within ten feet (10') of the nearest lot line. Include dimensions for all paving area setbacks along the west, east and south lot lines on the Site Plan. For Lot 1, the front yard shall be considered the yard facing Plainfield Road, the interior side yards shall be considered along the east and west lot lines and the rear yard shall be considered along the south lot line. **A waiver from this code section will be required.**
38. Section 9-10-5(G) In-Yards, also requires that all parking areas located within a required yard adjacent to Plainfield Road shall be set back a minimum of twenty five feet (25') from the property line. A landscaped earth berm of a minimum three foot (3') height shall be required and appropriately landscaped with densely planted evergreen trees or shrubs to an effective minimum height of four feet (4') upon installation. Staff recommends that the Landscape Plan be revised to accommodate the required landscape berm and that the Site Plan be revised to include the parking area setback along Plainfield Road on Lot 2. **A waiver from this code section will be required.**
39. Section 9-10-5(G) of the Village code requires that a landscaped earth berm of a minimum three-foot (3') height shall be required and appropriately landscaped with densely planted evergreen trees or shrubs to an effective minimum height of four feet (4') upon installation. **Staff requests that the PUD Plans and Landscape Plan (Sheet L2.0) be revised to reflect this requirement.**
40. In addition, Section 9-10-5(G) requires that in all non-residential districts, parking shall be permitted in required front, side and/or rear yards, provided that the following screening and landscaping standards are met:
  3. Interior Parking Lot Landscaping: Section 9-10-5(G)3 requires that landscaped areas shall occupy not less than ten percent (10%) of the remaining site area excluding areas occupied by buildings or other structures, the required front yard and all street rights-of-way. **Provide a calculation/table that demonstrate compliance with this code section.** Section 9-10-5(G)3 further requires that each island shall be effectively landscaped with appropriately sized plantings at a minimum ratio of one shade tree and nine (9) dwarf variety shrubs per island and/or fifty (50) linear feet of parking area. Shade tree distribution shall provide a minimum of one tree in the area occupied by each twenty (20) parking spaces. **Missing shade tree and dwarf shrubs combinations in islands of Lot 1 (2 islands near car wash exit), Lot 2 (3 islands at SE corner of bank, near trash enclosure and NW corner of restaurant), and Lot 3 (2 islands at SW corner of bank and just north of Town Center driveway. Add landscape plantings and/or shade trees to the parking islands located to the northeast of the proposed building.**
41. All open off-street parking areas and driveways in all nonresidential districts shall be improved with all-weather, hard surface pavement installed in accordance with Section 9-10-5(l)b.
42. Section 9-10-5(K) provide parking ratios for the automobile laundry, fast-food restaurant, and bank. The fast-food restaurant has a gross floor area of 3,025 square feet and the parking requirement is therefore 30 parking spaces (based on 1/100 SF ratio). The bank has a gross floor area of 300 square feet and the parking requirement is therefore 22



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- parking spaces (based on 1/300 SF ratio). Revise the parking table on the Site Plan to reflect the correct requirements.
43. The Parking Table should be revised to reflect the correct sum of all parking spaces required (it currently states 47). In the same table, include the greatest possible number of automobiles undergoing some phase of laundering at the same time and include the maximum stacking required under Section 9-10-5(K) under "Automobile laundries". **A waiver from this code section will be required.**
  44. Section 9-10-5(L)1 expressly prohibits parallel parking in all business districts. Please revise Site Plan for employee parking on Lot 1 accordingly.
  45. Section 9-10-5(L)2(a)2(c) provides minimum width for divided two-way driveways (with a median). Include these dimensions on the site plan.
  46. Section 9-10-5(L)2(b)2(a) provides for Radius Connecting Street Pavement Edge and Driveway Edge for Non-Residential Uses, Two-Way Driveways. Include the dimensioned radii on the Site Plan for the two driveways.
  47. Section 9-10-5(L)2(d) requires not less than seventy feet (70') for Driveway Location On Lots For All Uses Other Than Single-Family Residential (measured from the center of the Driveway to the Nearest Lot Line at the Adjoining Street Line. Include this dimension on the Site Plan. **A waiver from this code section will be required.**
  48. Section 9-10-5(L)2(e) requires not less than four hundred feet (400') for Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts. Include this dimension on the Site Plan. **Staff requests to include these on the revised Site Plan for verification. A waiver from this code section will be required.**
  49. Section 9-10-5(L)2(g) provides for access driveways requirements from arterial streets for all uses other than single-family residential. **Staff requests to demonstrate compliance with the median separation and reduced driveway storage requirements on the revised Site Plan by extending a median approximately thirty feet (30') if feasible. Include appropriate dimensions. A waiver from this code section will be required.**

## Signage

50. Section 9-11-4(C) and 9-11-4(D) prohibit roof signs and projecting signs. Lot 1 proposes a roof sign across the top of the roof as depicted in north elevation as well as painted signs on the east and west elevations. Lot 2 proposes several painted signs on all four elevations. **A waiver from this code section will be required.**
51. Sign I.30 for Chase Bank is considered an "Illuminated Window Sign" under Section 9-11-5(E)2 requires that businesses with two (2) facades with business site frontage shall be permitted a maximum of two (2) illuminated window signs with no more than one such sign displayed per facade. Illuminated window signs shall be permitted as part of the allowed window signage area noted in subsection (E)1 of this section. Each such illuminated sign must have a sign surface area no greater than four (4) square feet. Permitted illumination includes the use of exposed neon bulbs and/or backlit signs. **Sign I.30 has a SSA of more than 4 square feet. A waiver from this code section will be required.**
52. Section 9-11-11(B)1 requires that no sign shall project into the public way nor shall a sign attached to a building extend more than twelve inches (12") from the face of the building. Staff is unable to determine that the fast food establishment meets this requirement. **Include the dimensions from the wall to the outer limits of each wall sign.**
53. Section 9-11-11(B)2 requires that no building mounted sign shall extend higher than one foot (1') below the top line of the face of the building or exceed a height of twenty feet



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(20'), whichever is lower. The roof sign on Lot 1 extends more than 1' below the top line of the face of the building and exceeds a height of 20 feet. A waiver from this code section will be required.

54. Section 9-11-12(B)1(a) permits 1.25 square feet of sign surface area for each foot of business site frontage up to a maximum of 350 square feet of sign surface area.

"Business Site Frontage" is defined under Section 9-2-2 (B) Shopping centers, outparcels and single-story multi-tenant commercial buildings as "The building width or in the case of a multi-tenant building, the unit width, measured in feet, of a building's front or primary facades or portion thereof, in or from which a particular business is conducted, and which is adjacent to a public or private street, customer parking area or site access, not including service drives or areas meant for deliveries or loading/unloading facilities. If a business's primary facade vertically extends behind another building and at least seven feet (7') of the primary facade is visible from a public or private street, customer parking area or site access, not including service drives or areas meant for deliveries or loading/unloading facilities, then that length of facade may also be counted towards business site frontage." Provide the business site frontage of each outlot to determine the permitted sign surface area for all lots. A waiver from this code section will be required.

55. Sign E1 for Chase Bank is double-faced, therefore each sign face counts towards the total sign surface area (SSA) allowed. Staff calculates the SSA for Sign E1 to be 114.7 square feet. Revise this number and the total sign surface area on the table on page 2 of the Chase Bank sign package. Under Section 9-11-12(B)2(d)6, the total sign surface area allowable will also be reduced by 7.5 square feet for each foot of sign height for any freestanding or ground sign constructed in excess of 8 feet (8') above average surrounding grade. Sign E1 is 8'-6" tall and is therefore 5" in excess of 8'. Provide the total sign surface area based on this reduction.
56. Provide the dimensions for Sign F of the fast food establishment so that Staff may calculate the total SSA. The fast food establishment proposes a total of nine (9) wall signs. Not including the SSA for Sign F, the subtotal is 401.0 square feet of SSA. Staff finds this to be excessive and requests that the applicant reduce the number of wall signs and decrease the proposed SSA to align more with Section 9-11-12(B)1(a) and Section 9-11-12(B)1(B)2. Provide a table that indicates the SSA for each sign and the total SSA proposed. A waiver from this code section may be required.
57. Section 9-11-12(B)1(b)2 permits a maximum of three wall signs on any one facade and have a minimum separation distance upon the building facade equal to or greater than twenty percent (20%) of the linear dimension of the business site frontage and further provided that the total sign surface area of all signs shall not exceed the total sign surface area permitted under subsection (B)1(a) of this section. Include the linear distances between each sign on the fast food establishment to comply with said section.
58. Include a dimension to the top of each wall sign.

## Fences

59. Staff cannot provide any comments on fences as no fence proposals were included as part of the submittal.

## Canopies

60. Staff cannot provide any comments on the proposed canopies (Lots 1 and 3) as the Site Plan is missing the outlines of the proposed canopy and/or the dimensions of the outer



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limits of the canopies to the lot line. Staff is unable to determine if a waiver will be required. Canopies are permitted under Section 9-12-2 and the permitted encroachment is 1/3 of the district yard standard in non-residential areas. **Staff requests to include the outlines of the canopies and the dimensions to the lot lines to determine if any waivers are required.**

### Refuse Disposal Areas and Recycling Containers - Location and Screening

61. Staff cannot provide any comments on the trash enclosures as detailed plans and elevations were not included as part of the submittal. Trash enclosures are permitted in the rear yard per Section 9-12-2 under "Refuse bins". Refer to Section 9-12-11 of the Zoning Ordinance for the location and screening requirements.

### Zoning Certificates and Occupancy Certificates

62. Section 9-14-2(D)2(a) requires that all areas of the development not proposed to be improved with structures, paved areas, walks, retention or detention areas, lighting or other approved landscaping shall be improved with Kentucky blue grass sod or seed. The Landscape Plan indicates only turf seed. **Please specify Kentucky blue grass sod or seed on the Landscape Plan (Sheet L2.0).**
63. Section 9-14-2(D)2(c)2 requires that conifer trees shall be provided and shall not be less than five feet (5') in height. Conifers shall also comprise a minimum of ten percent (10%) of the required landscape plantings. **Revise the Landscape Plan to include the minimum required number of conifer trees.**
64. Section 9-14-2(D)2(c)3 requires that ornamental trees shall be provided and shall not be less than one and one-half inches (1 1/2") in caliper measured one foot (1') from the ground nor less than six feet (6') in height. Ornamental trees shall comprise a minimum of twenty percent (20%) of the required landscape plantings. **Revise the Landscape Plan to include the minimum required number of ornamental trees.**
- Section 9-14-2(D)2(c)4 requires that a landscaped area having a minimum width of seven feet (7') shall be provided around all buildings except for building entrances and the front of retail business facilities to permit appropriate foundation plantings. Border plantings and foundation plantings shall be provided and shall comprise the remainder of the required landscape plantings, of which a minimum of one-half (1/2) shall be deciduous shrubs at a minimum height of three feet (3') and the remaining one-half (1/2) shall be evergreen shrubs at a minimum height of two feet (2'). **Border and foundation plantings are missing from the following areas: Lot 1 – along the north façade, Lot 2 – along the west façade, and Lot 3 – along the north and east facades. Provide dimensions on the widths of all border and foundations. A waiver from this code section will be required.**

### Engineering

As requested by email on December 18, 2020, CBBEL has reviewed the PUD Plans and supporting documents. Based on our discussion, this is intended to be the Preliminary PUD submittal and this review is for compliance with Section 9-13-5.B of the Village Code.

### PUD Plans

The PUD plans were prepared by Kimley Horn and Associates and are dated December 15, 2020. Although no sheet is listed as the Preliminary PUD, we will consider the Site Plan to be



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the Preliminary PUD with the other sheets serving as the supplemental data. This sheet should be titled "Preliminary PUD Plat".

65. Section 9-13-5.B.1.l provides for the buildings height, in feet and stories, to be included on the Preliminary Plat. This may also be shown on the preliminary architectural plans noted in item 4 below.
66. Section 9-13-5.B.4 provides that a statement of ownership be included listing the existing ownership and certification that there are no delinquent taxes on the property.
67. Section 9-13-5.B.7 provides for covenants providing various information be submitted. None have been submitted for our review or comments.
68. Section 9-13-5.B.11 provides for Architectural Plans to be included. At this stage, that would typically include façade drawings for all sides of each building and preliminary floor plans for each building. We presume these are being reviewed by others.
69. Section 9-13-5.B.12 provides for preliminary landscape plans. We will defer review of these drawings to the Village Planner.
70. Section 9-13-5.B.13 provides for preliminary engineering information to be shown. These comments are provided in the next section of this letter.
71. Sections 9-13-5.B.14 – 17 provides for various studies to be provided. We presume these are being reviewed by others.

### **Preliminary Engineering Plans**

Cover Sheet – C0.0

72. Under Utility and Governing Agencies, change the Storm Sewer Service to Village of Willowbrook.
73. Under Utility and Governing Agencies, change the Water Service to Village of Willowbrook.
74. In the Benchmarks section, provide reference to at least one official Du Page County or other certified benchmark, and the datum must be NAVD88.

