

A G E N D A

REGULAR MEETING OF THE PLAN COMMISSION OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON WEDNESDAY, March 3, 2021 AT 7:00 P.M. AT THE WILLOWBROOK POLICE DEPARTMENT, DETECTIVE TRAINING ROOM, 7760 QUINCY STREET, WILLOWBROOK, 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: 819 4028 3858
Password: 316709

Written public comments can be submitted by no later than 6:00pm on March 3, 2021 to planner@willowbrook.il.us.

1. CALL TO ORDER
2. ROLL CALL
3. OMNIBUS VOTE AGENDA
 - A. Waive Reading of Minutes (APPROVE)
 - B. Minutes - February 3, 2021
4. PLAN COMMISSION CONSIDERATION: Continuation of Zoning 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.
 - A. PUBLIC HEARING
 - B. DISCUSSION/RECOMMENDATION
5. VISITOR'S BUSINESS
6. COMMUNICATIONS
7. ADJOURNMENT

MINUTES OF THE REGULAR MEETING OF THE PLAN COMMISSION HELD ON WEDNESDAY,
FEBRUARY 3, 2021 AT THE WILLOWBROOK POLICE DEPARTMENT, TRAINING ROOM, 7760
QUINCY STREET, WILLOWBROOK, ILLINOIS

**DUE TO THE COVID19 PANDEMIC THE VILLAGE WILL BE UTILIZING A ZOOM
CONFERENCE CALL FOR THIS MEETING**

1. CALL TO ORDER

Chairman Kopp called the meeting to order at the hour of 7:00 p.m.

2. ROLL CALL

Those physically present at VOW Police station were Chairman Kopp and Commissioner Soukup
Present Via Zoom COVID -19 Pandemic were Commissioners Remkus, Kaczmarek, Kaucky, Walec,
Vice Chairman Wagner and Building Official Roy Giuntoli
Also, present Via Zoom were Planning Consultant Anne Choi from the Village Hall
ABSENT: Recording Secretary Lisa Shemroske

3. OMNIBUS VOTE AGENDA

The items on the Omnibus Vote Agenda were as follows:

- A. Waive Reading of Minutes (APPROVE)
- B. Minutes – Regular Meeting January 13,2021

MOTION: Made by Commissioner Remkus seconded by Vice Chairman Wagner approve the
Omnibus Vote Agenda as presented.

MOTION DECLARED CARRIED

4. PLAN COMMISSION CONSIDERATION: Continuation of Zoning Hearing Case 21-01:
Consideration of a petition requesting approval of a special use permit for a fast-food
establishment and a special use permit for a drive-through in the B-2 Community Shopping
District, including certain variations form Title 9 of the Village Code. The applicant seeks to
demolish the existing gas/service station and construct a one-story building and drive-through
with associated site improvements on the property. The Applicant is Hakim Yala of Panda
Express, Inc, 1683 Walnut Grove Avenue, Rosemead CA 91770. The Property owner is the True
North Energy, LLC 10346 Brecksville Road, Brecksville OH 44141.

- A. PUBLIC HEARING
- B. DISCUSSION/RECOMMENDATION

See Court Reporter Minutes for Discussion and Recommendation

MOTION: Based on the submitted petition and testimony presented, I move that the Plan Commission approve and adopt the Findings of Fact submitted in response to the Standards for Special Use Permits and Standards for Variations outlined in Attachments 3 and 4, respectively, of the staff report prepared for PC 21-01 for the February 3, 2021 Plan Commission meeting; and that the Plan Commission recommend to the Village Board approval of a special use for a fast food establishment with a drive-through, including the list of modified variations, as outlined in the staff report prepared for PC 21-01 for the February 3, 2021 Plan Commission meeting, and as deliberated by the Plan Commission, according to the plans listed in the Staff Report for PC 21-01 for the February 3, 2021 Plan Commission meeting, and subject to the fourteen (14) enumerated conditions listed in the staff report prepared for PC 21-01.

Made by Commissioner Kaucky and second by Commissioner Rimkus, all in favor.

Roll Call votes: AYES: Commissioners Remkus, Soukup, Kaczmarek, Kaucky, Walec, Vice Chairman Wanger, and Chairman Kopp NAYS: None

MOTION DECLARED CARRIED

5. PLAN COMMISSION CONSIDERATION: Zoning 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 Ave, suite 304, Chicago IL 60614. The property owner is Viren -Gill Ltd., LLC, 735 Plainfield Road, Willowbrook, IL 60527.

A. PUBLIC HEARING

B. DISCUSSION/RECOMMENDATION

See Court Reporter Minutes for Discussion and Recommendation.

MOTION: 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 the Village Staff was made by Vice Chairman Wanger and second by Commissioner Kaczmarek, all in favor.

Roll call votes: AYES: Commissioners Remkus, Soukup, Kaczmarek, Kaucky, Walec, Vice Chairman Wanger and Chairman Kopp NAYS: None

6. VISTOR'S BUSINESS.

None

7. COMMUNICATIONS

Planner Choi informed Commissioners the two items that will be discussed at the Plan Commission Meeting scheduled for March 3, 2021. One being for a Public Hearing for a Drive Thru Restaurant at Lake Hinsdale Commons and possibly the continuation of Zoning Case 21-03. Building Official Giuntoli informed Committee that permanent signals at Kingery and Plainfield are up and running and Dollar Tree should open next few days.

8. ADJOURNMENT

MOTION: Made by Commissioner Remkus seconded by Vice Chairman Wagner to adjourn the meeting of the Plan Commission at the hour of 9:01 p.m. all in favor

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

PRESENTED, READ, AND APPROVED,

March 3, 2021

Chairman

Minutes transcribed by Building and Zoning Secretary Lisa J Shemroske

2/3/2021

**VILLAGE OF WILLOWBROOK PROCEEDINGS BEFORE THE
PLANNING & ZONING COMMISSION**

ROBIN HEJNAR

VILLAGE OF WILLOWBROOK
PROCEEDINGS BEFORE THE
PLANNING & ZONING COMMISSION
OF THE VILLAGE OF WILLOWBROOK

WEDNESDAY, FEBRUARY 3, 2021

7:00 p.m.

RECORD OF THE PROCEEDINGS VIA ZOOM had at the meeting held before the Planning & Zoning Commission of Willowbrook, on Wednesday, the 3rd day of February 2021, commencing at 7:00 p.m., as reported by Robin Hejnar, a Certified Shorthand Reporter and Registered Professional Reporter and Notary Public in and for the County of DuPage and State of Illinois.

1 APPEARANCES:

2
3 Daniel Kopp - Chairman

4 John Wagner - Vice-Chairman

5 Commissioner Soukup - Member

6 Maciej Walec - Member

7 Catherine Kaczmarek - Member

8 Leonard Kaucky - Member

9 William Remkus - Member

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11
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16 Staff Also Present:

17 Ann Choi - Planning Consultant

18 Roy Giuntoli - Building Official and interim acting
19 Secretary

1 CHAIRMAN KOPP: I call to order the regular
2 meeting of the Plan Commission of the Village of
3 Willowbrook, and ask the temporary Plan Commission
4 Secretary to call the role.

5 MR. GIUNTOLI: Commissioner Remkus?

6 MR. REMKUS: Here.

7 MR. GIUNTOLI: Commissioner Soukup?

8 MR. SOUKUP: Here.

9 MR. GIUNTOLI: Commissioner Kaczmarek?

10 MS. KACZMAREK: Here.

11 MR. GIUNTOLI: Commissioner Kaucky?

12 MR. KAUCKY: Here.

13 MR. GIUNTOLI: Commissioner Walac?

14 MR. WALEC: Here.

15 MR. GIUNTOLI: Vice Chairman Wagner?

16 MR. WAGNER: Here.

17 MR. GIUNTOLI: Chairman Kopp?

18 CHAIRMAN KOPP: Here.

19 MR. GIUNTOLI: Planner Ann Choi?

20 MS. CHOI: Present via Zoom.

21 MR. GIUNTOLI: Building official Roy
22 Giuntoli, I am here. The recording secretary is not
23 present this evening.

24 Did I miss anybody else that needs to be

1 listed on this role call from staff of the Village of
2 Willowbrook?

3 CHAIRMAN KOPP: All right.

4 MR. GIUNTOLI: No? Okay. Thank you.

5 CHAIRMAN KOPP: Next item on the agenda is
6 the omnibus vote agenda. Do any of the commissioners
7 want an item removed from the omnibus vote agenda?

8 If not, will someone make a motion to
9 approve the omnibus vote agenda?

10 MR. REMKUS: Remkus, so moved.

11 MR. WAGNER: Wagner, second.

12 CHAIRMAN KOPP: All in favor say, Aye.

13 ALL MEMBERS: Aye.

14 CHAIRMAN KOPP: Opposed say neigh. That
15 motion carries.

16 Next item on the agenda is continuation of
17 Zoning Hearing Case 21-01, which is consideration of a
18 petition requesting approval of a special use permit for
19 a fast food establishment, and a special use permit for
20 a drive-through in the B-2 Community Shopping District,
21 including certain variations.

22 The applicant is Hakim Yala of Panda
23 Express, from Rosemead, California. The property owner
24 is True North Energy of Brecksville, Ohio.