Site Plan – C1.0

75. The area immediately north of the restaurant is not labeled as turf or other plant material, nor is it shown as concrete. Clarify the intent. Also, if this is to be an outdoor seating area, it should be labeled as such on both this and the Preliminary PUD Plat.
76. The location of the restaurant menu/order board must be added to the plan.
77. There is a gap on the Plainfield Road sidewalk where the existing driveway will be removed and the new driveway installed.
78. Show the Plainfield Road sidewalk being extended to the projected east property line.
79. The directional island at the Plainfield Road entrance extends into the crosswalk. The shape must be amended.
80. Show a striped crosswalk across the Plainfield Road entrance.
81. At the Plainfield Road entrance, the Stop sign and a striped stop bar must be before the crosswalk.
82. Add a note that the sidewalk at the Plainfield Road entrance will have ADA compliant curb ramps.
83. Consideration must be given to providing either Stop signs or Pedestrian Crossing signs at each of the crosswalks internal to the site.
84. A permit from Du Page County Division of Transportation will be required for work within the Plainfield Road right of way.



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**Grading Plan – C2.0**

85. Label the existing contours.

**Utility Plan – C4.0**

86. The existing watermain along the west and south sides of the site is a 16" main, not 8" as shown.

87. The proposal for water service appears to be a 6" water service to each building. We presume this is intended to be private services as it is not a looped system. These services also show hydrants, which we understand is not acceptable on service lines in accordance with the Illinois Plumbing Code (services are considered plumbing under the plumbing code). If hydrants are needed within the site, it will be necessary to loop a public main through the site. If a public main, it must be an 8" main and we suggest it be looped from the west side of the site near the entrance from the shopping center easterly to the east side of the car wash then south to the 16" main. A 20 foot wide utility easement would be required over this main.

88. It is not clear where the service line for the restaurant building connects to a public main, as shown.

89. We presume the intent is for the sanitary sewer serving the bank and restaurant to be a public sewer. This will be owned by Du Page County Public Works and will be reviewed by that agency. We presume they will require a 20 foot wide easement over the main.

90. It will have to be determined if the proposed receiving storm sewer in the shopping center was designed for unrestricted flow from this site. At the time the shopping center was developed, the code would have required that stormwater detention for this site be provided upon redevelopment. The stormwater submittal from the shopping center will be provided under separate cover.

**General Comments**

91. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.

92. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.

93. We will defer review of the Final Plat of Subdivision until review of the Final PUD Plat.

94. The Construction Schedule and Engineer's Opinion of Cost will be reviewed with the Final PUD Plat.

**Preliminary Plat of PUD**

A Preliminary Plat of PUD is required. Refer to Section 9-13-5.B of the Zoning Code, which is the section for Preliminary PUD. Using the Site Plan as the base, title it "Preliminary PUD" and "Preliminary Plat of Subdivision" and include the following:

95. Delete the following from the drawing:

- a. Keep all pavement the same shading (for simplicity) and eliminate the Paving Legend. Use different shading for asphalt and concrete pavement or sidewalk.
- b. Simplify the "Key Notes" as much as possible (don't need every striping item and sign called out, but canopies, vacuums, trash enclosures, signs, etc. are important)

96. Add the following:

- a. Existing and proposed property dimensions, and lot area.
- b. Required and provided building setbacks on each lot.
- c. Some basic building dimensions and building height.



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- d. Parking setbacks from property lines to demonstrate zoning compliance or need for variation.
- e. Outdoor seating area, if applicable, at restaurant (may require special approval, or at least go toward parking count).
- f. Show all information required under Section 9-13-5.B of the Zoning Code.

**Tri-State Fire Protection District**

- 97. Curb radius around the entire site to have a 25' right hand turn radius.
- 98. Drive width of 20' clear aisles. This includes the drive adjacent to the car wash. The curb radius and drive space is less than 20' and our fire apparatus will have a difficult time accessing the building.
- 99. Clear height around drive of 13'6".
- 100. An Auto-Turn exhibit shall be conducted prior to any approval of a site plan.

**Illinois Department of Natural Resources Review**

101. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Planning staff has no further comment.

**Relief/waivers Requested**

**Zoning Ordinance**

Approval of a Special Use Permit for a planned unit development consisting of a financial institution with drive through, fast food establishment with drive through, an automobile washing and cleaning facility, and associated site improvements. The approval of the special use permit will include, but is not limited to, the following waivers:

- 1. That Section 9-3-3(B), Division of Lots, be varied to permit the division of the SUBJECT REALTY into more than two (2) lots that do not conform with all the applicable bulk regulations of the B-2 zoning district.
- 2. That Section 9-10-5(L)2(d), Driveway Location On Lots For All Uses Other Than Single-Family Residential, be varied to permit a reduction in the minimum separation requirement between an access driveway entrance and an adjoining lot line from seventy feet (70') to fifty-five point four feet (55.4').
- 3. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways to less than four hundred feet (400').
- 4. That Section 9-10-5(L)2(g), Access Driveways From Arterial Streets For All Uses Other Than Single-Family Residential, be varied to permit a reduction in the driveway storage area from one hundred feet (100') to thirty feet (30'). **APPLICANT TO PROVIDE THIS DIMENSION**

**LOT 1 (Automobile Washing and Cleaning Facility)**

- 5. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from five acres (5 AC) to two and 79/100ths acres (2.79 AC).



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6. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to allow metal siding and metal panels as building façade materials, as shown on the architectural elevations.
7. That Section 9-6B-3(G), Maximum Height, be varied to permit an increase in the maximum building height from thirty feet (30') to forty feet (40') for the proposed water tank architectural feature.
8. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.
9. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to four point three feet (4.3') along the west lot line, to [??] along the east lot line and to [??] along the south lot line. **APPLICANT TO ADD DIMENSIONS OF THE PARKING AREA SETBACKS ALONG THE SOUTH AND EAST LOT LINES.**
10. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from fifteen feet (15') to zero feet along the north lot line.
11. That Section 9-10-5(K), Off-Street Parking, Required Spaces, be varied to permit a reduction in the minimum number of stacking spaces for automobile laundries from fifty (50) spaces to [??] spaces for the automobile washing and cleaning facility. **APPLICANT TO PROVIDE**
12. That Section 9-10-5(L)1, Off-Street Parking, Minimum Parking Space And Aisle Dimensions, be varied to permit parallel parking spaces to serve employee parking.
13. That Section 9-11-4(C), Prohibited Signs, Roof Signs, be varied to permit a roof sign on the north elevation of Lot 1.
14. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north building facade.
15. That Section 9-11-11(B)2 "Sign Location", be varied to allow building mounted sign to extend higher than one foot (1') below the top line of the face of the building and exceed a height of twenty feet (20') for the signage on the north elevation of the automobile washing and cleaning facility.

### LOT 2 (Fast Food Establishment and Drive-Through)

16. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from two acres (2 AC) to 79/100ths acre (0.79 AC). **NEED ACREAGE ON SITE PLAN**
17. That Section 9-3-7(A)4, Specific Setbacks, Plainfield Road, be varied to permit a reduction in the minimum special setback from for one hundred feet (100') to [??] for the proposed building. **APPLICANT TO CONFIRM DIMENSION TO NW CORNER OF BUILDING**
18. That Section 9-6-1(A), Minimum Lot Area; Two Or More Uses On A Lot, be varied to permit reduction in the minimum lot area for two (2) or more special uses (fast food establishment and drive-through) from two acres (2 AC) to 79/100ths acre (0.79 AC).
19. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the fast food establishment and drive-through from two acres (2 AC) to seventy-nine hundredths of an acre (0.79 AC).



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- 20. That Section 9-6B-3(C)2, Minimum Lot Width, be varied to permit a reduction in the minimum lot width for restaurants from two hundred feet (200') to [??]. **APPLICANT TO CONFIRM DIMENSION**
- 21. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to twenty feet (20') for the proposed fast food establishment.
- 22. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to [??] along the east lot line and to zero feet along the west and south lot lines. **APPLICANT TO ADD DIMENSION OF THE PARKING AREA SETBACKS ALONG THE EAST LOT LINE.**
- 23. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from twenty-five feet (25') to twenty-four feet (24') along Plainfield Road.
- 24. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to eliminate the requirement of a landscaped earth berm of a minimum three foot (3') height along the Plainfield Road frontage.
- 25. That Section 9-11-4(K), Prohibited Signs, Painted Signs, be varied to permit painted signs on the east and west building facades of Lot 2.
- 26. That Section 9-11-12(B), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit the wall signs on the fast food establishment in accordance with the building elevations. **STAFF REQUESTS TO REDUCE THE NUMBER OF WALL SIGNS AND THE PROPOSED SIGN SURFACE AREA**
- 27. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the west building facade.

LOT 3 (Financial Institution and Drive-Through)

- 28. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from two acres (2 AC) to 79/100ths acre (0.79 AC). **NEED ACREAGE ON SITE PLAN**
- 29. That Section 9-3-7(A)4, Specific Setbacks, Plainfield Road, be varied to permit a reduction in the minimum special setback from for one hundred feet (100') to seventy-one point eight feet (71.8') for the proposed building.
- 30. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to allow metal siding and metal panels as building façade materials, as shown on the architectural elevations.
- 31. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the financial institution and drive-through from two acres (2 AC) to 79/100ths acre (0.79 AC).
- 32. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to five feet (5') for the proposed financial institution. **APPLICANT TO ADD DIMENSION TO SITE PLAN**
- 33. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.



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34. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to nine feet (9') along the west lot line and to zero feet along the east and south lot lines. **APPLICANT TO ADD DIMENSION OF THE PARKING AREA SETBACKS ALONG THE EAST LOT LINE.**
35. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from twenty-five feet (25') to twenty-four feet (24') along Plainfield Road.
36. That Section 9-11-12(B), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit the signs for the financial institution in accordance with the building elevations.
37. That Section 9-11-5(E)2, Illuminated Window Signs, be varied to permit an increase in the maximum sign surface area for an illuminated window sign for the Chase ATM located in the vestibule of the west building facade from four square feet (4 SF) to six point eighty-four square feet (6.84 SF).
38. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to [??] along the west building façade and from seven feet (7') to zero feet along the north and east building facades. **APPLICANT TO PROVIDE THIS DIMENSION**

### PUD Standards

Pursuant to Section 9-13-6 of the Village Code, the following variations from the provisions of the Planned Unit Development Regulations include but are not limited to:

39. That Section 9-13-6(B) PUD Standards, Size and Ownership, be varied to waive the requirement that the subject realty be under single ownership and/or unified control.
40. That Section 9-13-6(F) PUD Standards, Yards, be varied to waive the requirement that the required yards or setbacks along the periphery of the planned unit development be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district.
41. That Section 9-13-6(L) PUD Standards, Other Standards, be varied to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section.

### Subdivision Ordinance

42. That Section 10-4-3(A)2, Lots, Sizes and Shapes, be varied to waive the requirement that the lot areas and lot widths conform to at least the minimum requirements of the zoning ordinance for the district in which the subdivision is proposed for Lots 2 and 3.
43. That Section 10-4-3(A)3, Lots, Sizes and Shapes, be varied to waive the requirement that building setback lines within Lot 2 and Lot 3 conform to at least the minimum requirements of the zoning ordinance for the district.
44. That Section 10-4-3(B), Lots, Arrangement, be varied to waive the requirement that Lot 1 front on a public street.



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**Chief of Police**

Robert Schaller

**Director of Finance**

Carrie Dittman

If you have any questions, you may contact me at [planner@willowbrook.il.us](mailto:planner@willowbrook.il.us) or 630.920.2233.

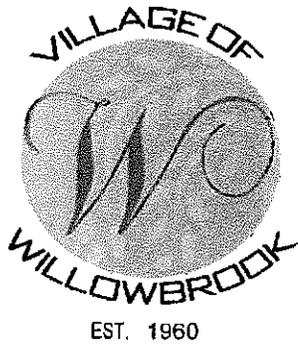
Sincerely,

**Ann Choi**  
Village Planner

Cc: Brian Pabst  
Michael S. Mertens  
Dan Lynch  
Roy Giuntoli



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January 27, 2021

Atten: Alex Katz  
GW Properties  
2211 N. Elston Avenue, Suite 304  
Chicago, IL 60614

Re: **GW Properties – Willowbrook Planning Review #2**

Mr. Katz,

Planning staff has reviewed the revised submittal received by the Village on January 21, 2021, January 24, 2021, and January 25, 2021, for the GW Properties – Willowbrook planned unit development including an automobile cleaning and washing facility, a fast food establishment with drive-through, and a financial institution with drive-through, on the lot currently occupied by the vacant Willowbrook Bowling Alley located at 735 Plainfield Road in Willowbrook, IL 60527. The following plans have been reviewed per the requirements of the Village of Willowbrook Zoning Ordinance:

1. **"Preliminary Plat of PUD"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, Sheet No. C1.0, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21.
2. **"Car Wash First Floor Plan"** as prepared by Mark Shively Architecture, Sheet No. A2.1, and bearing a revision date of 01.14.2021.
3. **"Preliminary Floor Plan" for Fast Food Establishment** as prepared by Interplan LLC, Project No. 2020.0919, 1 page, Sheet PFP, and dated 01.20.21.
4. **"Floor Plan" for Chase Bank** as prepared by The Architects Partnership, TAP Project No. 17073, 1 page, and dated 01.22.2021.
5. **"Master Sign Key Plan" for Fast Food Establishment** – 1 page, undated and provided by GW Properties on January 24, 2021.
6. **"Exterior Perspective" for Fast Food Establishment** as prepared by Interplan LLC, 1 page, and dated 01.20.21.
7. **"Architectural Elevations with Signs" for Fast Food Establishment** as prepared by Interplan LLC, 2 pages, and dated 01.20.21.
8. **"Freestanding Sign" for Fast Food Establishment** – 1 page, Sheet ST1.1, bearing the latest revision date of 09.28.20, and provided by GW Properties on January 21, 2021.
9. **"Architectural Elevations" for Chase Bank** as prepared by The Architects Partnership, TAP Project No. 19108, 2 pages, and dated 1.18.2021.
10. **"Sign Package" for Chase Bank** as prepared by Signtech, Drawing No. 18-01613, Project No. CHASE\_730\_1, 41 pages, bearing an original issue date of 09/14/18, and bearing the latest revision date of 01.19.2021.
11. **"Pay Station & Trash Enclosure Elevations for Car Wash"** as prepared by Mark Shively Architecture, Sheet No. A1.2, and bearing a revision date of 01.14.2021.
12. **"Car Wash Exterior Elevations"** as prepared by Mark Shively Architecture, Sheet No. A4.0, and bearing a revision date of 12.01.2020.
13. **"Vacuum Canopy Plans, Elevations, Sections"** as prepared by Mark Shively Architecture, Sheet No. A1.1, and bearing a plot date of 01.25.2021.



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14. "Vacuum Canopy Plan Diagram" as prepared by Mark Shively Architecture, Sheet No. A1.2, and bearing a plot date of 01.25.2021.
15. "PUD Plans" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 9 Sheets, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21.
16. "Traffic Impact Study" as prepared by KLOA, 130 pages, and dated January 20, 2021.
17. "Traffic Comment Response Letter – DuDOT" as prepared by KLOA, 2 pages, and dated January 20, 2021.
18. "Traffic Comment Response Letter – Willowbrook" as prepared by KLOA, 6 pages, and dated January 20, 2021.
19. "Landscape Plan" and "Landscape Notes and Details" as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 2 Sheets, Sheet Nos. L2.0 and L3.0, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21.
20. "Preliminary Plat of Subdivision" as prepared by Compass Surveying Group Ltd., Project No. 20.0006, Sheet 1 of 1, and bearing the latest revision date of 01/19/21.
21. "Standards for Special Use & Variations" – 51 pages and undated.

Staff offers the following comments:

### General

1. The requirements of the Village Code for Preliminary PUD Approval under Section 9-13-5(B)15 and Section 9-13-5(B)17 include submission of a Market Study and a Tax Impact Study. It is the Village's understanding that the developer of 735 Plainfield Road has not submitted either document.
2. The proposed preliminary site plan should include a depiction of all existing and proposed easements. It is the Village's understanding that the applicant has failed to include any proposed easements on the preliminary plat.
3. The absence of the above-referenced information will be noted in the staff report and should be addressed by the applicant at the Plan Commission Hearing.
4. The Findings of Fact under Section 9-13-7(B) and Section 9-13-7(F) of the Zoning Ordinance cannot be made without the review of these two studies.

### Site Layout Plan

1. Include the Lot Areas, Lot Width, Lot Depth, Lot Coverage, Maximum Height and FAR of each lot on the Site Plan according to the definitions provided in Section 9-2-2. Provide a table summarizing this information.

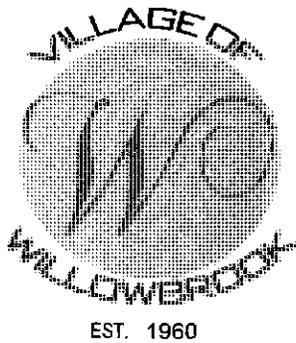
### Traffic Regulation Agreement

2. A copy of the Certificate of Insurance will be required as an attachment to the Traffic Regulation Agreement.

### Traffic Impact Study and Traffic Control Plan

Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the following materials for the above captioned project pertaining to traffic, parking and on-site circulation:

- A. KLOA response to GHA's traffic comments dated January 20, 2021.



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- B. KLOA response to DuDOT's comments dated January 20, 2021.
- C. Traffic Impact Study (TIS) prepared by KLOA dated January 20, 2021.
- D. Site Plan, Sheet Number C1.0, prepared by Kimley Horn dated January 21, 2021.

Conclusions of this effort and recommendations are presented below:

3. GHA has found the documentation and/or responses provided, in general, to adequately address the comments made and concerns raised in our previous Project Traffic Review dated January 15, 2021.
4. The applicant should provide documentation of the DuDOT approval of TIS and Plainfield Road access, upon receipt.
5. The response letter adequately addressed the comment pertaining to the trip rates assumed in the traffic study for the proposed carwash component of the development during the weekday morning peak hour; however, the concern raised pertaining to the Saturday morning timeframe was not addressed. Please provide response and/or supporting documentation for use of the lower trip generation estimates based on the tunnel independent variable versus the square-footage of the use.
6. The updated study appropriately provides a queuing exhibit that illustrates the stacking capability of each of the proposed uses, as well as additional supporting documentation. However, the supporting carwash queue data provided is insufficient to verify the projected queue lengths. It references a study that was performed in Minnesota in 2012, where 5 of the 6 carwash locations surveyed were at gasoline station facilities, as well as the referenced study did not include average daily traffic for a measure of comparison. While we understand it may be difficult to obtain peak observations at similar facilities, as carwash operations tend to peak in the wintertime on a sunny day following a snowfall, please provide supporting operational characteristics (e.g., transaction information), as available, pertaining to peak operations and/or supporting operations / documentation from similar Chicagoland area existing sites during average, typical conditions.

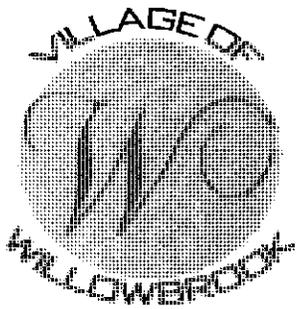
In addition, as we understand, the quick service restaurant use has been identified as Guzman Y Gomez. There is an existing drive-through location in Naperville. Again, please provide either data from observations and/or transaction data to support the capacity provided is adequate to support the peak queue.

7. GHA does not believe the comments noted above will materially impact the findings / recommendations of the TIS.

### Police Department Comments

Police Chief Robert Schaller reviewed the proposed Traffic Regulation Agreement and Site Plan and identified the following three main areas of concern that could impact police/fire:

8. To the west of the development is the entrance/exit into the shared Town Center drive which is heavily congested at times and will lead to traffic backing up in all directions. Currently at the Chase bank location across the street, the teller lanes often are 5-6 vehicles deep during peak times. Similar queues at the proposed bank location may lead to vehicles stacking up impacting the west entrance/exit and creating an even greater traffic bottleneck.
9. To the east at the restaurant drive through, Chief Schaller agrees with the concerns raised at the November 4th planning commission concept review. If the drive-through restaurant



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is in any way close to the volume of traffic Chick-fil-A produces, this will no doubt impact the ability to access the car wash.

- 10. Lastly, the northeast entrance/exit onto Plainfield could present an issue. During peak rush hour times there are occurrences where westbound Plainfield traffic is backed up past the northeast entrance/exit. Regardless, if there is right turn only lane, it is inevitable that traffic will turn left from that lane.

**Bulk Regulations and Landscaping**

- 11. Confirm that the requested variation from Section 9-6B-3(E)2 is for 7 feet, not 5 feet as stated in your Standards for Variations.
- 12. Sheet L2.0 Landscape Plan labels the 53 "AB" perennials (near the ground sign of the shared drive with Town Center) when these should be 53 "HO2" perennials to correspond to the total number of HO2 perennials (110). The total number of "AB" perennials is correct at 22.

**Architectural Elevations**

- 13. The architectural elevations for the car wash indicate that black corrugated metal will be used along the south, west and elevations and are not in compliance with Section 9-6-1(E)2. **A waiver from this code section may be required.**

**Loading & Parking**

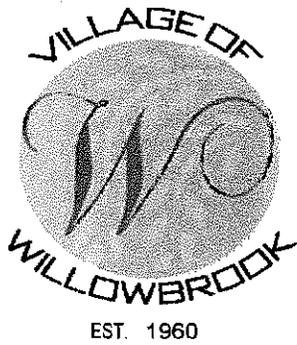
- 14. Section 9-10-5(G) In-Yards, also requires that all parking areas located within a required yard adjacent to Plainfield Road shall be set back a minimum of twenty five feet (25') from the property line. A landscaped earth berm of a minimum three foot (3') height shall be required and appropriately landscaped with densely planted evergreen trees or shrubs to an effective minimum height of four feet (4') upon installation. Currently there is only two feet of landscape berm along the Plainfield Road frontage. **Staff recommends that the Landscape Plan and Grading Plan be revised to accommodate the required landscape berm of three feet (3') across the entire length of the frontage. A waiver from this code section will be required.**
- 15. Your responses to the Standards for Variations state under Comment #43, the minimum stacking requirement is 27 vehicles. The Traffic Site study states that is 30 vehicles. Please confirm which is correct. **A waiver from this code section will be required.**

**Signage for Lot 1**

- 16. The total sign surface area for Lot 1 is calculated as follows:

This is considered a freestanding business and therefore business site frontage shall be based on the lot width. Therefore, 289.9' x 1.25 = 362.375 SF. Total sign surface area permitted is 350 SF. The total sign surface area of 350 SF will also be reduced due to the proposed ground sign that exceeds a height of 8 feet as required by Section(B)1(d)6. **Confirm that the total sign surface area permitted is 335 SF. Adjust the total sign surface area accordingly.**

- 17. Provide the total sign surface area of each of the painted signs on the east and west elevations to count towards the total sign surface area for the lot.
- 18. The freestanding sign must contain brick or other similar material in keeping with the design of the principal structure under Section (B)1(d)1.



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19. The freestanding sign must also be located a minimum of 20 feet away from the existing self-storage ground sign under Section (B)1(d)3. **A waiver is required for total sign surface area.**
20. The proposed digital display sign for Encore Car Wash is located on the Lot 3. **Staff recommends relocating this freestanding sign to Lot 1.** There will be a condition that advertising provided by the digital displays shall be restricted to Encore Car Wash advertising only. It cannot contain advertisements not related to the conduct of the proposed car wash. There will also be conditions imposed on the operation limitations, minimal display time, message change sequence, illumination, etc.
21. Please confirm that Lot 1 is proposing the following signs:
  - a. Wall Sign E.1 (not a roof sign).
  - b. Two (2) painted wall signs E.7 (prohibited). **A waiver is required.**
  - c. Three (3) roof signs E.2, E.3 and E.4 (prohibited). **A waiver is required.**
  - d. One (1) Free standing Sign with Digital Display E.5 – digital display signs are prohibited. **A waiver is required.**
  - e. Three (3) Menu Signs E.8 and one (1) Exit Indicator Sign will not count towards the total SSA of 350 SF, but the Exit Indicator Sign will be considered a Private Traffic Direction Sign and shall not exceed four (4) square feet in area and four feet (4') in height for each sign. **A waiver is required for height and SSA.**
22. In your Standard for Variations, you included a waiver for Projecting Signs. **Please confirm where these projecting signs are located.**
23. For signs E1 and E2, provide the dimensions for the entire length of the signs, not just the width of the individual letters. Otherwise, each letter would be considered a wall sign. **Please adjust the total SSA accordingly.**
24. Sign E.5 needs to count both faces which is a total SSA of 95 square feet. **Please adjust the total proposed SSA accordingly.**
25. The three signs E.6 should also count both faces towards the SSA requirement of 4 SF. Each sign is 12 SF. Please adjust on those sheets. **A waiver for SSA is required.**

### Signage for Lot 2

26. Section 9-11-12(B)1(a) permits 1.25 square feet of sign surface area for each foot of business site frontage up to a maximum of 350 square feet of sign surface area. **Confirm that the total sign surface area permitted is 138.4 SF (a deduction was taken for the ground sign height above 8').**
27. Staff calculates the following:
  - a. Signs A and D = 46.7 SF each.
  - b. Signs B, C and E = 49 SF each.
  - c. Sign F = 75 SF
  - d. Sign G = 68 SF (double faces)

**Therefore, Staff calculates the total sign surface area proposed to be three hundred eight-three and four tenths square feet (383.4 SF). Please confirm.**