1 Ann, would you like to proceed?

2 MS. CHOI: Yes. Thank you, Chairman Kopp.

3 Before we start, though, we have a caller on
4 the line named Matt. Can you give me your full name
5 please?

6 MR. WISZ: Sure. Last name is Wisz, W-i, S
7 as in Sam, Z as in zebra.

8 MS. CHOI: Okay. Sorry, this chat room is
9 shifting. Where did they just go?

10 And are you here for Panda Express, or are
11 you here for the 735 Plainfield?

12 MR. WISZ: The GYG Restaurant.

13 MS. CHOI: Okay. And you said W-h-i-z?

14 MR. WISZ: W-i-s-z.

15 MS. CHOI: Okay. So I think this is
16 probably the most participants I had at a public hearing
17 at Willowbrook.

18 We're just going to start with the Panda
19 Express petition, Zoning Case PC 21-01.

20 So the petitioner is requesting approval of
21 the special use permit, including certain variations, to
22 allow the petitioner to demolish the existing Shell Gas
23 Station, and replace it with a construction of a
24 one-story 2,300 square foot fast food establishment with

1 associated drive-through.

2 The restaurant operator, as stated, is Panda
3 Express. The proposed single-story building is situated
4 towards the northwest portion of the subject property
5 and will require several variations because the building
6 will not meet required setbacks, required minimum lot
7 area, and certain landscapes.

8 So the property consists of a total of one
9 acre. I am just going to note that, on the first page
10 of the staff report, it is incorrectly stated as
11 0.28 acres. The site is located at the southeast corner
12 of Route 83 and 75th Street.

13 The property is zoned B-2 Community
14 Shopping, and is surrounded by the Willowbrook shopping
15 center to the north, Potbelly's restaurant to the west,
16 light manufacturing use to the east, and the Red Roof
17 Inn to the south.

18 So the subject property is currently
19 accessed from both Route 83 and 75th Street via three
20 driveways, two are located on 75th Street, and one on
21 Route 83. I'm just going to share my screen and go to
22 the site plan.

23 Can everybody see the site plan on -- the
24 plan commissioners?

1 MR. REMKUS: Yes.

2 CHAIRMAN KOPP: Yes.

3 MS. CHOI: So, yes, there's two existing
4 driveways, one is a right in --

5 THE REPORTER: Sorry, there's some feedback.

6 MS. CHOI: Can everybody who's not speaking,
7 mute themselves?

8 So the Panda Express site layout proposes
9 constructing new access driveways in the approximate
10 location of the existing access driveways, with the
11 exception of the right-in only site pattern. That will
12 be closed off and curbed. The access on 75th Street
13 will be a full movement for inbound traffic and limited
14 to right-out only, right-in/right-out, and the access on
15 Route 83 will remain as a right-in/right-out access
16 only.

17 The single lane drive-through has a counter
18 clockwise circulation around the site. It offers a
19 second bypass lane after you pass the menu board, which
20 is located a little bit north to the building. The
21 proposed building can be accessed via the driveway on
22 Route 83 for northbound travelers. Vehicles can enter
23 here, side-pass parking, and then circulate around this
24 way around the site.

1 According to the traffic plan, which is on
2 page 68 of your staff report, here, the proposed site
3 layout is designed to provide a total storage length of
4 seven cars for the drive-through window queue.
5 Placement of the menu order board is at the fifth car.
6 Furthermore, two drive-through parking pick-up spaces
7 are located here, and this would help reduce
8 drive-through cueing as needed during peak business
9 hours.

10 The traffic study that was provided by the
11 applicant has been reviewed by the Village's traffic
12 consultant, who found the study to adequately address
13 the first round of comments, questions and concerns, and
14 no further response is needed.

15 I'm going to go to page 20. Can everybody
16 see this, the elevations here?

17 MR. REMKUS: Yes.

18 MS. CHOI: Okay. So the elevations are in
19 black and white, but you can see that they provide
20 variations in the choice of building materials. There's
21 an additional number of brick in the facade, material
22 changes, and variations of the roof line. Proposed
23 building materials include a combination of brick,
24 stone, EIFS and metal. Glass windows are also provided

1 on each elevation to allow natural light to filter into
2 the building and provide street views for its patrons.

3 I'm just going to go to the colored
4 elevation.

5 The proposed building elevations conform to
6 the general conditions of the business district for
7 building facade materials, and you can see these in the
8 colored elevations here.

9 So I'm going to talk about the setback now.

10 The applicant is requesting three variations
11 from the setback requirements of the zoning ordinance.
12 Relief is requested from the 100-foot specific setback
13 on Route 83, the 60-foot front yard setback also on
14 Route 83, and the 60-foot exterior side yard setback on
15 75th.

16 The subject property is further governed by
17 ordinance No. 94-O-16, which provided significant zoning
18 relief from this specific setback and in B-2 bulk
19 regulations. This was applied to the gas station.
20 Staff also considered the reduced setback of adjacent
21 properties and the Village's history of allowing reduced
22 setbacks in similar instances.

23 So I believe, right now, because we did
24 receive some changes from the applicant today, they're

1 requesting a setback of 50 feet in the site plan that
2 you reviewed, but that's being changed to 50.2. It's
3 not a big deal.

4 Storm water management: So an abbreviated
5 storm water submittal was provided to the Village. The
6 Village engineer confirmed the findings stating that the
7 subject property does not contain plains or wetlands,
8 and the development does not reach the thresholds for
9 best management practices with intention. The Village
10 engineer has reviewed the engineering for storm water
11 compliance and identified no issues.

12 And the applicant is also proposing, on the
13 site plan, a trash inclosure area located on the
14 southeast corner of the site. It is 6 feet in height.
15 The open side of the inclosure is oriented so that it
16 doesn't face towards an abutting property or street.

17 The drawings were black and white drawings,
18 so we have included a condition of approval that the
19 trash inclosure be constructed to look like masonry, and
20 shall appear similar to the color and style of the
21 building.

22 Site lighting was also evaluated. This is
23 the photometric plan. I normally don't review these,
24 but the engineer does, and he had indicated that the

1 site lighting is in general compliance with Village
2 Code.

3 Does anyone have any questions so far? No?
4 Okay. Then I will move on.

5 We're going to talk about the landscaping
6 plan next. This site, obviously -- this is the
7 landscape plan -- is going to be providing additional
8 foundation, interior parking lot and permit or
9 landscaped areas. This is a huge improvement to what's
10 existing.

11 The landscape plan complies with the
12 landscape ordinance, but they are requesting a variation
13 from the width of the foundation landscaping located at
14 the southern building facade. The site plan that you
15 reviewed has it at 4.5. Our Code requires 7-feet wide.
16 This has been further reduced to 3.8 feet as of today.

17 I'm going to jump to the signage package.

18 So one-freestanding sign is proposed at the
19 northwest corner of the site, here. It's in the
20 approximate location of the existing Shell Gas Station.
21 A total of four wall signs are proposed, and the
22 combined signage for the site is under the required
23 total sign surface area. So they're not asking for any
24 variations. They wouldn't be -- we wouldn't be able to

1 grant them anyway, because they're not part of the PUD.

2 The site also provides 46 parking spaces.

3 I'm just going to go back to the site plan.

4 The restaurant only requires 23 parking
5 spaces, so they're very well-parked, and the fast food
6 establishment is below the threshold of 5,001 square
7 feet to trigger the requirement of a loading birth.

8 In terms of the contamination on the site
9 from the gas station, I was told that the applicant has
10 a purchase agreement in place with the current property
11 owner, True North Energy. This agreement outlined the
12 removal procedure for any contaminants from the existing
13 gas station. It also states no further remediation or
14 NFR letter from the Illinois Environmental Protection
15 Agency, which is the responsibility of the current
16 property owner and seller, therefore, the purchase of
17 the property is contingent, that the current property
18 owner obtain the NFR letter from IEPA. The Village is
19 agreeable to this, and has added a condition of approval
20 that the NFR letter will be required at the time of the
21 building permit, if the seller and buyer have the NFR
22 letters, condition of the sale at the closing.

23 So, lastly, I just wanted to note the
24 modifications, because we did receive revised drawings

1 earlier today, as I stated. Let me open up those
2 drawings.

3 So the proposed building appears to have
4 shifted to the east, just slightly, .2 feet, or the
5 building envelope has expanded; and slightly to the
6 south, just marginally.

7 I'll defer to the applicant to explain why
8 this is changed, but this change has impacted three
9 other variations requested, two of the variations
10 requested relief from the 100-foot specific setback on
11 Route 83, and a 60-foot front yard setback.

12 Instead of 50 feet, the variations would
13 request reduction to 50.2 feet, marginally less than
14 what was originally requested, and then to further
15 reduce the foundation landscaping from 4.5 feet to
16 3.8 feet, down in this area here.

17 So staff does not have any objections to the
18 proposed special use for fast food establishment with a
19 drive-through. The building meets the users needs.
20 Site improvements stated an approved situation than what
21 exists today. The special use and requested variations
22 as modified are supported by staff, and staff would also
23 recommend acceptance of the written findings of fact in
24 response to the standards of the special use permits and

1 variation in the zoning ordinance, which are included as
2 Attachments 3 and 4 in the staff report.

3 So if the Plan Commission is supportive of
4 the petition, a sample motion is found on pages 15 and
5 16 of the staff report.

6 That concludes my presentation. I'm
7 available for any questions. The applicant team is also
8 here for any questions.

9 CHAIRMAN KOPP: Do any of the commissioners
10 have any questions of Ann?

11 MR. REMKUS: No.

12 CHAIRMAN KOPP: That being the case, if the
13 applicant would like to add to that, everyone who speaks
14 will need to be sworn in by the court reporter.

15 MR. MAURIDES: My name is George Maurides,
16 I'm the --

17 THE REPORTER: I'm sorry. I'll swear you
18 in.

19 (Wherein, George Maurides is duly
20 sworn in.)

21 MR. MAURIDES: And I think I have a couple
22 of our engineers that are on the call too, that you
23 should probably swear them in also.

24 Brian, where are you?

1 MR. STYCK: Brian Styck with Atwell.

2 (Whereupon, Brian Styck is duly
3 sworn.)

4 MR. MAURIDES: Thank you, everybody. I
5 appreciate the presentation. It pretty well represents
6 what we're trying to do here, and just a little bit of
7 background before we get into this.

8 Panda Express is a family-opened business
9 that's based in California, and was started by a father
10 and son, and now it's run by that son and his wife, and
11 they have now grown to over 2,300 restaurants, and
12 they're in 11 countries and a thousand different cities.

13 It's a very well-run operation, and all the
14 units are company run, they're family run businesses;
15 and, as Ann said, we're seeking two things here this
16 evening, a special use permit for the restaurant and a
17 special use permit for the drive-through.

18 Today, around 3 o'clock, we got a letter
19 from the IDOT; and maybe, Ann, if you could put the site
20 plan up there, I can explain what the issue was raised
21 by IDOT.

22 Can everybody see the driveway that's on 83?

23 So there's an existing driveway there right
24 now, and we kind of designed our driveway to fit inside

1 the existing driveway, and when we got feedback from
2 IDOT today -- I don't know if you can see it, but along
3 the southern boundary of the property, there's a dotted
4 line, and that's the property line. Can you see that?

5 MS. CHOI: Right here?

6 MR. MAURIDES: Yes, and if you extend that
7 out into the street, you can see the bottom tip of our
8 driveway, even though it's entirely in the right-of-way,
9 it is actually south of that property line.

10 So IDOT came back to us and said, "Hey, you
11 can't do that without getting a property line agreement
12 with the neighbors to the south." Even though, right
13 now, the driveway's there, and it actually goes even
14 further south.

15 So we're going to have to reconfigure this
16 driveway a little bit, and either move it a little bit
17 to the north or get an agreement with the property
18 owners to the south. We just found out about it today,
19 at 4 o'clock. We don't know how much of a variation we
20 might have to ask for, so we're looking for a little
21 direction from the Plan Commission as to whether or not
22 you're comfortable approving this property not knowing
23 what this last variation might be, and either we have to
24 work that out to staff's approval or come back to you;

1 and I don't know, Chairman Kopp, what your feeling is on
2 that.

3 CHAIRMAN KOPP: To me it looks like it's not
4 going to be a very significant change, so I would think
5 that we would be willing to proceed with the assumption
6 that it will just go up by -- I can't quite see, but a
7 couple feet it looks like.

8 MR. MAURIDES: Yeah. Well, what it does is
9 it pushes the edge of the driveway closer to the corner,
10 and that's the variation we currently have, because the
11 existing driveway is non-conforming. So if we scooch it
12 up a little bit, it's going to increase -- it's one of
13 our listed variations already, but we don't know, quite
14 honestly, when engineers do their things, with the
15 radiuses and stuff, how it's going to end up looking,
16 but we think we can accommodate it; and, actually, quite
17 frankly, we might be able to go back to Tom Dellenbauch,
18 at IDOT and say, "Well, we're making it actually
19 smaller, less of an encroachment on the neighbor than
20 exists right now, but can you live with that," but we
21 just don't know the answer right now.

22 The way you published -- and it says for
23 certain variations, but it doesn't list it specifically.
24 So, apparently, you don't publish for specific

1 variations. If you're comfortable having staff review
2 it and approve it in your engineering department, then I
3 think we can proceed with the project today.

4 CHAIRMAN KOPP: I think we will be. We'll
5 have to vote on that, but I'd be surprised if we're not.

6 MR. MAURIDES: Okay. I don't have a lot to
7 add besides that; and, Ann, I think, covered everything
8 very well, and I think this is a good project. I mean,
9 definitely, when you look at what's on that corner right
10 now, it's a huge upgrade, and we're hopeful that you'll
11 see your way to approving our request this evening; and
12 if there's any other questions from any of the plan
13 commissioners, I'm happy to deal with them, or have my
14 staff of people that are on the call try to answer those
15 questions.

16 CHAIRMAN KOPP: Do any of the commissioners
17 have any questions of the applicant?

18 MR. REMKUS: No.

19 MR. WALEC: Regarding the tanks that are in
20 the ground currently, are those going to be removed?

21 MR. MAURIDES: I believe that's the reason
22 they want the NFR letter.

23 MR. WALEC: All right. Perfect. That's the
24 only question I had.

1 CHAIRMAN KOPP: Is there anyone in the
2 audience, the Zoom audience that has questions of either
3 the Village officials or the applicant about this
4 matter, or wants to make a statement about this matter?

5 All right.

6 MR. MAURIDES: What we're going to do then,
7 once we figure this out, we'll give an amended list of
8 the variations to Ann, and you put those in the motion
9 or how does that work?

10 CHAIRMAN KOPP: That's a very good question.

11 So, Ann, could we proceed with the motion or
12 do we have to come back?

13 MS. CHOI: I mean, it's a little bit
14 difficult, because we don't exactly know what the
15 impacts are, but I think -- just let me share the site
16 plan again -- if the applicant cannot get -- is it the
17 lot line agreement with the southern property owner?
18 Because I think that would probably be the easier route
19 to go, is you don't change the site plan at all.

20 MR. MAURIDES: Yeah, I just can't honestly
21 say that's possible, because it's a Red Roof Inn, a big
22 company, and none of us have had any contact with them.
23 I certainly -- it may be possible, but it may take six
24 months, we don't know. We just don't have a clue.

1 MS. CHOI: So I'm going to read the comment
2 from IDOT.

3 It says, "Either provide a lot line
4 agreement for the driveway encroachment with the
5 property to the south or shift your proposed driveway
6 further north with a three-foot offset from the southern
7 property line per the enclosed illustrations." I never
8 received an illustration, but --

9 MR. MAURIDES: From IDOT?

10 MS. CHOI: -- I think it's more than a
11 three-foot offset.

12 MR. MAURIDES: Brian Styck is on. Maybe he
13 can answer that question, but I think it's doable.

14 Brian, do you have the little drawing that
15 we had?

16 MR. STYCK: Yeah, the drawing that was
17 referenced in the IDOT letter, or the drawing that I
18 pulled up that shows the existing driveway, proposed
19 driveway?

20 MR. MAURIDES: Existing proposal.

21 MR. STYCK: Am I able to share my screen,
22 Ann?

23 MR. MAURIDES: Can he share his screen?

24 MS. CHOI: Yeah, I'm looking into that.

1 MR. MAURIDES: There you go.

2 MS. CHOI: Okay.

3 MR. STYCK: So we had put together just a
4 little visual a few months back, actually, that helps
5 illustrate where the existing driveway, which is in the
6 blue, and, obviously, our proposed one, which is shaded
7 in.

8 In general, we've kept the driveway in the
9 same location. We have shifted it up a little bit; and
10 then, as George indicated earlier, where we're -- what
11 IDOT's concern is, basically, if you extend this
12 existing property line, plus a three-foot offset --
13 that's not to scale, but where this driveway flare
14 crosses that line is basically what IDOT is saying they
15 don't allow.

16 And I will point out, we're not creating
17 this new condition. This is an existing condition; and
18 I would also argue that we're improving it, but,
19 basically, this portion of the driveway right now, as it
20 is, is not compliant, and, so, the options, like we
21 discussed, would be that -- the easiest way would be to
22 get a signed agreement, or there would be some
23 combination of shifting this driveway up to get that to
24 work.

1 MS. CHOI: So I just eyeballed it, and it
2 looks like, if you shift that up so that flare is
3 completely outside of that red line, it looks like it's
4 going to be about 30 feet.

5 MR. MAURIDES: I don't understand where you
6 get 30 feet. 30 feet from where?

7 MS. CHOI: If the flare is supposed to be
8 completely outside of the red line that Brian just
9 drew -- and I'm just going to pick up the flare and move
10 it up. Am I not reading that correctly?

11 MR. STYCK: I don't think it would be a full
12 30 feet. Just for a comparison here, here's a 30-foot,
13 and then here --

14 MS. CHOI: 20 feet.

15 MR. STYCK: Little over half. Yeah, I think
16 20 feet is a fair approximation for this conversation.

17 MR. MAURIDES: The other thing that we
18 wanted to explore with the Village was, we wanted to use
19 the existing driveway. They've been in use for
20 40 years.

21 MS. CHOI: Was there a reason why you chose
22 not to use the existing driveway?

23 MR. STYCK: As part of the typical process,
24 they will make a new driveway connection as part of the

1 whole site development and site improvements; and, so,
2 in taking a closer look at our grading, since receiving
3 the letter from IDOT, we're not making significant
4 changes to the grades.

5 So we could reuse the existing driveway, if
6 required to, or unable to shift the driveway to the
7 north, or unable to reach an agreement with the adjacent
8 property owners. That was an alternative option that we
9 had discussed.

10 MR. MAURIDES: So you would -- so the
11 existing driveway starts -- where's the right-of-way
12 line? Where the sidewalk is, or in between?

13 MR. STYCK: It's almost right at the back of
14 the sidewalk.

15 MR. MAURIDES: So we would just leave
16 everything in the right-of-way, the way it is, and then
17 build to the east, from there.

18 Is that correct, Brian?

19 MR. STYCK: Yeah, that was one of the
20 options discussed.

21 MR. MAURIDES: If the Village would agree to
22 that --

23

MR. STYCK: Yeah.

1 route of shifting that driveway, like, say, 18 to
2 20 feet to the north, that will impact -- I feel like --
3 the stacking for the drive-through lane on the west side
4 of the building. You know, I'm not sure if that will
5 have to shift.

6 MR. STYCK: I think, with this curb in it,
7 it would just straighten this out more. So I don't
8 believe there would be any impact to the building or the
9 drive-through south.

10 CHAIRMAN KOPP: I don't see any issue with
11 using the existing driveway personally.

12 MR. MAURIDES: I'm with you. It's just
13 whether -- if the Village engineers are okay with it,
14 then we're fine with it.