28. Please confirm if Signs H, I and J are double faced and what the copy is on each sign. There are only two copies proposed "No Entry" and "Thank You" when there are three signs proposed. **Indicated which copy goes with the corresponding letter. Please also confirm if both faces of each sign were included in the SSA.**
29. The proposed digital display sign for the fast food establishment is located on the bank lot (Lot 3). **Staff recommends relocating this freestanding sign to Lot 2.** Each ground



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- sign should be located on the lot that for which it is intended under Section 9-11-12(B)1(d)4.
30. The sign plan for the fast food establishment indicates a multi-tenant sign. **Staff cannot provide any comments since no drawings were submitted for this. Staff recommends eliminating this from the plans.**
  31. Section 9-11-12(B)1(b)2 permits a maximum of three wall signs on any one facade and have a minimum separation distance upon the building facade equal to or greater than twenty percent (20%) of the linear dimension of the business site frontage and further provided that the total sign surface area of all signs shall not exceed the total sign surface area permitted under subsection (B)1(a) of this section. **Include the linear distances between each sign on the fast food establishment to comply with said section. A waiver may be required.**

### Signage for Lot 3

32. Section 9-11-12(B)1(a) permits 1.25 square feet of sign surface area for each foot of business site frontage up to a maximum of 350 square feet of sign surface area. **Confirm that the total sign surface area permitted is 197.9 SF (a deduction was taken for the ground sign height above 8').**
33. Staff calculates the proposed sign surface area for E.1 as 233.3 SF and for E.8 as 4.6 SF, therefore the total proposed SSA is 344 SF (not 339.5 SF). **Please confirm and change the area on the table accordingly.**
34. Staff calculates the sign surface area for Signs E.29 and I.30 to be 8.34 SF each. **Please confirm and change the area on the table accordingly.**

### Fences

35. Staff cannot provide any comments on fence height and % openness as no detailed fence drawings were included as part of the submittal. **Any fences shall comply with Section 9-12-4(D)2 of the Zoning Ordinance.**

### Canopies

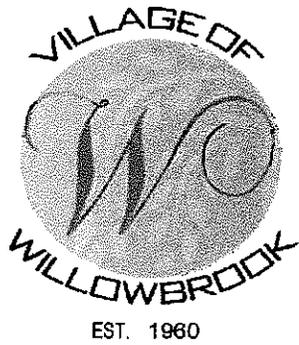
36. The plan for the pay canopy, Sheet A1.2, does not correspond to what is shown on the site plan. There are only two columns/vertical support structures shown on the site plan when Sheet A1.2 indicated there are four columns. Dimensions from the west and south lot lines to the column closest to the south lot line must be provided.

### Engineering

As requested by email on January 21, 2021, we have reviewed the PUD Plans and supporting documents. Based on our discussion, this is intended to be the Preliminary PUD submittal and this review is for compliance with Section 9-13-5.B of the Village Code.

### Preliminary PUD and Subdivision Plat

We have discussed with the design engineer that the Preliminary PUD and Preliminary Plat of Subdivision will be combined into a two page document and that, combined with the Preliminary Engineering Plans will meet the plan content requirements for both the Preliminary PUD and Preliminary Plat of Subdivision. The following comments will be incorporated into the document:



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37. On the Preliminary Plat of Subdivision, all of the certificates required on the Final Plat will be removed.
38. The Preliminary Plat will provide clarification that Public Utility and Drainage Easements will be provided as required. It remains to be determined if that will be specific easements for each utility, or a blanket easement covering all of the property except for building envelopes.
39. Section 9-13-5.B.4 provides that a statement of ownership be included listing the existing ownership and certification that there are no delinquent taxes on the property. We presume that this has been provided separately or will be added to the Preliminary PUD.
40. Section 9-13-5.B.7 provides for covenants providing various information be submitted. We presume that this will be reviewed by others.
41. Section 9-13-5.B.12 provides for preliminary landscape plans. We will defer review of these drawings to the Village Planner.
42. Section 9-13-5.B.13 provides for preliminary engineering information to be shown. These comments are provided in the next section of this letter.
43. Sections 9-13-5.B.14 – 17 provides for various studies to be provided. We presume these are being reviewed by others.

### **Preliminary Engineering Plans**

Cover Sheet – C0.0

44. Under Utility and Governing Agencies, change the Sanitary Sewer Service to Du Page County Public Works.

Site Plan – C1.0

45. No comments.

Grading Plan – C2.0

46. No comments.

Utility Plan – C4.0

47. The alignment for the proposed watermain has been discussed with the design engineer and will be revised. The connection to the existing main in the town center will be made at the driveway connection between the two sites, rather than south near the proposed car wash building. Also, the proposed watermain will be an 8" main. This will result in less new public watermain and is expected to be a lower cost for the applicant. A 20 foot wide utility easement would be required over this main.
48. Each building service shall have an 8" x 6" Tee with valve. This will allow the public main to be constructed, and then each building service can be installed at the time of building construction without interrupting the public main.
49. The last segment of storm sewer west of the car wash, where the south end of the site connects to the off-site sewer, is shown to be 18". We presume this will be revised down to 12" on the final plans.
50. We presume the intent is for the sanitary sewer serving the bank and restaurant to be a public sewer. This will be owned by Du Page County Public Works and will be reviewed by that agency. We presume they will require a 20 foot wide easement over the main.

### **General Comments**

51. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.



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52. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.
53. The Construction Schedule and Engineer's Opinion of Cost will be reviewed with the Final PUD Plat.
54. The fire truck turning templates indicate that presumed truck can maneuver the site. We presume that prior to final approval the plans will be provided to the fire district for comment on both the geometrics, but also the location of hydrants and fire department connections on each building.

### Tri-State Fire Protection District

55. Curb radius around the entire site to have a 25' right hand turn radius.
56. Drive width of 20' clear aisles. This includes the drive adjacent to the car wash. The curb radius and drive space is less than 20' and our fire apparatus will have a difficult time accessing the building.
57. Clear height around drive of 13'6".
58. An Auto-Turn exhibit shall be conducted prior to any approval of a site plan.

### Relief/waivers Requested

#### Zoning Ordinance

Approval of a Special Use Permit for a planned unit development consisting of a financial institution with drive through, fast food establishment with drive through, an automobile washing and cleaning facility, and associated site improvements. The approval of the special use permit will include, but is not limited to, the following waivers:

#### Overall Site

1. That Section 9-3-3(B), Division of Lots, be varied to permit the division of the SUBJECT REALTY into more than two (2) lots that do not conform with all the applicable bulk regulations of the B-2 zoning district.
2. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from five acres (5 AC) to two and 79/100ths acres (2.79 AC).
3. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from twenty-five feet (25') to twenty-four feet (24') along Plainfield Road.
4. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required height of a landscaped earth berm along the Plainfield Road frontage from three feet (3') to two feet (2'). **STAFF RECOMMENDS REVISIONS TO THE LANDSCAPE PLAN TO ELIMINATE THIS WAIVER.**
5. That Section 9-10-5(L)2(d), Driveway Location On Lots For All Uses Other Than Single-Family Residential, be varied to permit a reduction in the minimum separation requirement between an access driveway entrance and an adjoining lot line from seventy feet (70') to fifty-five point four feet (55.4').
6. That Section 9-10-5(L)2(e), Spacing Between Separate Driveway Entrances On All Lots Other Than In Single-Family Attached Districts, be varied to permit a reduction in the minimum access driveway spacing for separate driveways from four hundred feet (400') to one hundred fifty-three and 8/10ths feet (153.8').



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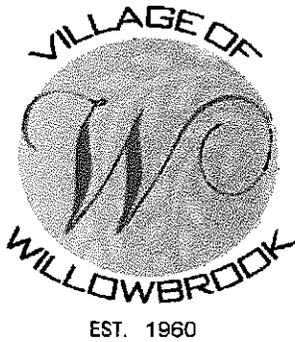


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7. That Section 9-10-5(L)2(g), Access Driveways From Arterial Streets For All Uses Other Than Single-Family Residential, be varied to permit a reduction in the driveway storage area from one hundred feet (100') to thirty-eight feet (38').

**LOT 1 (Automobile Washing and Cleaning Facility)**

8. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to permit metal siding and metal panels as building façade materials, as shown on the architectural elevations.
9. That Section 9-6B-3(D), Minimum Lot Depth, be varied to permit a reduction in the minimum required lot depth from two hundred feet (200') to one hundred eighty and three tenths feet (180.3').
10. That Section 9-6B-3(E)1, Required Setbacks, Front Yard, be varied to permit a reduction in the minimum required front yard setback from sixty feet (60') to thirteen and five tenths feet (13.5') for the detached canopy along the north side of the proposed car wash building.
11. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to eight tenths feet (0.8') for the detached canopy along the south side of the proposed car wash building.
12. That Section 9-6B-3(G), Maximum Height, be varied to permit an increase in the maximum building height from thirty feet (30') to forty feet (40') to the top of the proposed water tank.
13. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.
14. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to four and four tenths feet (4.4') along the west lot line, to five feet (5') along the east and south lot lines.
15. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required front yard parking area setback from fifteen feet (15') to zero feet along the north lot line.
16. That Section 9-10-5(K), Off-Street Parking, Required Spaces, be varied to permit a reduction in the minimum number of stacking spaces for automobile laundries from fifty (50) spaces to thirty (30) spaces for the automobile washing and cleaning facility.
17. That Section 9-10-5(L)1, Off-Street Parking, Minimum Parking Space And Aisle Dimensions, be varied to permit five (5) parallel parking spaces for employee parking along the southern building façade.
18. That Section 9-11-4(C), Prohibited Signs, Roof Signs, be varied to permit the roof signs, as shown in the elevations.
19. That Section 9-11-4(K), Prohibited Signs, Painted Signs, be varied to permit painted signs on the east and west building facades.
20. That Section 9-11-4(R), Prohibited Signs, Multiple Message, Digital, Dynamic and/or Video Display Signs, be varied to permit the digital displays on the ground sign located near the shared access driveway with the Willowbrook Town Center, as shown in the elevations.
21. That Section 9-11-12(B)1(a), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the maximum total sign surface area from three hundred thirty-five square feet (335 SF) to [???] (?? SF) for the one (1)



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- freestanding sign proposed at the northwest corner of the lot, for each wall sign proposed on the north, east and west building facades for a total of three wall signs, and for the three roof signs proposed on each of the three detached canopies, as shown in the sign package.
22. That Section 9-11-11(B)2 "Sign Location", be varied to allow building mounted sign to extend higher than one foot (1') below the top line of the face of the building and exceed a height of twenty feet (20') for the signage on the north elevation of the automobile washing and cleaning facility.
  23. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marquees, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to allow the detached canopy located to the south of the building to be set back eight tenths feet (0.8') from the south lot line, and to allow the northernmost detached canopy located to the north of the building to be set back thirteen and five tenths feet (13.5') from the north lot line.
  24. That Section 9-12-4(C)3, Bulk Regulations, Detached Accessory Structures, be varied to permit a reduction in the minimum clearance above grade from fourteen feet (14') to twelve feet (12') for the detached pay canopy located to the south of the building and the detached canopies over the vacuum stations.
  25. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north, east and west building facades.

### LOT 2 (Fast Food Establishment and Drive-Through)

26. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
27. That Section 9-6-1(A), Minimum Lot Area; Two Or More Uses On A Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses (fast food establishment and drive-through) from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
28. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the fast food establishment and drive-through from two acres (2 AC) to seven hundred ninety-five thousandths acre (0.795 AC).
29. That Section 9-6B-3(C)1, Minimum Lot Width, be varied to permit a reduction in the minimum lot width for restaurants from two hundred feet (200') to one hundred twenty-two and seven tenths feet (122.7').
30. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to fifteen and five tenths feet (15.5') for the proposed fast food establishment, to eleven and four tenths feet (11.4') for the proposed attached canopies, to sixteen and one tenths feet (16.1') and to twenty-six and two tenths feet (26.2') for the menu/order boards closest to the east lot line.
31. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to twenty-two and nine tenths feet (22.9') and twenty-three feet (23') for the menu/order boards located closest to the south lot line.
32. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to



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two and four tenths feet (2.4') along the east lot line and to zero feet along the west and south lot lines.

33. That Section 9-10-5(G)3 Off-Street Parking, Interior Parking Lot Landscaping, be varied to permit a reduction in the minimum end parking island width from nine feet (9') to five feet (5') and six and eight tenths feet (6.8') for two end parking islands.
34. That Section 9-10-5(G)3 Off-Street Parking, Interior Parking Lot Landscaping, be varied to eliminate the requirement for one (1) shade tree and nine (9) dwarf variety shrubs required within the three parking islands.
35. That Section 9-11-6(L), Signs, Exemptions, be varied to permit an increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to eight and one tenths square feet (8.1 SF) for each of the three private traffic direction signs and fifteen and six tenths square feet (15.6 SF) for the private traffic direction sign located underneath the freestanding sign.
36. That Section 9-11-12(B)1, Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the total sign surface area from one hundred thirty-eight and four tenths square feet (138.4 SF) to three hundred eighty-three and four tenths square feet (383.4 SF), to permit an increase in the maximum number of wall signs from three (3) wall signs to six (6) wall signs, to permit building mounted signage to exceed a height of twenty feet (20') for the wall signs on the north and west building elevations, and to permit a reduction in the minimum separation distance between wall signs on the north and west building facades to less than 20% of the linear dimension of the business site frontage, in accordance with the building elevations.
37. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marqueses, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to eleven and four tenths feet (11.4') from the east lot line for the two attached canopies located along the east building façade.
38. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north, west and south building facades, and to less than seven feet (7') along the east building façade.