15 CHAIRMAN KOPP: You were trying to make it
16 better, but IDOT's not letting you do that.

17 MR. WAGNER: Mr. Chairman, Wagner. I'm not
18 sure why, really, there's a discussion about this with
19 IDOT. It's not on the property, it's within the public
20 right-of-way. So if they have some rule about it, and
21 they can't be accommodated, I would suggest they either
22 use the existing or modify it in some minor manner.
23 This is all within the public right-of-way, not within
24 the property line.

1 MR. MAURIDES: That's why IDOT comments on
2 it, because Route 83 is an IDOT road, and if we had not
3 proposed any changes, and --

4 THE REPORTER: I'm sorry --

5 MR. MAURIDES: But the fact that they're
6 making less of a difference --

7 THE REPORTER: There's some feedback.

8 THE WITNESS: So that's where we stood.

9 Is there other questions on the rest of the
10 project?

11 CHAIRMAN KOPP: It doesn't sound like it,
12 and it doesn't sound like we had any people from the
13 audience that wanted to speak on this matter.

14 So, Ann, it does look like the motion that
15 you prepared does not have specific -- the specific
16 measurements of the variances. It just says substantial
17 compliance with the plan. So I don't think that .2 feet
18 variation change, or -- what was it? -- 10 inches of
19 landscape, or the change of this curb cut is a
20 substantial difference.

21 MS. CHOI: Okay. So what I'm getting is,
22 even in the worst case scenario, if the driveway has to
23 shift 18 to 20 feet to the north, the Plan Commission
24 would not have a problem with that?

1 CHAIRMAN KOPP: Let's close the public
2 hearing and have a discussion. That's an excellent
3 point.

4 So Mr. Maurides, we also give the applicant
5 the last word. You probably said what you needed to
6 say.

7 MR. MAURIDES: Yeah, usually I thank
8 everybody that worked so hard on this, which was Ann and
9 her team there, and Gewalt Hamilton, and all you folks.
10 So we hope you'll approve it.

11 CHAIRMAN KOPP: So I close the public
12 hearing for Zoning Hearing Case 21-01. So then we have
13 our discussion.

14 I am in favor of this project. I think it's
15 a huge improvement to what's there. I think my kids
16 would kill me if they heard that I somehow was an
17 impediment to Panda Express moving into town.

18 As Ann said, the only thing I'm concerned
19 about is the curb cut. Do we care if it comes straight
20 in as opposed to that loop, which is what the affect
21 would be? I don't know if anybody has any thoughts on
22 this, but I'm prepared to vote "yes" on this today.

23 If other people think we should reserve
24 judgment until we figure out the curb cut, that's

1 certainly a defensible position.

2 MR. WAGNER: I think this looks like a great
3 project, and I think this driveway issue is more or less
4 generated by IDOT. Even if they had to move it several
5 feet in one direction or another, I don't think it's
6 going to affect the outcome of the project, and I look
7 forward to voting on it tonight.

8 MR. WALEC: Commissioner Walac. Same thing,
9 I would like to vote on this today. I think this is a
10 great project. It's going to change that corner
11 significantly.

12 CHAIRMAN KOPP: Commissioner Soukup said the
13 same as well.

14 All right. Will someone make a motion that,
15 based on the submitted petition and testimony presented,
16 I move that the Plan Commission approve and adopt the
17 findings of fact submitted in response to the standards
18 for special use permits and standards for variations
19 outlined in Attachments 3 and 4, respectfully, of the
20 staff report prepared for PC 21-01 for the February 3,
21 2021, Plan Commission meeting, and that the Plan
22 commission recommend to the Village Board approving of a
23 special use for a fast food establishment with a
24 drive-through, including the list of variations as

1 outlined in the staff report prepared for PC 20-21 for
2 the February 3, 2021, Plan Commission meeting, and as
3 deliberated by the Plan Commission, according to the
4 plans listing in the staff report for PC 20-21 for the
5 February 3, 2021, Plan Commission meeting; and subject
6 to the 14 enumerated conditions, will someone make that
7 motion?

8 MR. KAUCKY: So moved, Kaucky.

9 MR. REMKUS: Second, Remkus.

10 CHAIRMAN KOPP: I ask the Plan Commission
11 Secretary to call the vote.

12 MR. GIUNTOLI: Commissioner Remkus?

13 MR. REMKUS: Yes.

14 MR. GIUNTOLI: Commissioner Soukup?

15 MR. SOUKUP: Yes.

16 MR. GIUNTOLI: Commissioner Kaczmarek?

17 MS. KACZMAREK: Yes.

18 MR. GIUNTOLI: I'm sorry, I did not hear
19 that.

20 MS. KACZMAREK: Yes.

21 MR. GIUNTOLI: "Yes," okay. Thank you.
22 Commissioner Kaucky?

23 MR. KAUCKY: Yes.

24 MR. GIUNTOLI: Commissioner Walac?

1 MR. WALEC: Yes.

2 MR. GIUNTOLI: Vice Chairman Wagner?

3 MR. WAGNER: Yes.

4 MR. GIUNTOLI: Chairman Kopp?

5 CHAIRMAN KOPP: Yes.

6 MR. GIUNTOLI: All "yes."

7 MR. MAURIDES: Thank you, everybody.

8 MR. GIUNTOLI: Thank you.

9 CHAIRMAN KOPP: Next item on the agenda is
10 Zoning Hearing Case 21-03, consideration of a petition
11 requesting approval of a special use permit for a
12 planned unit development, including the financial
13 institution with drive-through, fast food establishment
14 with drive-through, an automobile washing and cleaning
15 facility, including certain relief, exceptions and
16 variations from the Title 9 and Title 10 of the Village
17 Code; approval of preliminary plat of subdivision and a
18 preliminary plat of PUD.

19 The applicant for this petition is Alex Katz
20 of GW Property Group, Chicago, Illinois. Property owner
21 is Viren-Gill Limited of Willowbrook, Illinois; and
22 notice of this public hearing was published in -- I
23 think it was the Pioneer Press.

24 MS. CHOI: The Doings.

1 CHAIRMAN KOPP: Oh, in the Doings Newspaper.
2 Ann, would you like to present --

3 MS. CHOI: Yes, thank you.

4 So we have a caller -- sorry, I'm just going
5 to do this -- with a phone No. (312) 860-9292. Can you
6 please identify yourself?

7 MR. DWEDARI: Omar Dwedari, D-w-e-d-a-r-i.

8 MS. CHOI: So, as you may have received by
9 now, a very thick agenda packet for this proposal -- we
10 do have a lot of materials to cover, so please bear with
11 me; and I think we have another -- someone else joining
12 us too.

13 So the Plan Commission last saw a concept
14 for this packet during the November 4th, 2020, meeting,
15 the sketch plan review, so some of this is going to be a
16 little repetitive.

17 The subject property is located on the south
18 side of Plainfield Road between Route 83 to the west and
19 Madison Street to the east. The site is about 2.79
20 acres, and is currently approved with one building,
21 currently vacant, but formerly occupied by the
22 Willowbrook Bowling Alley.

23 The applicant, GW Properties, intends to
24 redevelop the property into a three tenant mixed use

1 development that will include a car wash on the southern
2 portion of the property on lot one, a fast food
3 establishment with drive-through on the northeast
4 portion of the property on lot two, and a bank on the
5 northwest portion of the property on lot three. Cross
6 access and cross parking will be established throughout
7 the overall property.

8 So the applicant intends to sell the
9 southern portion of the property to Encore Car Wash, who
10 will be developing the property and managing the
11 1.2 acre lot. On the northeast corner, the applicant
12 will be developing, approximately, 2,830 square foot
13 freestanding building with one drive-through lane on the
14 0.79-acre lot. The restaurant operator is Guzman Y
15 Gomez. It's an Australian-based Mexican casual
16 restaurant with 135 global locations, and one currently
17 in Naperville, Illinois.

18 And, finally, Chase Bank wishes to purchase
19 lot three. It's also 0.79 acres, and intends to
20 relocate from its current facility on the north side of
21 Plainfield Road into a new 6,660 square foot facility
22 with three drive-through lanes.

23 So in terms of traffic circulation, the
24 subject property is currently served by an existing

1 full-access right-in/left-in and right-out onto
2 Plainfield Road. I'm just going to pull up the -- I'll
3 share my screen in a moment.

4 Can everyone see my screen?

5 MR. REMKUS: Yes.

6 MS. CHOI: So the proposed development will
7 construct a new access driveway in, approximately, the
8 same location. Alex --

9 THE REPORTER: There's a lot of feedback
10 coming in.

11 MS. CHOI: I believe this access has shifted
12 20 feet to the east to better align with this fast food
13 drive-through in and out. It also proposes a median
14 separation between the right-in and right-out, here,
15 with a driveway storage of, approximately, 38 feet.
16 This will help deter vehicles from making a left turn
17 into Plainfield Road.

18 So the subject property has an existing
19 cross-access agreement in place with the Willowbrook
20 Town Center, here, along the western portion of the lot,
21 since there is a shared driveway between the subject
22 property and the Town Center. The proposed
23 redevelopment requires a relocation of the existing
24 driveway between the two properties to be shifted

1 slightly to the south, approximately, 20 feet.

2 As you recall, during the sketch plan review
3 back in November, Commissioner Wagner highlighted the
4 bottleneck situation on Thomas Center Drive, here, and
5 indicated that cars coming into the subject property
6 from the traffic light would exacerbate the traffic
7 congestion in this area.

8 So there was a suggestion given to include a
9 dedicated left turn lane on the Town Center Drive, in
10 the area right before vehicles were turning left into
11 the subject property, and this suggestion was studied by
12 the applicant's traffic consultants.