### LOT 3 (Financial Institution and Drive-Through)

39. That Section 9-3-3(C), Multiple Uses on a Lot, be varied to permit a reduction in the minimum lot area for two (2) or more special uses from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
40. That Section 9-3-7(A)4, Specific Setbacks, Plainfield Road, be varied to permit a reduction in the minimum special setback from for one hundred feet (100') to seventy-one and 8/10ths feet (71.8') for the proposed building.
41. That Section 9-6-1(A), Minimum Lot Area; Two Or More Uses On A Lot, be varied to permit reduction in the minimum lot area for two (2) or more special uses (financial institution and drive-through) from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
42. That Section 9-6-1(E)2, General Conditions, Building Façade Materials, be varied to allow aluminum composite panels as building façade materials, as shown on the architectural elevations.



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43. That Section 9-6B-3(A), Minimum Lot Area, be varied to permit a reduction in the minimum lot area for the financial institution and drive-through from two acres (2 AC) to seven hundred ninety-two thousandths acre (0.792 AC).
44. That Section 9-6B-3(E)2, Minimum Interior Side Yard Setback, be varied to permit a reduction in the minimum interior side yard setback along the east lot line from thirty feet (30') to seven feet (7') for the proposed building.
45. That Section 9-6B-3(E)4, Required Setbacks, Rear Yard, be varied to permit a reduction in the minimum required rear yard setback from forty feet (40') to thirty six and two tenths feet (36.2') for the attached canopy along the south side of the building.
46. That Section 9-10-4(H) Off-Street Loading, Required Berths, be varied to permit a reduction of the minimum number of required loading berths from one (1) loading berth to zero (0) loading berths.
47. That Section 9-10-5(G) Off-Street Parking, In Yards, be varied to permit a reduction in the minimum required interior side and rear yard parking area setbacks from ten feet (10') to eight and five tenths feet (8.5') along the west lot line and to zero feet along the east and south lot lines.
48. That Section 9-11-6(L), Signs, Exemptions, be varied to permit in increase in the permitted sign surface area for private traffic direction signs from four (4) square feet to four and six tenths square feet (4.6 SF) for the private traffic direction sign located to the southwest of the building.
49. That Section 9-11-5(E)2, Illuminated Window Signs, be varied to permit an increase in the maximum sign surface area for an illuminated window sign for the Chase ATM located in the vestibule of the west building facade from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).
50. That Section 9-11-6(M), Exemptions, ATM Signs, be varied to permit an increase in the maximum sign surface area from four square feet (4 SF) to eight and thirty-four hundredths square feet (8.34 SF).
51. That Section 9-11-12(B)1(a), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit an increase in the maximum total sign surface area from one hundred ninety-seven and eighty-five hundredths square feet (197.85 SF) to three hundred forty-four square feet (344 SF) for the one (1) freestanding sign proposed at the northwest corner of the lot and for each wall sign proposed on the north, east and west building facades for a total of three wall signs, as shown in the sign package.
52. That Section 9-11-12(B), Sign Surface Area, Number and Height Limitations, Business Districts, be varied to permit the signs for the financial institution in accordance with the building elevations.
53. That Section 9-12-2, Permitted Accessory Buildings, Structures and Uses, Awning/Canopies/Marqueses, be varied to permit an increase in the permitted encroachment from 1/3 bulk district standard to allow the attached canopy located to the south of the building to be set back eleven and five tenths feet (11.5') from the east lot line.
54. That Section 9-14-2(D)2(c)4, Border Plantings and Foundation Plantings, be varied to permit a reduction in the minimum foundation landscape area width from seven feet (7') to zero feet along the north, east, west and south building facades.

**PUD Standards**

Pursuant to Section 9-13-6 of the Village Code, the following variations from the provisions of the Planned Unit Development Regulations include but are not limited to:



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1. That Section 9-13-6(B) PUD Standards, Size and Ownership, be varied to waive the requirement that the subject realty be under single ownership and/or unified control.
2. That Section 9-13-6(F) PUD Standards, Yards, be varied to waive the requirement that the required yards or setbacks along the periphery of the planned unit development be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district.
3. That Section 9-13-6(L) PUD Standards, Other Standards, be varied to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section.

**Subdivision Ordinance**

4. That Section 10-4-3(A)2, Lots, Sizes and Shapes, be varied to waive the requirement that the lot areas and lot widths conform to at least the minimum requirements of the zoning ordinance for the district in which the subdivision is proposed for Lots 2 and 3.
5. That Section 10-4-3(A)3, Lots, Sizes and Shapes, be varied to waive the requirement that building setback lines conform to at least the minimum requirements of the zoning ordinance for the district.
6. That Section 10-4-3(B), Lots, Arrangement, be varied to waive the requirement that Lot 1 front on a public street.

If you have any questions, you may contact me at [planner@willowbrook.il.us](mailto:planner@willowbrook.il.us) or 630.920.2233.

Sincerely,

**Ann Choi**  
Village Planner

Cc: Brian Pabst  
Michael S. Mertens  
Dan Lynch  
Roy Giuntoli



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February 22, 2021

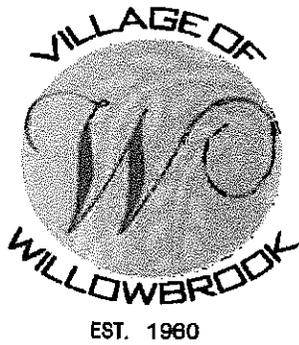
Atten: Alex Katz  
GW Properties  
2211 N. Elston Avenue, Suite 304  
Chicago, IL 60614

Re: **GW Properties – Willowbrook Planning Review #3**

Mr. Katz,

Planning staff has reviewed the revised submittal received by the Village on February 12, 2021, February 16, 2021, February 18, 2021, for the GW Properties – Willowbrook planned unit development including an automobile cleaning and washing facility, a fast food establishment with drive-through, and a financial institution with drive-through, on the lot currently occupied by the vacant Willowbrook Bowling Alley located at 735 Plainfield Road in Willowbrook, IL 60527. The following plans have been reviewed per the requirements of the Village of Willowbrook Zoning Ordinance:

1. **"GW Properties - Village of Willowbrook Response Letter"** dated February 12, 2021.
2. **"PUD Plans"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 9 Sheets, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21. **Submitted on 02/12/2021.**
3. **"Preliminary Plat of Subdivision"** as prepared by Compass Surveying Group Ltd., Project No. 20.0006, Sheet 1 of 1, and bearing the latest revision date of 02/12/21.
4. **"Tree Preservation Plan", "Landscape Plan" and "Landscape Notes and Details"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 3 Sheets, Sheet Nos. L1.0, L2.0 and L3.0, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21. **Submitted on 02/16/2021.**
5. **"Overall Sign Exhibit"** as prepared by Kimley-Horn and Associates, Inc., KHA Project No. 168726009, 1 Sheet, bearing an original issue date of 12/15/2020, and bearing the latest revision date of 01/21/21. **Submitted on 02/18/2021.**
6. **"Stacking Exhibit"** as prepared by Compass Surveying Group Ltd., Project No. 20.0006, 1 Sheet, Sheet EXH, and bearing the latest revision date of 01/21/21. **Submitted on 02/12/2021.**
7. **"Sign Package" for Encore Car Wash** as prepared by Aurora Sign Co., Drawing No. 210073, Project No. CHASE\_730\_1, 11 pages, bearing an original design date of 01/14/2021, and bearing the latest revision date of 02/08/2021. **Submitted on 02/12/2021.**
8. **"Master Sign Key Plan" for Fast Food Establishment** – 1 page, undated and provided by GW Properties on February 12, 2021.
9. **"Architectural Elevations with Signs" for Fast Food Establishment** as prepared by Interplan LLC, 2 pages, and dated 01.20.21. **Submitted on 02/12/2021.**
10. **"Sign Package" for Chase Bank** as prepared by Signtech, Drawing No. 18-01613, Project No. CHASE\_730\_1, 41 pages, bearing an original issue date of 09/14/18, and bearing the latest revision date of 02.15.2021.
11. **"Vacuum & Vending Enclosure Plans, Elevations, Section"** as prepared by Mark Shively Architecture, Sheet No. A1.3, and bearing a plot date of 02.09.2021.



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Staff offers the following comments:

### General

1. The revision dates on the engineering drawings (and other drawings) should be updated. These have the same revision dates as the drawings submitted prior to the February 3, 2021 public hearing.
2. Include responses to Comment Nos. 32-34 under "Signage for Lot 3" in the Comment Response Letter.
3. Revise the Findings of Fact under Section 9-13-6 and provide responses under "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K" and "L".
4. Revise the Findings of Fact under Section 9-13-7(F) to include the review of the market and tax impact studies. Re-letter the responses to the findings of fact.
5. The EWC Pay Canopy Front Elevation has been omitted from the Refuse Enclosure Drawing. Please provide this elevation on a separate sheet.
6. Refer to the "**Vacuum Canopy Plans, Elevations, Sections**" as prepared by Mark Shively Architecture, Sheet No. A1.1, and bearing a plot date of 01.25.2021. The typical roof plan does not correspond to the typical canopy section.
7. Indicate the width of the foundation landscaping proposed along the south building façade for Lot 1.
8. Adjust the proposed building height on Sheet C1.0 for Lot 1 (to the top of water tower feature).
9. Provide a list of waivers that Staff can use as a basis to confirm.
10. Street trees within the Plainfield Road right-of-way will not be required. A waiver (from the subdivision regulations) to eliminate the requirement for street trees will be added to applicant's petition.
11. The Village will require a lighting study for street lights, which will be reviewed by DuDOT, to determine if lighting along Plainfield Road would be recommended within the vicinity of the subject property. This will be tied to the approval of the Final PUD (not Preliminary PUD approval). The lighting study will provide information on how many lights would be required, if both sides of Plainfield Road are recommended to be lighted, and if DuDOT recommends a continuity in streetlighting - from the last existing street light on Plainfield, or if DuDOT would approve gaps in lighting.

### Traffic Regulation Agreement

12. A copy of the Certificate of Insurance will be required as an attachment to the Traffic Regulation Agreement.

### Traffic Impact Study and Traffic Control Plan

13. Traffic operations at the Site Access from Town Center should be reviewed after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access). **This will be added as a condition of approval.**
14. The Village strongly recommends that the Applicant's traffic consultant attend the next public hearing to answer any questions regarding traffic and to present any simulations that have prepared.



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## Bulk Regulations and Landscaping

15. Sheet L2.0 Landscape Plan labels 2 "ZA" shade trees on Lot 1 (near the last vacuum station) when this should be 1 "ZA" shade tree to correspond to the total number of ZA shade trees (2) in the Plant Legend.
16. Under Section 9-10-5(G)2, permanent peripheral screening at least five feet (5') high shall be constructed and maintained in interior side and rear yards adjacent to parking areas. This screening shall consist of a planted earth berm, densely planted evergreen shrubs or trees, or a combination of both. In interior side and rear yards, the screening shall be so located and constructed as not to interfere or conflict with the use of any utility easement or utility installations existing or planned to be installed in these easement areas. **Provide densely planted evergreen shrubs or trees along the west and east lot lines of Lot 1, additional shrubs/trees to fill in the gaps along the south lot line of Lot 1, and along the east lot line of Lot 2.**

## Architectural Elevations

17. The architectural elevations for the car wash shall include the pay canopy.

## Loading & Parking

18. No comment.

## Signage for Lot 1

19. The total sign surface area for Lot 1 is calculated as follows:

This is considered a freestanding business and therefore business site frontage shall be based on the lot width. Therefore,  $289.9' \times 1.25 = 362.375$  SF. **Total sign surface area permitted is 350 SF.**

20. Staff calculates Sign E.5 as slightly higher than what is listed on Sheet 7B. Staff calculates each face of the sign to be 35.92 SF for a total of 71.84 SF. **Please adjust the total proposed SSA accordingly.**
21. The three signs E.6 should also count both faces towards the SSA requirement of 4 SF. Each sign is 12 SF. Please adjust on those sheets. **A waiver for SSA is required.**

## Signage for Lot 2

22. The total sign surface area for Lot 2 is calculated as follows:

This is considered an outlot to a three-lot PUD and therefore business site frontage shall be based on business site frontage. Therefore,  $(43'-4" + 43'-4" + 77'-8" + 77'-8") \times 1.25 = 302.5$  SF. **Total sign surface area permitted is 302.5 SF.**

23. Staff calculates the following:
  - a. Signs A = 44.72 SF each.
  - b. Signs B, C and E = 47.84 SF each.
  - c. Sign F = 71.88 SF
  - d. Sign G = 47.31 SF (double faced)

**Total SSA requested: 307.43 SF.**

## Signage for Lot 3

24. The total sign surface area for Lot 3 is calculated as follows:



EST. 1960

# Willowbrook

835 Midway Drive  
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 www.willowbrookil.org

## Mayor

Frank A. Trilla

## Village Clerk

Deborah Hahn

## Village Trustees

Sue Berglund

Umberto Davi

Michael Mistele

Gayle Neal

Paul Oggerino

Gregory Ruffolo

## Village Administrator

Brian Pabst

## Chief of Police

Robert Schaller

## Director of Finance

Carrie Dittman



Proud Member of the  
Illinois Route 66 Scenic Byway

This is considered an outlot to a three-lot PUD and therefore business site frontage shall be based on business site frontage. Therefore, (99'-8" + 85.36' + 67.49' + 78.3') x 1.25 = 411.03 SF. **Total sign surface area permitted is 350 SF.**

25. Staff calculates the proposed sign surface area for E.1 as 114.68 SF (brick base is not counted) and for E.8 as 4.62 SF, therefore the total proposed SSA is 230 SF (not 349.03 SF). **Please confirm and change the area on the table accordingly.**
26. The proposed temporary construction sign shall comply with Section 9-11-5(A)1.