13 They ran a simulation, and the result of
14 their simulation indicated that, when a southbound
15 exclusive left turn lane is not provided at the access
16 drive, vehicles queued back toward Plainfield Road,
17 especially during the weekday evening and Saturday
18 mid-day peak hours.

19 An exclusive southbound left turn lane was,
20 therefore, recommended to keep the southbound
21 through-lane clear and minimize a queuing back towards
22 Plainfield Road. So a do not block intersection signage
23 and striping are also proposed to prevent vehicles from
24 blocking the access drive. This is reflected in the

1 site plan, and this was also reviewed by the Village's
2 traffic consultant who agreed with the findings of the
3 traffic impact study.

4 In terms of overall site circulation, a
5 two-way internal driveway, here, serves as a main
6 circulation path and runs between the proposed lot to
7 provide separation and access to each of the three lots.

8 So we're going to jump to the car wash lot,
9 down here. Does anyone have any questions so far? No?
10 Okay.

11 So the single lane automatic car wash
12 tunnel, it will -- it's exterior only, and it will have
13 a clockwise location around lot one.

14 So patrons to the car wash entrance from the
15 Town Center driveway will go down this internal
16 driveway, and then they will head south. They have the
17 option of making an immediate right or going west to get
18 into the vacuum station. There's about 37 parking
19 spaces here, and each have a vacuum station access.
20 They can either make a right, or they can go straight
21 and continue into the drive-up lane.

22 So there's, approximately, 30 vehicles
23 before -- extending into the internal driveway. I think
24 30 vehicles for stacking. Cars will go and pay -- there

1 is a dotted line here. I don't know if you can see that
2 very clearly, but this indicates a pay canopy where
3 patrons can look at a menu and pay before proceeding
4 into the single lane -- into the car wash.

5 There will be signs and automated machines
6 telling you when to go, and pulling your vehicle through
7 this tunnel. Wave-by signage is proposed to drive
8 vehicles to the circulation drive to minimize vehicle
9 turning movement. In addition, a do-not-enter sign is
10 posted at the end of the exit of the car wash tunnel to
11 defer opposing traffic from entering the car wash tunnel
12 or circulation drive from the one-way exit direction.

13 So when I spoke with the Village's traffic
14 consultant, she had mentioned that car washes don't
15 generally generate much traffic in the mornings, it's
16 usually later in the afternoons and on the weekends.
17 The peak hours for the car wash coincide with the
18 shopping center's peak hours, and the busiest times are
19 in the wintertime, after snowfall and summertime months.
20 Typically, the highest business times are in January,
21 volumes during the morning are less significant than
22 compared to mid-day and weekends, and a little bit
23 higher in the evening, but not in comparison to the
24 mid-day timeframe.

1 So I'm going to jump to lot two, which is
2 the restaurant, here, for Guzman & Gomez. Vehicle
3 circulation for the restaurant is much the same; in
4 that, most cars will likely be arriving from the
5 Plainfield Road access driveway, or from the Town
6 Center, through this internal drive, and cars will
7 rotate in a clockwise direction, so you will be ordering
8 -- their order boards here, in this area. There's a
9 little median, and then you'll pull up and pick up your
10 order, and then drive out.

11 The traffic impact study had indicated that
12 there's, approximately, 11 vehicles accommodated within
13 the drive-through lane without blocking the access
14 drives or the internal circulation, and the study
15 indicated that stacking would be sufficient to
16 accommodate the peak demand of the proposed fast food
17 restaurant. Wave-by signage is also provided, directing
18 vehicles to enter through the drive-through; and,
19 additionally, exiting movements from the drive-through
20 are also under stop sign control.

21 It's a little hard to see, but if you have
22 your site plans in front of you, you could see these
23 little numbers, and they indicate where the stop signs
24 are located.

1 So we're going to jump to the third lot, the
2 bank lot; and the bank is located on lot three. Three
3 drive-up lanes are proposed along the south wall of the
4 bank building, here, including a bypass lane, here.
5 Vehicles generally travel, again, in a clockwise
6 direction when coming from Plainfield Road, or the
7 shared access from the Town Center. Vehicles can access
8 the drive-through lane at the Southwest corner of the
9 building, here, and exit at the southeast corner of the
10 building.

11 The site plan indicates that, approximately,
12 three to four vehicles will be accommodated within each
13 of the drive-through lanes without blocking access
14 drives or internal circulation. The traffic study
15 indicates that it would be sufficient to accommodate
16 peak demand for the proposed bank, and wave-by signage
17 is provided.

18 I think you had a 40-page signage package
19 from Chase. They had a lot of private traffic direction
20 signage included in their package; and, additionally,
21 exiting movements from the drive-through should also be
22 under stop sign control. I didn't see any stop signs,
23 so we did include that as a condition of approval.

24 Currently, the bank lot is also allowing

1 three parking spaces to be shared with the fast food
2 restaurant so that the fast food restaurant can meet
3 their minimum parking requirement, so as part of the
4 approval of the preliminary PUD, a parking agreement
5 will need to be executed to allow three of the parking
6 spaces located on lot three to be shared with lot two,
7 to satisfy the parking requirement, and this has also
8 been included as a condition of approval.

9 Does anyone have any questions so far?

10 Okay. I'll take that as a no.

11 The proposed development will also require
12 an additional cross-access agreement since the interior
13 vehicular circulation is dependent upon shared access
14 between all three lots. As part of the approval, the
15 preliminary PUD, the applicant will be required to
16 submit a cross-access agreement, and indicate the
17 required easements on the preliminary plats. This is
18 also included as a condition of approval; and this plan
19 also, here, says that there will be a future potential
20 drive with the lot east of the property. This needs to
21 be further studied, because I know that's a significant
22 increase change along there, and it's feasible; and if
23 the preliminary PUD is approved, this can be
24 incorporated into the final PUD documents. And this has

1 also been included as a condition of approval.

2 All right. So I'm just going to talk next
3 about the various different plans.

4 In terms of the comprehensive plan, it
5 designates this property as community-commercial. The
6 plan includes several pages of development objectives
7 and policies and guidelines. These have been
8 incorporated into the proposed project, including
9 attention to landscaping, the signage, pedestrian
10 connection, facade materials. Community-commercial
11 areas are intended to provide a full range of retail and
12 service uses in the community, within an emphasis on
13 community convenience-related goods and services.

14 So the proposed B-2 zoning complies with the
15 comprehensive plan. The financial institution is a
16 permitted use, the fast food establishment and
17 automobile washing and cleaning facility are permitted
18 as special uses in the B-2 Zoning District, and then the
19 two drive-throughs proposed are also allowed as special
20 uses for permitted uses in the B-2 Zoning District; and
21 the site is also located within the Route 83 Plainfield
22 Road Business District plan. Commercial properties
23 located within the boundaries of this plan are subject
24 to a one percent sales tax increase over the property

1 that are not located within the plan. It should be
2 noted that the applicant has not requested any financial
3 assistance to offset their development costs.

4 I'm sorry, I am just admitting another
5 individual.

6 Okay. So I'm jumping back into the site
7 plan, the proposed PUD will --

8 THE REPORTER: Mitch, if you could mute.

9 MS. CHOI: So the proposed PUD will require
10 a number of waivers to provide relief in the front and
11 interior yard setbacks, as well as from parking area
12 setbacks.

13 In summary, if the requested relief has been
14 provided on page 8 and 9 of your staff report.

15 I'm going to talk about the trash
16 inclosures.

17 There's two trash inclosures proposed on the
18 site plan. One is located on lot one at the northeast
19 corner, and then the other is located on lot two, along
20 the southern portion of the site. I'm a little
21 uncertain how these trash inclosures would be shared,
22 but, perhaps, the applicant can talk about that a little
23 bit later.

24 The trash enclosure on lot two appears to

1 house a normal dumpster, here, while the trash inclosure
2 on lot one accommodates three trash compacters and a
3 dumpster. We did get comments back from Tri-State that
4 had some concerns about their emergency vehicle not
5 being able to turn around this. It could be
6 problematic, and it might block access to the
7 restaurant's drive-through, so this will need to be
8 further studied to the Village's and Tri-State's
9 satisfaction.

10 So I'm going to jump into the signage
11 packages now. Does anyone have any questions for me?

12 So I believe we received a revised signage
13 package, and I think we have a handle on some of the
14 question marks that were in your staff report; namely,
15 I'm going to start with lot one for the Encore Car Wash.

16 Overall, there is three freestanding ground
17 signs proposed for the overall development, and each lot
18 is required to accommodate its own freestanding sign,
19 promoting only the business of that lot.

20 So the proposed freestanding sign on lot
21 one, it incorporates digital technology. That's not
22 currently allowed by the sign ordinance, but they would
23 like to incorporate this as part of their PUD
24 consideration, much like the one that's approved for, I

1 think, Pete's Fresh Market.

2 Similar to that sign, language will be
3 incorporated into the ordinance that will restrict
4 brightness, how messages are displayed, the length of
5 the time required between changing messages,
6 restrictions that will permit only static messages, no
7 animation of any kind, and dwell time. That will be
8 consistent with whatever provision is in place, at the
9 time the recommendation is afforded to the Village
10 Board.

11 In terms of wall signage and proposed sign
12 surface area, the number of signs and sign surface area
13 for each lot exceed what the Code allows. A summary of
14 the requested waivers are provided on pages 13 and 14 of
15 the staff report. I'll just jump there.

16 So when we're talking about lot one in the
17 staff report, we actually didn't finalize what the total
18 sign surface areas were; but I think I finally got a
19 package today, and I can definitely provide the question
20 marks here.

21 So lot one, which is E1 -- it's actually
22 indicated in the elevation here. This is technically
23 considered a wall sign, and the proposed sign surface
24 area is 435.4 square feet. If you notice below, the

1 total sign surface area allowed is actually 335 square
2 feet. So this one sign alone exceeds what's required.

3 E7 are painted signs. Let me see if you can
4 see the elevation.

5 On the east and west facade, you'll see two
6 signs painted in brick here. They're 12 square feet
7 each, for a total of 24 square feet.

8 Sign E2, they are technically considered
9 root signs on the detached canopies over the vacuum
10 stations and pay canopy. That sign is 91.4 square feet.
11 So the total sign surface area requested, I have
12 calculated as 694.1 square feet, and then the excess
13 wall signage would be 359.1 square feet.

14 So ongoing discussions about signage on this
15 property have resulted in improvements. However, I
16 think that additional modification should be required
17 before final consideration before the Village Board.
18 The latest proposed sign packages were submitted today,
19 and will need to be more thoroughly reviewed by staff
20 for consistency with the proposed plan. The requested
21 waivers to allow their prohibited root signs, digital
22 signs, painted signs, as well as a number of waivers
23 from the total permitted sign surface area location and
24 number of signs, should be carefully evaluated by the

1 Plan Commission.

2 Does anyone have any questions for me right
3 now?

4 Okay. Let's see. I'm going to jump to
5 landscaping. Sorry, one moment.

6 So in terms of landscaping, a significant
7 amount of landscaping is being provided site-wide, as
8 the subject property was nearly 100 percent impervious,
9 and the proposed redevelopment would provide a more
10 pervious area. Storm water control was not anticipated.
11 Additional interior parking lot, perimeter landscape
12 areas will improve circulation and safety, and a waiver
13 from the zoning ordinance for reduced foundation
14 landscaping, border planting around each building is
15 requested for each lot.

16 So I did have comments on pages 17 to 20 of
17 the staff report. So we request that the applicant
18 address the following, and revise drawings to the
19 Village's satisfaction prior to any consideration before
20 the Village Board.

21 So, first comment is, the applicant shall
22 provide signage packages that are complete and include
23 the list of waivers pertaining to the sign ordinance.

24 The preliminary plat of subdivision did not

1 provide any utility easements. The Village engineer has
2 indicated that there are two ways that easements are
3 typically granted for this type of development. The
4 first and recommended option is for a blanket utility
5 and drainage easement which covers the whole site,
6 except for the building envelopes, and areas for each
7 sign can also be accepted. The other alternative would
8 be to grant an easement over the path of each utility.
9 So in either case, the location of certain signage
10 locations may need to be adjusted, or the alignment of
11 the storm sewer may need to be adjusted to provide a
12 little bit more separation between any sign and sewer.

13 The proposed site plan and PUD plats should
14 include a depiction of all existing and proposed
15 easements acceptable to the Village engineer and prior
16 to any consideration by the Village Board. This has
17 been included as a condition of approval.

18 The requirements also for the Village Code
19 for preliminary PUD approval includes submission of a
20 market study and an impact study. So in lieu of an
21 informal study, the Village was agreeable to abbreviated
22 memos, highlighting sales, property taxes, fees,
23 employees from a very high level.

24 By now I think the Plan Commission should

1 have received these, and I'll put them on my screen in a
2 little bit so the applicant can go into this in more
3 detail; and, finally, there were comments by Tri-State.
4 I did include the consultants review letters, and the
5 Village review letters at the end of the staff report,
6 but there were comments by Tri-State that could have
7 impacts on the layout of the proposed site. So their
8 comments had to do with drive aisle width, location of
9 trash inclosure, and impact to emergency access.

10 Although the proposed uses are allowed in
11 the underlying zoning district as a combination of
12 permitted and special uses, the proposed uses may not be
13 the highest and best use of the site. Chase Bank will
14 be relocated from its existing location across the
15 street, and there will be a concentration of banks along
16 the south side of Plainfield Road. This includes TCF,
17 Chase Bank, and PNC; and although the proposed car wash
18 offers a different type of service, there are several
19 car washes associated with gas stations in town, include
20 a car wash expansion that was approved early last year
21 at the northwest intersection of Kingery and Plainfield
22 Road.

23 The proposed development also presents some
24 challenges as the site will need to accommodate, at a

1 minimum, two high-tensity uses, less than three acres,
2 and the project does propose -- includes nearly 60
3 waivers, which may be an indication that the site may
4 not accommodate accommodation of these uses of this
5 intensity.

6 However, as a site has sat vacant for
7 sometime, the proposed development will bring increased
8 foot traffic, some additional tax revenue to the
9 Village, and additional traffic calming measures on Town
10 Center Drive and Plainfield Road. So staff has provided
11 three sample motions, and we'll defer to the Plan
12 Commission for the recommendation.

13 I did email the Plan Commission some -- a
14 new condition, and the modified waivers based on the new
15 information that we received from the applicant, mostly
16 having to do with signage. So let me know if you'd like
17 me to go over those, or if you're clear on that, but
18 that, really, just concludes my report. The applicant
19 is here to answer any questions, and I can answer any
20 questions as well.

21 CHAIRMAN KOPP: All right. Do any of the
22 commissioners have any questions of Ann? If not, the
23 applicant can speak, and if you were on the meeting
24 before, you know you -- anyone who's going to speak for

1 the applicant is going to be sworn in.

2 MR. KATZ: I'm Alex Katz, the applicant.

3 Along with swearing me in, you might as well swear our
4 engineer, Eric Tracy, in, because he's going to be able
5 to answer a lot of these questions.

6 (Whereupon, Eric Tracy and Alex Katz
7 are duly sworn.)

8 MR. KATZ: I also want to make everyone
9 aware, that we have representatives from each of the
10 tenants on this property, so if you have any specific
11 questions for the tenants, we can make them available as
12 well.

13 Before I let Eric really get into the nooks
14 and crannies of everything, I first want to thank
15 everyone. This has been a very, very long process
16 before we worked with the commissioner. I actually
17 think the first meeting we were at was back in February
18 of last year, February 3rd, and we've come quite a long
19 way with the plan that we started there, to where we're
20 at today. Obviously, with COVID, there were some
21 changes, and the tenant makes up of air buds.

22 I think we've worked really well together in
23 figuring a way to implement proper circulation, take
24 your feedback and develop a plan on a property that's

1 really been sitting vacant for a significant amount of
2 time; and what our goal was, aside from the bank
3 relocating from across the street, was to bring two
4 types of tenants we felt the Village didn't have, and
5 they can compliment the Village, and prosper the
6 Village, and we think we did that bringing in Guzman and
7 Gomez, who, by the way, is not purchasing their
8 property, they're actually leasing their property from
9 us.

10 As Ann had mentioned, they're based out of
11 Australia. They have 150-plus stores overseas. Their
12 first location opened recently in Naperville, and
13 they're looking at an aggressive role out in -- the
14 second location they wanted was Willowbrook.

15 So I think we put together a really good
16 comprehensive plan that allows us to have the
17 circulation that is needed, and work well together in
18 order to be able to create a nice development here on
19 Plainfield Road.

20 CHAIRMAN KOPP: All right. Did you want to
21 go into further detail with anything that Ann mentioned,
22 or elaborate on anything?

23 MR. KATZ: There's one thing I'd like to
24 mention, and then I'm going to let Eric go into some of

1 the other questions, with waivers and signs.

2 In the site plan, there was a future
3 proposed cross access with the property to the east.
4 That hasn't been contemplated, other than we're open to
5 that. We know we spoke with the Village about that in
6 the past. We're open to it, but there's been no contact
7 with the seller, or with the owner of the property to
8 the east at that point.

9 So it says -- I forget what it says on the
10 site plan. I think it was possible future cross access.
11 So I just wanted to make that clear.

12 MR. GIUNTOLI: Future potential drive?

13 MR. KATZ: Future potential drive, yes.

14 Eric, do you want to elaborate on some of
15 the things Ann had asked, some of the questions and
16 comments that she had made based on the engineering that
17 we had done? I think you're on mute, Eric.

18 (Wherein, reporter troubleshoots with
19 speaker volume.)

20 MR. TRACY: Well, I'll try to speak up a
21 little bit so you can hear me, and keep the mic close so
22 if you have any questions, please cut me off.

23 My name's Eric Tracy. I'm with Kimley-Horn
24 & Associates, licensed professional engineer in the

1 State of Illinois.

2 One of the things that I'd like to highlight
3 about this development is the improvement over what's
4 there today. It really is a sea of asphalt; and the
5 current condition, we're proposing a significant amount
6 of landscaping on the site. We're not able to meet
7 every code, but it's certainly well-above and beyond
8 what's there today.

9 The infrastructure for the site from a
10 utility and paving standpoint, it's going to be
11 significantly upgraded, and right-in/right-out for the
12 access to Plainfield Road is also a safety improvement
13 up there as well.

14 So we've been working closely with Ann,
15 really appreciate her efforts on this project. Dan
16 Lynch with Christopher Burke, and Lynn Meads with Gay
17 Walt [phonetic_all], and we've been working with staff
18 to address all their comments.

19 We've received some comments based on this
20 most recent submission and attempt to address those
21 before the Village Board; specifically, a couple that
22 Ann mentioned. Signage, I think, we'll wait to hear
23 feedback from the Plan Commission. We've worked with
24 the different tenants to try to get packages that they

1 feel comfortable with, to promote their different uses.

2 Ann mentioned Tri-State's comments, and we
3 did receive some specific dimensions for their truck,
4 had modeled that on the site, and there will be a small
5 change to the Encore lot, the car wash.