### Fences

27. Staff cannot provide any comments on fence height and % openness as no detailed fence drawings were included as part of the submittal. **Any fences shall comply with Section 9-12-4(D)2 of the Zoning Ordinance.**

### Trash Enclosure

28. The height of the refuse enclosure in Lot 1 is 9'-6". Sections 9-12-11(A) and 9-12-11(B) require that refuse enclosures be constructed to a height no greater than seven feet (7'). **A waiver will be required.**
29. Staff cannot provide any comments on the refuse enclosure located on Lot 2. **The refuse enclosure on Lot 2 shall comply with Sections 9-12-11(A) and 9-12-11(B).**

### Engineering

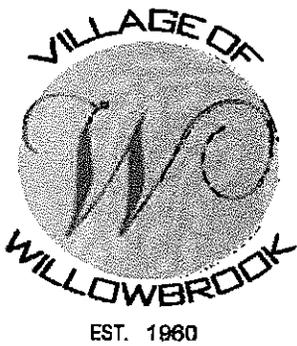
As requested by email on February 12, 2021, we have reviewed the PUD Plans and supporting documents. Based on our discussion, this is intended to be the Preliminary PUD submittal and this review is for compliance with Section 9-13-5.B of the Village Code. Our previous comments have been addressed, and we have no objection to the Village proceeding with consideration of the Preliminary PUD, noting the following items:

### **Preliminary PUD and Subdivision Plat**

30. Easements will be provided as required with a blanket easement covering all of the property except for building envelopes. There is a note to this effect on both the Preliminary Plat and in the Preliminary PUD.
31. Section 9-13-5.B.4 provides that a statement of ownership be included listing the existing ownership and certification that there are no delinquent taxes on the property. We understand that this will be addressed separately.
32. Section 9-13-5.B.7 provides for covenants providing various information be submitted. We presume that this will be provided separately and reviewed by others.
33. Section 9-13-5.B.12 provides for preliminary landscape plans. We will defer review of these drawings to the Village Planner.
34. Sections 9-13-5.B.14 – 17 provides for various studies to be provided. We presume these are being reviewed by others.

### **General Comments**

35. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.
36. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.
37. The fire truck turning templates indicate that presumed truck can maneuver the site. We presume that prior to final approval the plans will be provided to the fire district for comment on both the geometrics, but also the location of hydrants and fire department connections on each building.



# Willowbrook

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Proud Member of the  
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## Market Study

38. Elaborate why the proposed car wash is unique. Include price points. Does the car wash use heat to dry the vehicles?
39. Can this tight site hold enough "free vacuum stalls"? How many stalls equals a "large" number? What is your definition of "self-service"?
40. How large is the "queuing area" and how does this site work with the drive-through and the adjacent drive-throughs?
41. Most of this detail will be shown on the site plan, but the Village will need confirmation that the statements match the site plan.

## Tax Impact Study

42. No comment.

## Relief / Waivers Requested

### Zoning Ordinance

Approval of a Special Use Permit for a planned unit development consisting of a financial institution with drive through, fast food establishment with drive through, an automobile washing and cleaning facility, and associated site improvements. The approval of the special use permit will include, but is not limited to, the following waivers:

### Overall Site

Pending Applicant's Requested List of Waivers.

### LOT 1 (Automobile Washing and Cleaning Facility)

Pending Applicant's Requested List of Waivers.

### LOT 2 (Fast Food Establishment and Drive-Through)

Pending Applicant's Requested List of Waivers.

### LOT 3 (Financial Institution and Drive-Through)

Pending Applicant's Requested List of Waivers.

### PUD Standards

Pursuant to Section 9-13-6 of the Village Code, the following variations from the provisions of the Planned Unit Development Regulations include but are not limited to:

1. That Section 9-13-6(B) PUD Standards, Size and Ownership, be varied to waive the requirement that the subject realty be under single ownership and/or unified control.
2. That Section 9-13-6(F) PUD Standards, Yards, be varied to waive the requirement that the required yards or setbacks along the periphery of the planned unit development be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district.
3. That Section 9-13-6(L) PUD Standards, Other Standards, be varied to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section.



EST. 1960

# Willowbrook

835 Midway Drive  
Willowbrook, IL 60527-5549

Phone: (630) 323-8215 Fax: (630) 323-0787 [www.willowbrookil.org](http://www.willowbrookil.org)

**Mayor**

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Robert Schaller

**Director of Finance**

Carrie Dittman

**Subdivision Ordinance**

4. That Section 10-4-3(A)2, Lots, Sizes and Shapes, be varied to waive the requirement that the lot areas and lot widths conform to at least the minimum requirements of the zoning ordinance for the district in which the subdivision is proposed for Lots 2 and 3.
5. That Section 10-4-3(A)3, Lots, Sizes and Shapes, be varied to waive the requirement that building setback lines conform to at least the minimum requirements of the zoning ordinance for the district.
6. That Section 10-4-3(B), Lots, Arrangement, be varied to waive the requirement that Lot 1 front on a public street.
7. That Section 10-7-4(C), Other Improvements, Plantings, be varied to waive the requirement that street trees shall be planted on both sides of each proposed street except where there are existing trees present and preserved.

If you have any questions, you may contact me at [planner@willowbrook.il.us](mailto:planner@willowbrook.il.us) or 630.920.2233.

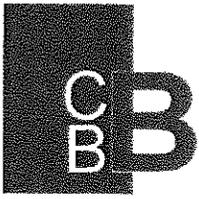
Sincerely,

**Ann Choi**  
Village Planner

Cc: Brian Pabst  
Michael S. Mertens  
Dan Lynch  
Roy Giuntoli



Proud Member of the  
Illinois Route 66 Scenic Byway



**CHRISTOPHER B. BURKE ENGINEERING, LTD.**

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

March 15, 2021

Village of Willowbrook  
835 Midway Drive  
Willowbrook, IL 60527

Attention: Ann Choi

Subject: 735 Plainfield Road – Preliminary PUD  
(CBBEL Project No. 900144.H160)

Dear Ann:

As requested by email on March 12, 2021, we have reviewed the Preliminary PUD (dated March 8, 2021), Preliminary Plat of Subdivision (dated March 15, 2021) and supporting documents. The Preliminary Plats and Preliminary Engineering were prepared by Kimley-Horn. Our previous comments have been addressed, and we have no objection to the Village approving the Preliminary PUD subject to the following:

1. It is our understanding that cross access easements will be included in separate documents to be recorded, which have been provided to the Village for review.
2. It is our understanding that the Village may require roadway lighting of Plainfield Road. If required, this will be reviewed by the Du Page County Department of Transportation DuDOT).
3. A permit for the driveway access and other right of way improvements will be required from DuDOT.
4. Approval of the sanitary sewer will be required from Du Page County Public Works.
5. It is our understanding that an amendment to the Town Center PUD will be required for the relocation of the cross access between the two properties.
6. We presume the fire protection district has or will review the plan with respect to their ability to maneuver their equipment and placement of hydrants and building connections.

We presume the above items can be addressed during the final PUD stage, if the Preliminary PUD is approved.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Lynch', is written over a light blue horizontal line.

Daniel L. Lynch, PE, CFM  
Head, Municipal Engineering Department

Cc Brian Pabst  
Roy Quintoli  
AJ Passero

## Project Traffic Review #3

To: Ms. Ann Choi  
Planning Consultant, Village of Willowbrook

From: Lynn M. Means, P.E., PTOE  
Senior Transportation Engineer

Date: February 10, 2021

Subject: Mixed Use Development  
735 Plainfield Road  
Willowbrook, Illinois

---

Gewalt Hamilton Associates, Inc. (GHA) has reviewed the response letter and supporting information prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) dated February 8, 2021 and found it to adequately address our comments, questions and concerns. No further response is needed.

\* \* \* \* \*

Should you have any questions please do not hesitate to contact GHA at 847-478-9700.

FOUNDED IN 1946



## TRI-STATE

FIRE PROTECTION DISTRICT

419 PLAINFIELD ROAD • DARIEN, ILLINOIS 60561 • (630) 323-6445

February 16, 2021

Kimley Horn and Associates Inc.  
Attn: Eric Tracy  
4201 Winfield Road Suite 600  
Warrenville, IL 60555  
630-487-5560

[Eric.tracy@kimlev-horn.com](mailto:Eric.tracy@kimlev-horn.com)  
[planner@willowbrook.il.com](mailto:planner@willowbrook.il.com)

RE: Site Plan Review  
735 Plainfield Road, Willowbrook, IL 60527

To whom it may concern,

We have received a copy of the site plans and turn exhibits for the above listed project. After review, we find the plans to be in apparent compliance with applicable standards relative to fire prevention and life safety.

Necessary inspections are to be performed along with any outstanding fees paid before occupancy is granted.

*The Bureau of Fire Prevention has been asked to review the plans, specifications or other documents submitted to see if compliance has been made with the Fire Prevention Codes and Ordinances of the Tri-State Fire Protection District. Errors or omissions by representatives of the Bureau of Fire Prevention do not constitute permission to cancel, set aside or waive any provision of any applicable Code or Ordinance of the Tri-State Fire Prevention District. Approvals by the Bureau of Fire Prevention will be in writing only.*

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence P. Link".

Lawrence P. Link  
Director  
Bureau of Fire Prevention  
[lawrencelink@tristatefd.com](mailto:lawrencelink@tristatefd.com)  
630-654-6284



**Attachment 25**  
Applicant Response Letters (8 pages)

March 11, 2021

Village of Willowbrook  
Attn: Ms. Ann Choi, Village Planner  
835 Midway Drive  
Willowbrook, IL 60527-5549

**RE: GW Properties  
Village of Willowbrook  
Review #3**

Dear Mr. Silverberg and Rosenblum:

We are in response of your review comments dated February 22, 2021 for the proposed 7-Eleven and Gas Station located at 7505 Kingery Highway in Willowbrook, Illinois. Below is a summary of the actions taken in response to these comments.

#### General Comments:

1. The revision dates on the engineering drawings (and other drawings) should be updated. These have the same revision dates as the drawings submitted prior to the February 3, 2021 public hearing.  
*Response: The revision dates for drawings that have been revised have been updated.*
2. Include responses to Comment Nos. 32-34 under "Signage for Lot 3" in the Comment Response Letter.  
*Response: The sign package has been revised and the comments 32-34 are no longer applicable.*
3. Revise the Findings of Fact under Section 9-13-6 and provide responses under "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", and "L".  
*Response: The responses have been provided with this submission.*
4. Revise the Findings of Fact under Section 9-13-7(F) to include the review of the market and tax impact studies. Re-letter the responses to the findings of fact.  
*Response: The Findings of Fact was revised and provided to the Village prior to the Plan Commission meeting.*
5. The EWC Pay Canopy Front Elevation has been omitted from the Refuse Enclosure Drawing. Please provide this elevation on a separate sheet.  
*Response: The Pay Canopy Front Elevation has been added.*
6. Refer to the "Vacuum Canopy Plans, Elevations, Sections" as prepared by Mark Shively Architecture, Sheet No. A1.1, and bearing a plot date of 0125.2021. The typical roof plan does not correspond to the typical canopy section.

**Response:**

7. Indicate the width of the foundation landscaping proposed along the south building façade for Lot 1.

**Response: A dimension has been added to the plan.**

8. Adjust the proposed building height on Sheet C1.0 for Lot 1 (to the top of water tower feature).

**Response: The building height has been updated.**

9. Provide a list of waivers that Staff can use as a basis to confirm.

**Response: The list of waivers was coordinated with Staff prior to the Plan Commission meeting.**

10. Street trees within the Plainfield Road right-of-way will not be required. A waiver (from the subdivision regulations) to eliminate the requirement for street trees will be added to applicant's petition.