6 One or two vacuum stalls will be impacted.
7 We feel we can make it accommodate the movement with
8 losing one vacuum space down there; and, Ann, I can
9 provide you that exhibit for review, of course; and then
10 many of the waivers are related to canopy setbacks,
11 building setbacks. With this being a planned unit
12 development, we're applying the underlying zoning
13 setbacks to each individual lot.

14 So, for example, between the car wash lot
15 and the bank, there's a common drive aisle in between,
16 so pavement setbacks and that sort of thing can't be met
17 there. So if you get the three uses on the site, plenty
18 of the waivers really are related to it being a
19 comprehensive development of three sites rather than
20 one.

21 So I'm happy to answer any specific
22 questions that anybody has about any of the plans or the
23 submission.

24 MR. KAUCKY: Yes, this is Commissioner

1 Kaucky. I have a question regarding the restaurant.

2 Maybe I overlooked it, but I was looking for
3 more information on the outdoor seating area that's
4 shown in one of the prints. Can you talk to me more
5 about that area? And maybe, if you have a photo of it,
6 could you put that up?

7 MR. TRACY: Let's see what we have pulled
8 down.

9 The intent is to have outdoor seating. I
10 can share -- can I share my screen, Ann? Let me know if
11 everyone can see that.

12 MR. KAUCKY: Yes, I can see something there,
13 yes.

14 MR. TRACY: Excellent.

15 So this is actually a sign package, and you
16 can see in the background, the floor plan and the
17 outdoor seating area.

18 MR. KAUCKY: That's the restaurant inside
19 that you're looking at? I mean, this is the restaurant
20 plus the outdoor seating, that's what you're showing?

21 MR. TRACY: Correct. So I just rotated the
22 page to orient it in the same way that the site plan has
23 been, that you viewed. You can see Plainfield Road up
24 here at the top of the page.

1 MR. KAUCKY: Okay.

2 MR. TRACY: So I will highlight the area
3 it's intended to be, the outdoor seating with a
4 connection to the restaurant, as a place for customers
5 to go on a nice day.

6 MR. KAUCKY: That yellow highlighted area,
7 what type of protection is out there for the people that
8 are seated?

9 MR. TRACY: They are proposing some type of
10 permanent fence at this time. The specific details of
11 that haven't been provided, but the intention is to have
12 that fenced off.

13 MR. KAUCKY: And one more question. Maybe
14 I'm not seeing this, but to the right, to the top and to
15 the left, are there traffic -- is there traffic going by
16 in those three spots, those three sides?

17 That area you just highlighted with the
18 yellow, to the right of that. Is there traffic to the
19 right of that?

20 MR. TRACY: This right here?

21 MR. KAUCKY: Yes.

22 MR. TRACY: This is the drive-through lane.

23 MR. KAUCKY: And I believe --

24 MR. TRACY: From conversations with Guzman

1 and Gomez, this little pump out here is provided in case
2 an order is not ready, a car can pull up and pull off to
3 the side.

4 MR. KAUCKY: Is that a covered area by the
5 way, that outdoor seating, or is that just open with
6 tables and chairs?

7 MR. TRACY: I believe it's open.

8 MR. REMKUS: Okay. Thank you.

9 CHAIRMAN KOPP: Any other commissioners have
10 any questions of the applicants?

11 MR. WAGNER: Commissioner Wagner.

12 Can you discuss in more detail the change to
13 the entrance through the Harlem/Irving entrance that you
14 are putting in the left turn bay to access this
15 property? What kind of stacking is available there?

16 MR. TRACY: Yes, absolutely. There's not
17 significant stacking here. We're really fighting to get
18 this turn lane in as it is. Right now you're looking at
19 one to two cars with part of that car being in this
20 taper. Given the limitations of the access to
21 Plainfield Road, this was the most we could fit in. At
22 one point it was pursued to widen or -- see if we could
23 widen the western edge of the drive, but that -- I'll
24 show the aerial. There just wasn't adequate space to

1 accommodate that widening.

2 So that being said, I believe, as Ann
3 mentioned, in the traffic study, it was modeled with
4 this configuration and this storage. It did show an
5 improvement in the condition.

6 MR. WAGNER: What is Harlem Irving's
7 position on this?

8 MR. KATZ: Harlem Irving is in full
9 agreement. We're working on amending that as we speak.
10 They're totally fine with it. They think that it's --
11 the benefit of having that left turn lane into our
12 property, as well as that crosshatch area, the
13 do-not-block area, which we'll also have signs that say,
14 "Do Not Block Intersection," will allow traffic flow
15 much better into their property, for their customers as
16 well. They were actually very excited about it.

17 Because we're actually moving the access
18 .20 feet to the south. Originally, the way it sits now,
19 is actually closer to the corner at Plainfield Road,
20 which allowed for even more congestion. So by moving it
21 south, having that crosshatched area, with do-not-block,
22 and the left turn lane, that will allow traffic to flow
23 in and out of the property much cleaner, and allow
24 traffic flow into their property. They were very

1 excited.

2 MR. WAGNER: Thank you.

3 CHAIRMAN KOPP: Anything else from the
4 commissioners?

5 All right. Are there any members of the
6 audience that have a question of the Village staff, or
7 of the applicant, or want to make a statement about this
8 project?

9 MR. ATASSI: Yes. My name is Hani Atassi.

10 THE REPORTER: I'll have to swear you in.

11 (Whereupon, Hani Atassi is duly
12 sworn.)

13 MR. ATASSI: Good evening, everyone.

14 First of all, I'd like to express my serious
15 concerns and my strong opposition to the proposed plan,
16 particularly about adding another site for a financial
17 institution.

18 As you-all know, we are going to end up with
19 three financial institutions adjacent to each other.
20 Chase, TCF on the east, and a TCF on the west.

21 So as the owner of 720 Plainfield, allowing
22 this plan will be detrimental to the value of our
23 property. As you-all know, Chase was looking to move
24 into the proposed plan, and we will be looking to add a

1 full institution to replace Chase, which is going to be
2 almost impossible due to the concentration.

3 So in addition, due to COVID, it's going to
4 be -- it will take a significant time to find a full
5 institution, and also would pose a risk to us, as owner
6 of 720, of losing the special use permit that we've
7 always been entitled on that property.

8 So I hope for the Village of Plan
9 Commissioners to put that objection into their
10 consideration, and consider how much improvement they
11 are going to add to the area, if they're going to move a
12 financial institution across the street and leave behind
13 them an empty building.

14 CHAIRMAN KOPP: Anybody else in the Zoom
15 meeting that would like to speak to this matter?

16 MR. KRISOFF: This is John Krissoff from
17 Chase Bank. I'd like to speak as well.

18 THE REPORTER: I'll swear you in.

19 (Whereupon, Jonathan Krissoff is duly
20 sworn.)

21 MR. KRISOFF: So thanks very much. We've
22 been -- I want to second everyone else's thoughts on
23 this. We've been looking at a possible relocation for
24 our branch here for a long time. Willowbrook's an

1 extremely important and strong branch for us, and it's a
2 long-term keeper, and we've had a lot of existing
3 facility issues, and existing issues at our current
4 location, so I think this would help solve a lot of
5 those; the access, the issues beyond two floors, with
6 the facility issues, the maintenance of the current
7 property. So that would help. This project would
8 finally help us bring this branch, allow us to make an
9 investment in the community, to refresh our branch, and,
10 really, kind of solidify our presence within Willowbrook
11 for the future.

12 This will also allow us to own versus lease,
13 improve -- right now, as you're trying to get into the
14 branch from the eastbound on Plainfield, you have to
15 make a very dangerous, maybe illegal maneuver to get
16 into the branch. Also, the stacking from the new light
17 goes past the branch of getting in from the right turn
18 lane is pretty difficult as well.

19 I don't think the landlord mentioned that us
20 leaving will allow them -- you will have to get another
21 financial institution to backfill our location. I don't
22 think that's possible. He can backfill with any other
23 use, other retail. I don't think -- we're not seeing
24 banks expand. We're not expanding in this location,

1 we're just relocating because of our current issues. I
2 don't think there are banks that are expanding, so I
3 don't think you can find a bank to backfill. So I think
4 you can help steer him towards another retail use,
5 potentially a tax revenue for us.

6 We're excited for this. It's something
7 we've been looking, you know, for a long time, at
8 different sites. We've come along ways, and we're very
9 excited about this possibility in allowing us to
10 reinvest millions into the Willowbrook community, and
11 solidifying our future there. Thanks very much.

12 CHAIRMAN KOPP: Anyone else in the audience?

13 MR. DWEDARI: Omar Dwedari, California
14 Kitchen.

15 THE REPORTER: I'll swear you in.

16 (Wherein, Omar Dwedari is duly sworn
17 in.)

18 MR. DWEDARI: As the owner of the property
19 of 720 Plainfield, and my partner Mr. Hani Atassi --

20 THE REPORTER: It's hard to hear you. Just
21 talk a little louder for me.

22 MR. DWEDARI: Okay. As the owner of 720
23 Plainfield, my partner had mentioned -- most
24 important -- regarding the institute -- of the fourth

1 facility basically.

2 We have tried before to, basically, do a
3 business at that property, and we were turned down
4 pretty much, and delayed from the Village, because of
5 the tax revenue. Because, basically, the Village,
6 namely, looking for a tax revenue, retail income.

7 I'm told the development of the restaurant,
8 and also the development of the car wash, and improving
9 the area. However, we're going to have four banks at
10 that time. If Chase moves across the street, and if we
11 were lucky to get another financial institute to replace
12 Chase Bank as another bank, which is very difficult at
13 this stage, especially with the COVID situation, but the
14 area's going to be congested heavily, and the access is
15 going to be heavily between all the locations.

16 On the point that he mentioned regarding the
17 access for Chase Bank, this was something that the
18 Village approve, and -- when they did the turn lane, the
19 transition lane for the development of feet and high
20 curbing development. They didn't appose anything. They
21 did not talk about that, or mention about the
22 difficulties of the entrance from going eastbound or
23 westbound. Thank you.