**Response: Comment noted.**

11. The Village will require a lighting study for street lights, which will be reviewed by DuDOT, to determine if lighting along Plainfield Road would be recommended within the vicinity of the subject property. This will be tied to the approval of the Final PUD (not Preliminary PUD approval). The lighting study will provide information on how many lights would be required, if both sides of Plainfield Road are recommended to be lighted, and if DuDOT recommends a continuity in streetlighting - from the last existing street light on Plainfield, or if DuDOT would approve gaps in lighting.

**Response: Comment noted.**

## Traffic Regulation Agreement

12. A copy of the Certificate of Insurance will be required as an attachment to the Traffic Regulation Agreement.

**Response: Comment noted. A Certificate of Insurance will be provided when the property transaction is completed.**

## Traffic Impact Study and Traffic Control Plan

13. Traffic operations at the Site Access from Town Center should be reviewed after the opening of the development to determine if modifications or adjustments are needed (i.e., supplemental signing, pavement markings or restrictions to access). This will be added as a condition of approval.

**Response: Comment noted.**

14. The Village strongly recommends that the Applicant's traffic consultant attend the next public hearing to answer any questions regarding traffic and to present any simulations that have prepared.

**Response: Comment noted.**

## Bulk Regulations and Landscaping

15. Sheet L2.0 Landscape Plan labels 2 "ZA" shade trees on Lot 1 (near the last vacuum station) when this should be 1 "ZA" shade tree to correspond to the total number of ZA shade trees (2) in the Plant Legend.

**Response: The label has been updated.**

16. Under Section 9-10-5(G)2, permanent peripheral screening at least five feet {5'} high shall be constructed and maintained in interior side and rear yards adjacent to parking areas. This screening shall consist of a planted earth berm, densely planted evergreen shrubs or trees, or a combination of both. In interior side and rear yards, the screening shall be so located and constructed as not to interfere or conflict with the use of any utility easement or utility installations existing or planned to be installed in these easement areas. Provide densely planted evergreen shrubs or trees along the west and east lot lines of Lot 1, additional shrubs/trees to fill in the gaps along the south lot line of Lot 1 and along the east lot line of Lot 2.

**Response: The plans have been updated per the above comment.**

## Architectural Elevations

17. The architectural elevations for the car wash shall include the pay canopy.

**Response: The pay canopy is included in the updated elevations.**

## Loading & Parking

18. No comment

**Response: Noted**

## Signage for Lot 1

19. The total sign surface area for Lot 1 is calculated as follows:

This is considered a freestanding business and therefore business site frontage shall be based on the lot width. Therefore,  $289.9' \times 1.25 = 362.375$  SF. Total sign surface area permitted is 350 SF.

**Response: Comment noted.**

20. Staff calculates Sign E.5 as slightly higher than what is listed on Sheet 7B. Staff calculates each face of the sign to be 35.92 SF for a total of 71.84 SF. Please adjust the total proposed SSA accordingly.

**Response: The sign package has been updated with a new sign incorporating brick. New calculations are provided within the sign package.**

21. The three signs E.6 should also count both faces towards the SSA requirement of 4 SF Each sign is 12 SF. Please adjust on those sheets. A waiver for SSA Is required.

**Response: The calculations have been adjusted and a waiver was requested.**

## Signage for Lot 2

22. The total sign surface area for Lot 2 is calculated as follows:

This is considered an outlet to a three-lot PUD and therefore business site frontage shall be based on business site frontage. Therefore,  $(43'-4" + 43'-4" + 77'-8" + 77'-8") \times 1.25 = 302.5$  SF. Total sign surface area permitted is 302.5 SF.

**Response: Comment noted.**

23. Staff calculates the following:
- a. Signs A= 44.72 SF each,
  - b. Signs B, C and E = 47.84 SF each,
  - c. Sign F = 71.88 SF
  - d. Sign G = 47.31 SF (double faced)

**Total SSA requested: 307.43 SF.**

**Response: The team has calculated the same SF for all signs noted above with a small discrepancy on the Sign G calculation. Sign G was calculated to be 46.1 SF.**

## Signage for Lot 3

24. The total sign surface area for Lot 3 is calculated as follows:

This is considered an outlet to a three-lot PUD and therefore business site frontage shall be based on business site frontage. Therefore,  $(99'-8" + 85.36' + 67.49' + 76.3') \times 1.25 = 411.03$  SF. Total sign surface area permitted is 350 SF.

**Response: Comment noted.**

25. Staff calculates the proposed sign surface area for E.1 as 114.68 SF (brick base is not counted) and for E.8 as 4.62 SF, therefore the total proposed SSA is 230 SF (not 349.03 SF). Please confirm and change the area on the table accordingly.

**Response: A new sign package is provided, and a brick base was not included.**

26. The proposed temporary construction sign shall comply with Section 9-11-5(A)1.

**Response: Comment noted.**

## Fences

27. Staff cannot provide any comments on fence height and% openness as no detailed fence drawings were included as part of the submittal. Any fences shall comply with Section 9-12-4(D)2 of the Zoning Ordinance.

**Response: Comment noted.**

## Trash Enclosure

28. The height of the refuse enclosure in Lot 1 is 9'-6". Sections 9-12-11(A) and 9-12-11(8) require that refuse enclosures be constructed to a height no greater than seven feet (7'). A waiver will be required.

**Response: Comment noted, and a waiver is requested.**

29. Staff cannot provide any comments on the refuse enclosure located on Lot 2. The refuse enclosure on Lot 2 shall comply with Sections 9-12-11(A) and 9-12-11(8).

**Response: Details have been provided.**

## Engineering

As requested by email on February 12, 2021, we have reviewed the PU Plans and supporting documents. Based on our discussion, this is intended to be the Preliminary PUD submittal and this review is for compliance with Section 9-13-5.B of the Village Code. Our previous comments have been addressed, and we have no objection to the Village proceeding with consideration of the Preliminary PUD, noting the following items:

## Preliminary PUD and Subdivision Plat

30. Easements will be provided as required with a blanket easement covering all of the property except for building envelopes. There is a note to this effect on both the Preliminary Plat and in the Preliminary PUD.

**Response: Comment noted.**

31. Section 9-13-5. B.4 provides that a statement of ownership be included listing the existing ownership and certification that there are no delinquent taxes on the property. We understand that this will be addressed separately.

**Response: Comment noted.**

32. Section 9-13-5. B.7 provides for covenants providing various information be submitted. We presume that this will be provided separately and reviewed by others.

**Response: Comment noted.**

33. Section 9-13-5. B.12 provides for preliminary landscape plans. We will defer review of these drawings to the Village Planner.

**Response: Comment noted.**

34. Sections 9-13-5. B.14-17 provides for various studies to be provided. We presume these are being reviewed by others.

**Response: Comment noted.**

## General Comments

35. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.

**Response: Comment noted.**

36. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.

**Response: Comment noted.**

37. The fire truck turning templates indicate that presumed truck can maneuver the site. We presume that prior to final approval the plans will be provided to the fire district for comment on both the geometrics, but also the location of hydrants and fire department connections on each building.

**Response: The final plans will be provided to the fire district.**

## Market Study

38. Elaborate why the proposed car wash is unique. Include price points. Does the car wash use heat to dry the vehicles?

**Response: Responses were provided prior to the Plan Commission meeting.**

39. Can this tight site hold enough "free vacuum stalls"? How many stalls equals a "large" number? What is your definition of "self-service"?

**Response: Responses were provided prior to the Plan Commission meeting.**

40. How large is the "queuing area" and how does this site work with the drive-through and the adjacent drive-throughs?

**Response: Responses were provided prior to the Plan Commission meeting.**

41. Most of this detail will be shown on the site plan, but the Village will need confirmation that the statements match the site plan.

**Response: Responses were provided prior to the Plan Commission meeting.**

## Tax Impact Study

42. No comment.

**Response: Noted**

## Additional Comments

43. Relocate the ground sign on Lot 3 approximately 5 to 10 feet further away from the lot lines to improve sight visibility for vehicles.

**Response: The ground sign on Lot 3 has been relocated 5 feet further away from the lot line.**

44. The ground sign proposed for Lot 1 shall contain brick in keeping with the design of the principal structure.

**Response:** *The ground sign for Lot 1 has been revised to contain brick.*

## Relief/Waivers Requested

### Zoning Ordinance

Approval of a Special Use Permit for a planned unit development consisting of a financial institution with drive through, fast food establishment with drive through, an automobile washing and cleaning facility, and associated site improvements. The approval of the special use permit will include, but is not limited to, the following waivers:

### Overall Site

Pending Applicant's Requested List of Waivers.

### LOT 1 (Automobile Washing and Cleaning Facility)

Pending Applicant's Requested List of Waivers.

### LOT 2 (Fast Food Establishment and Drive-Through)

Pending Applicant's Requested List of Waivers.

### LOT 3 (Financial Institution and Drive-Through)

Pending Applicant's Requested List of Waivers.

**Response:** *Waivers were coordinated with the Village prior to the Plan Commission meeting.*

### PUD Standards

Pursuant to Section 9-13-6 of the Village Code, the following variations from the provisions of the Planned Unit Development Regulations include but are not limited to:

1. That Section 9-13-6(B) PUD Standards, Size and Ownership, be varied to waive the requirement that the subject realty be under single ownership and/or unified control.  
**Response:** *Comment noted.*
2. That Section 9-13-6(F) PUD Standards, Yards, be varied to waive the requirement that the required yards or setbacks along the periphery of the planned unit development be at least equal in width or depth to that of the applicable required yard within the adjacent zoning district.  
**Response:** *Comment noted.*

3. That Section 9-13-6(L) PUD Standards, Other Standards, be varied to waive the requirement that the planned unit development must comply with the minimum standards set forth in subsections (A), (B), (C), (D), (H), (I) and (K) of this section.

**Response: Comment noted.**

## Subdivision Ordinance

4. That Section 10-4-3(A)2, Lots, Sizes and Shapes, be varied to waive the requirement that the lot areas and lot widths conform to at least the minimum requirements of the zoning ordinance for the district in which the subdivision is proposed for Lots 2 and 3.

**Response: Comment noted.**

5. That Section 10-4-3(A)3, Lots, Sizes and Shapes, be varied to waive the requirement that building setback lines conform to at least the minimum requirements of the zoning ordinance for the district.

**Response: Comment noted.**

6. That Section 10-4-3(B), Lots, Arrangement, be varied to waive the requirement that Lot front on a public street.

**Response: Comment noted.**

7. That Section 10-7-4(C), Other Improvements, Plantings, be varied to waive the requirement that street trees shall be planted on both sides of each proposed street except where there are existing trees present and preserved

**Response: Comment noted.**

We trust these responses and the description of changes above adequately address your comments. If you have any questions or require any additional information, please contact me at 630-487-5560.

Sincerely,



Eric Tracy, P.E.  
Kimley-Horn and Associates, Inc.  
Phone: 630-487-5560  
Email: eric.tracy@kimley-horn.com

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A MOTION DIRECTING THE VILLAGE MAYOR TO EXECUTE AND SERVE A NOTICE OF TERMINATION UPON HR SIMPLIFIED, INC. TERMINATING AN AGREEMENT BY AND BETWEEN THE VILLAGE OF WILLOWBROOK AND HR SIMPLIFIED, INC. TO PROVIDE THIRD PARTY ADMINISTRATIVE SERVICES REGARDING THE VILLAGE'S COBRA SERVICES (PASS)**

AGENDA NO. **9**  
AGENDA DATE: 03/22/2021

**STAFF REVIEW:** Carrie Dittman, Director of Finance

SIGNATURE: *Carrie Dittman*

**LEGAL REVIEW:** Tom Bastian, Village Attorney

SIGNATURE: *Tom Bastian / cd*

**RECOMMENDED BY:** Brian Pabst, Village Administrator

SIGNATURE: *B. Pabst / cd*

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, PERTINENT HISTORY)

The Village currently uses HR Simplified, Inc., to provide COBRA notices to an employee or employee's dependent when coverage terminates due to termination of employee, dependent age-out, and other factors. HR Simplified bills the Village a charge per notice, with a minimum charge of \$100/month for this service. The Village utilized HR Simplified, Inc. because of having health, dental and flexible spending benefits under different providers.

At the March 8, 2021 Village Board meeting, the Board voted affirmatively to move our dental provider, Delta Dental, from the Village's individual contract to be under the IPBC's umbrella, effective July 1, 2021. With this change, all of the Village's insurance products will now be consolidated within IPBC. The Village can achieve additional cost savings and administrative ease by utilizing IPBC's subcontractor, Benefit Solver, to provide COBRA continuation services for the Village. The Village was previously required by IPBC to use Benefit Solver for member enrollment and termination and billing purposes. The cost for using Benefit Solver will be \$0.55 PEPM (per employee per month), or roughly \$42/mo.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

The Village needs to provide notice of termination to HR Simplified, Inc. 60 days prior to the renewal date of July 1, 2021. The new COBRA services under Benefit Solver would commence July 1, 2021.

**This motion will allow the Village to terminate the agreement with the existing COBRA service provider, HR Simplified, Inc., effective July 1, 2021.**

**ACTION PROPOSED:** Pass the Motion

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**A MOTION APPROVING AN AGREEMENT BY AND BETWEEN THE VILLAGE OF WILLOWBROOK AND BENEFIT SOLVER TO PROVIDE THIRD PARTY ADMINISTRATOR SERVICES TO THE VILLAGE REGARDING THE VILLAGE'S COBRA SERVICES. (PASS)**

**AGENDA NO. 10**

**AGENDA DATE: 03/22/2021**

**STAFF REVIEW:** Carrie Dittman, Director of Finance

**SIGNATURE:** *Carrie Dittman*

**LEGAL REVIEW:** Tom Bastian, Village Attorney

**SIGNATURE:** *Tom Bastian / cd*

**RECOMMENDED BY:** Brian Pabst, Village Administrator

**SIGNATURE:** *B. Pabst / cd*

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, PERTINENT HISTORY)

The Village currently uses HR Simplified, Inc., to provide COBRA notices to an employee or employee's dependent when coverage terminates due to termination of employee, dependent age-out, and other factors. HR Simplified bills the Village a charge per notice, with a minimum charge of \$100/month for this service. The Village utilized HR Simplified, Inc. because of having health, dental and flexible spending benefits under different providers.

At the March 8, 2021 Village Board meeting, the Board voted affirmatively to move our dental provider, Delta Dental, from the Village's individual contract to be under the IPBC's umbrella, effective July 1, 2021. With this change, all of the Village's insurance products will now be consolidated within IPBC. The Village can achieve additional cost savings and administrative ease by utilizing IPBC's subcontractor, Benefit Solver, to provide COBRA continuation services for the Village. The Village was previously required by IPBC to use Benefit Solver for member enrollment and termination and billing purposes. The cost for using Benefit Solver will be \$0.55 PEPM (per employee per month), or roughly \$42/mo.

### ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.)

The Village needs to provide notice of termination to HR Simplified, Inc. 60 days prior to the renewal date of July 1, 2021. The new COBRA services under Benefit Solver would commence July 1, 2021.

**This motion will approve the new COBRA service provider, Benefit Solver, effective July 1, 2021.**

**ACTION PROPOSED:** Pass the Motion

# VILLAGE OF WILLOWBROOK

## BOARD MEETING AGENDA ITEM - HISTORY/COMMENTARY

**Discuss Water Late Fees and Shutoffs During the Covid-19  
Restore Illinois Tier 1 Mitigation Phase**

AGENDA NO. 11.

AGENDA DATE: 03/22/21

**STAFF REVIEW:** Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst / cm

**LEGAL REVIEW:** Tom Bastian, Village Attorney

SIGNATURE: Tom Bastian / cm

**RECOMMENDED BY:** Brian Pabst, Village Administrator

SIGNATURE: Brian Pabst / cm

**REVIEWED & APPROVED BY COMMITTEE:** YES  NO  N/A

### ITEM HISTORY (PREVIOUS VILLAGE BOARD REVIEWS, ACTIONS RELATED TO THIS ITEM, OTHER HISTORY)

In late 2019, a new and significant outbreak of Coronavirus Disease 2019 (COVID-19) emerged in China. On March 9, 2020 Illinois Governor JB Pritzker declared all counties in the State of Illinois as a disaster area, (Governor's Disaster Proclamation). Following the lead of Governor J. B. Pritzker, health agencies on both the State and Federal level, the DuPage County Board on March 16, 2020 passed the DuPage County Disaster Proclamation. The Centers for Disease Control (CDC) and World Health Organization have declared the COVID-19 a global pandemic.

On March 20, 2020 Governor Pritzker issued an Executive Order in response to the Covid-19 pandemic, No. 2020-10. This executive order established a stay-at-home order, social distancing requirements and a cessation of non-essential business operations. The stay-at-home directives, locally and nationally, have caused the furloughs and layoffs of millions of people. During this COVID-19 pandemic shutdown, staff was directed to hold off on issuing water billing late fees and performing water shutoffs. During this time, the Village paused late fees and shutoff penalties for the months of March, April, and May 2020 for residential and commercial accounts.

The State of Illinois entered Stage 4 of the Restore Illinois Plan on Friday June 26, 2020. The Municipal Services Committee discussed the moratorium on water late fees and water shutoffs at their June 22, 2020 Committee meeting. Upon discussion of the subject matter, the consensus of the Committee was to resume normal billing activities starting with the July billing cycle. The Village Board was advised that the late fees for March, April and May would be waived for the three-month period and the normal billing process resumed with the July billing cycle.

On November 10, 2020, the Governor issued Executive Order 2020-70 further tightening restrictions on bars, restaurants, and social gatherings to help mitigate the spread of COVID-19. On November 20, 2020, the Governor implemented Tier 3 Resurgence Mitigation restrictions to combat the exponential growth of COVID-19 within the State. On January 18, 2021, the Governor revised the restrictions for regions that have met certain criteria. The Village of Willowbrook is part of Region 8 and this Region has met criteria to be reclassified to Tier 1 restrictions (attached).

**The normal billing process is as follows:**

Payments are due 30 days after the bill is issued. On the 31<sup>st</sup> day, a 10% penalty is added to any unpaid accounts giving the account holder an additional 15 days to pay before a shutoff letter is mailed and \$25 is added to their account. The shutoff date for said letter is the day after the following second Monday of the month board meeting. If payment is not made, water is shut off and a \$70 fee is added to the account. Residential properties are billed quarterly over three (3) billing cycles. Commercial properties are billed every month.

**A sample of billing dates for District 1 (residential):**

**Service dates:** 10/1/2020-12/31/2020      **Date of bill:**1/8/2021      **Due Date:** 2/8/2021 (30 days from billing date). If not paid on 2/9/2021, a 10% late penalty is added, due 45 days from billing date. The bill is then due with late fee included by (2/22/2021). If not paid 45 days from billing date, shutoff letter is mailed out with a \$25 fee added. Balance is due on the date of the second board meeting of the following month (3/22/2021) or water is shutoff and \$70 fee added to bill.

**10% late fees averaged per month as follows:**

District 1 (residential) & District 4 (commercial) = \$2,700.00

District 3 (residential) & District 4 (commercial) = \$2,100.00

District 2 (residential) & District 4 (commercial) = \$3,300.00

**Average of these totals \$2,700.00/monthly**

District 1 tends to be the district with the most past due accounts. An example of District 1 Past Dues is shown in the attached exhibit.

A survey of surrounding communities' current practices during the COVID-19 pandemic is as follows:

- **Burr Ridge:** Due to the Pandemic we have suspended any water shutoffs but continue to send notices. We resumed late fees/penalties in July 2020. They are meeting on this issue next week (3/14/2021) to update their policy.
- **Downers Grove:** They are charging late fees and resumed doing water shutoffs in September 2020.
- **DuPage County/City of Darien:** No late fees and no water shutoffs.
- **Hinsdale:** They are charging late fees and shutting off water.
- **Woodridge:** They are adding late fees beginning March 2021 and water shutoffs will begin in April.

**STAFF RECOMMENDATION**

On December 14, 2020, the Village Board discussed water Late Fees and Water Shutoffs. The direction at that time was to hold off on issuing new late fees and water shut offs while the State was in a Tier 3 Resurgence Mitigation Phase. Now that the State has moved to a Tier 1 Mitigation stage staff is seeking direction on re-instituting water late fees and water shutoffs for commercial and residential properties.

**ACTION PROPOSED:**

Direct staff as desired.

PAST DUE UTILITY BILLING

ACCT #	payment plan	30 DAYS PAST BAL DUE	90 DAYS PAST BAL DUE	CURRENT BILL	TOTAL PAST DUE
110625		248.15	\$48.27		296.42
250225			\$98.21	\$82.49	\$180.70
253475			\$99.76	\$82.49	\$182.25
250265			\$107.49	\$82.49	\$189.98
111180			\$115.14	\$82.49	\$197.63
352520			\$143.43	\$82.49	\$225.92
210470			\$90.35	\$172.84	\$263.19
212580			\$126.00	\$143.26	\$269.26
213335			\$146.78	\$146.11	\$292.89
253505			\$138.33	\$155.55	\$293.88
251730			\$177.26	\$151.39	\$328.65
251200			\$185.03	\$148.95	\$333.98
153065			\$215.50	\$222.77	\$438.27
111690			\$294.56	\$230.69	\$525.25
251725			\$691.80	\$138.09	\$829.89
211525*	953.39		\$209.37	\$221.35	\$1,384.11
					<b>\$5,935.85</b>

\*Resident entered into a payment plan 9/3/2020 to pay off \$1253.39 bill. To date, he has only paid \$300 toward this payment plan. He should have paid \$700 to date. Also, his last 2 bill have not been paid.

## Tier 1 Resurgence Mitigations

Tier 1 mitigations may be applied to regions that are experiencing a sustained resurgence of COVID-19 or regions that have been under more stringent mitigations but have not yet achieved metrics that allow for a resumption of Phase 4 Restore Illinois activities. If a region again experiences a sustained resurgence of COVID-19 with Tier 1 mitigations in place, a return to stricter measures may be necessary to curtail further spread. **Tier 1 mitigations include the following:**

SETTING	MITIGATION REQUIREMENTS
<b>Bars and restaurants</b>	<ul style="list-style-type: none"> <li>• All bars and restaurants close at 11pm and may reopen no earlier than 6am the following day</li> <li>• Indoor service limited to the lesser of 25 guests or 25% capacity per room</li> <li>• Establishments offering indoor service must serve food</li> <li>• Indoor service reservations limited to 2-hour maximum duration and maximum 4 persons per party (dining only with members of the same household recommended)</li> <li>• All bar and restaurant patrons should be seated at tables</li> <li>• No ordering, seating, or congregating at bar (bar stools should be removed)</li> <li>• Tables should be 6 feet apart</li> <li>• No standing or congregating indoors or outdoors while waiting for a table or exiting</li> <li>• No dancing or standing indoors</li> <li>• Reservations required for each party</li> <li>• No seating of multiple parties at one table</li> <li>• Includes private clubs and country clubs</li> <li>• Limit to lesser of 25 guests or 25% of overall room capacity both indoors and outdoors</li> </ul>
<b>Meetings, social events and gatherings</b> (including weddings, funerals, potlucks, etc.)	<ul style="list-style-type: none"> <li>• Applicable to professional, cultural and social group gatherings.</li> <li>• Not applicable to students participating in-person classroom learning, or sports.</li> <li>• This does not reduce the overall facility capacity dictated by general Phase 4 business guidance such as office, personal care, retail, etc.</li> <li>• No party buses</li> </ul>
<b>Organized group recreational activities</b> (fitness centers, sports, etc.)	<ul style="list-style-type: none"> <li>• Sports should follow the mitigation measures set forth in the All Sport Guidelines, which outlines appropriate levels of practice and competition based on individual sport risk</li> <li>• Face coverings must be worn at all times in fitness centers, including while engaged in individual exercise regardless of person or machine spacing</li> <li>• Recreation, fitness centers and outdoor activities (not included in the above exposure settings) follow Phase 4 guidance</li> </ul>

IDPH will continue to track the positivity rate in regions requiring additional mitigations to determine if mitigations can be relaxed, if additional mitigations are required, or if current mitigation should remain in place.

- For regions experiencing a resurgence of COVID-19, Tier 1 mitigations may be applied in either of the two scenarios:
  - If a region's test positivity rate is greater than or equal to 8 percent for three consecutive days (measured with the 7-day rolling average)
  - If a region experiences both a sustained increase in test positivity rate (measured with the 7-day rolling average for 7 of 10 days) and hospital capacity is threatened, which is measured by either:
    - A. A sustained increase in the number of COVID patients in the hospital (measured with the 7-day average for 7 of 10 days), or
    - B. Staffed ICU bed availability falls below 20 percent for three consecutive days (measured with the 7-day rolling average)
- For regions experiencing declining spread of COVID-19, Tier 1 mitigations will go into effect if a region meets the following three metrics:
  - Test positivity rate between 6.5 and 8 percent for three consecutive days (measured with the 7-day rolling average)
  - Staffed intensive care unit (ICU) bed availability greater than or equal to 20 percent for three consecutive days (measured with the 7-day rolling average)
  - No sustained increase in the number of COVID-19 patients in hospitals (measured with the 7-day rolling average for 7 of 10 days)

*Please see the Illinois Gaming Board's website for Tier 1 and Tier 2 mitigations for casino gambling and video gaming.*

Follow the latest regional metrics at: <https://dph.illinois.gov/regionmetrics>.

For more information on guidance for businesses, please visit the FAQ on [DCEO's website](#).