24 CHAIRMAN KOPP: Anybody else in the

1 audience?

2 MR. TARSHIS: Yes. This is Matthew
3 Tarshis from Frontline Real Estate Partners.

4 (Whereupon, Matthew Tarshis is duly
5 sworn.)

6 MR. TARSHIS: Good evening, everyone.
7 Thanks for taking the time.

8 I represent ownership at 735 Plainfield
9 Road, with Byron. I have been working on behalf of
10 ownership for a little over two years, and it has been
11 quite a process. I met with some of the members of the
12 Village. I was at the last hearing last February, that
13 we had in-person. I just want to share some lots on
14 marketing of this site, and kind of the overall state of
15 the retail Marketplace.

16 So we've been marketing this site for over
17 two years, and we engaged with some very prolific
18 developers throughout the Chicagoland area, many of them
19 have done significant developments in all of the
20 suburban markets surrounding Willowbrook, and including
21 in Willowbrook. We ran a complete process. It was
22 extremely thorough. We vetted a number of different
23 developers. They all had different plans. We spent a
24 significant amount of time trying to figure who was

1 going to be able to execute on the right plan in
2 conjunction with working with the Village, and the
3 community, and the neighbors, in getting a real
4 comprehensive plan that can actually get executed upon.

5 We understand how long this site has
6 remained underutilized, and I think that was a big part
7 of our marketing efforts, and we went through the
8 process. Ultimately, we determined to try and move
9 forward with GW Properties. We spent a significant
10 time, and effort, and money in order to move forward
11 with them, and we have done our best to work with
12 everyone involved to try and get the right plan in place
13 with the right tenants, and to try and move forward.

14 I just want to kind of reiterate that we've
15 done our best to work with everyone involved, and we're
16 very excited about what this plan can ultimately bring
17 to the Village and the community.

18 CHAIRMAN KOPP: Okay. Thank you. Would
19 anyone else in the Zoom audience like to speak to this
20 matter?

21 All right. As I mentioned with the prior
22 meeting, we always give the applicant the right to have
23 the last word before we stop the public comment part of
24 the meeting.

1 MR. KATZ: I appreciate that, Commissioner.

2 I feel like I'm repeating a lot of what I've
3 said already and what others have said, but we've spent
4 a lot of time, and we've worked with you guys. We've
5 taken the comments, the thoughts, your concerns, and
6 we've implemented into a plan that, at first, we thought
7 was great, but based on your feedback and some of your
8 experience within your own community, we think we made
9 it even better.

10 We're thrilled, really thrilled with the
11 tenants that we have in place to move this forward, and
12 similar to what Matt said, even though he hasn't been
13 our broker on this, we vetted a number of tenants; and
14 for whatever reasons, they couldn't fit into the
15 project, and we wanted to get tenants that weren't
16 already in the community, and that could service the
17 community and make it a better project than what it is.

18 So we hope that we've accomplished that; and
19 as we've worked with you in the past, we'll continue to
20 work with you throughout this to make sure that the
21 Village is getting what they want.

22 CHAIRMAN KOPP: All right. With that, I
23 will close the -- or wait. I'm not sure I want to close
24 the meeting, because we may be continuing it.

1 I have -- I will not close the meeting yet.

2 I have two concerns, personally. Well,
3 three, but one we can't do anything about.

4 Every time we've looked at something for
5 this property, it's always like there's one too many
6 things on it, but I understand that this -- that you
7 have to get a return, the seller has to get a return,
8 the buyer has to get a return, so everything is always
9 crammed in on this property. That's fine. We gave you
10 positive feedback on the site plan before.

11 So with the specifics of this plan, I'm very
12 concerned about the signage. Normally we're pretty
13 accommodating to signage, but what we did when we gave
14 the Town Center a bunch of signage rights, we went
15 through and -- with the theory that, okay, if we're
16 giving Town Center signage rights, those should be the
17 signage rights we give to all of our retailers -- not
18 just new ones, but existing and new retailers, and, so,
19 we did some work on our signage ordinance, to make it
20 more modern, and more flexible, and, again, more
21 accommodating.

22 I'm alarmed that someone is asking for
23 signage that's literally double of what would be allowed
24 under our ordinance; and I realize it's a car wash, it's

1 in the back of the lot, and they want to be seen, but
2 that's just an awful lot of signage. Again, it's double
3 what we're giving to the other retailers, and I just,
4 personally, don't think that's appropriate; and then the
5 other thing I'm concerned about, of course, is making
6 sure that Tri-State's requirements are accommodated,
7 because we don't do anything here that Tri-State doesn't
8 approve.

9 So those are my thoughts, and I'd like to
10 hear the other commissioners' thoughts, and then we can
11 discuss whether we continue this hearing or we vote on
12 it tonight.

13 MR. WAGNER: Commissioner Wagner. I'd like
14 to ask Ann concerning our traffic consultant and what
15 the position has been on this.

16 I'm really pretty skeptical about the
17 entrance crossing with a left turn, and the number of
18 cars coming out of the Harlem Irving development, it
19 just seems like a major bottleneck. I think the project
20 is good. I'm just very skeptical. There's a lot of
21 traffic there now.

22 I'd like to know what our traffic
23 consultants say, and I would also like to know how you
24 can accommodate this level of business with the number

1 of parking and drive-throughs associated with this. It
2 just seems, to me, that a two to three cars maximum in
3 this lane just is completely inadequate. That's just my
4 opinion.

5 So if there's some clarity to that, I would
6 like to see some of it in the future. I would continue
7 this hearing to allow for that information to be put
8 forward. Thank you.

9 CHAIRMAN KOPP: Any other commissioners have
10 any thoughts? Because my inclination is to make the
11 motion to continue this hearing, but, again, if the
12 majority want to vote on this, we vote on it.

13 MR. REMKUS: This is Remkus. I'd like to
14 hear a little bit more about -- like Commissioner Wagner
15 said, the way they're bringing the vehicles in there.
16 Because if these businesses are successful, and we want
17 them to be successful, they're going to be busy, and
18 they're going to be backing cars up down that road, and
19 we need to be able to figure out a way that -- Are we
20 going to be able to accommodate that or not? If we
21 can't accommodate it, and people are going to be stuck
22 out on Plainfield Road, it just isn't going to work; and
23 I know they can accommodate the Tri-State thing, so I'm
24 not too worried about that. They lose a vacuum or two,

1 and you can make that corner, but what worries me is the
2 way the cars come in off Plainfield Road, and then
3 making that left turn into the facility. I'd like to
4 learn a little bit more about that.

5 MS. CHOI: So I actually -- I did include
6 all of the consultants' comments at the end of the staff
7 report.

8 So I actually included both reviews. This
9 project went through at least two reviews. As you can
10 see -- actually, am I sharing my screen. Hold on one
11 second. This is page 239 of the staff report.

12 Lynn Meade, who's our traffic engineer, had
13 requested more information, but she did write that the
14 revisions that they made adequately addressed the
15 comments made and her concerns raised.

16 She did ask for -- I thinking -- more data
17 on the car washes that they studied. I think she
18 pointed out that five of the car washes surveyed were
19 gasoline facilities, so she wanted more information on
20 that.

21 But towards the end of the letter she states
22 that the comments that she made would not materially
23 impact the findings or recommendations of the traffic
24 impact study.

1 CHAIRMAN KOPP: And did she specifically
2 address the concerns that Commissioners Wagner and
3 Remkus mentioned about the turn?

4 MS. CHOI: So I did have a phone
5 conversation with her; and we were talking about that
6 left turn lane, and she -- before I think they ran their
7 simulation, she did think that it would be an
8 improvement to the existing condition.

9 I relayed that to the applicant, and I
10 believe that's when they ran their simulation, and then
11 presented that finding in their traffic impact study.

12 CHAIRMAN KOPP: Well, yeah, but the existing
13 condition is an empty bowling alley.

14 MS. CHOI: No, I meant the existing
15 condition on the Town Center Drive.

16 CHAIRMAN KOPP: Oh, okay.

17 MR. WAGNER: Commissioner Wagner. There
18 are -- again, in reviewing on page 18 of 35, where the
19 police department has looked at this; and, specifically,
20 in paragraph three, they're talking about leaving the
21 property in the other driveway, at the northeast corner
22 of the property, turning out right, and the police
23 department thinks that there's a possibility that they
24 can also turn left there.

1 I would be concerned that this triangular
2 island that helps prevent a left turn may need to be
3 extended to the east a bit more, to force them to turn
4 right, because I can just see people going out there and
5 driving around that island and turning left myself.

6 The other concern is the striped area on the
7 -- Harlem Irving Drive, for people not to block the
8 entrance to this development. I'm just very skeptical
9 that this is going to work, because I happen to live on
10 68th Street, near Madison, and just trying to get out of
11 my street onto Madison just north of Plainfield Road,
12 people block these intersections constantly.

13 So I would hope that there would be some
14 type of additional signage, flashing signage. People
15 just don't seem to follow traffic rules much anymore.

16 So I would hope that these things can be
17 addressed. I hope the development is successful, but --

18 THE REPORTER: You muted yourself on
19 accident.

20 MR. KATZ: Can I answer --

21 MR. WAGNER: Thank you.

22 MR. KATZ: Can I answer quickly?

23 So, Commissioner Wagner, a couple things.
24 One we will have signs that say do-not-block

1 intersection. If you want them lighted, we'll light
2 them up. That's -- we'll work with you guys.

3 We understand that there is that concern
4 there, and we will do whatever you need us to do, that
5 we're capable of, to do that. So we have anticipated
6 there were going to be signs that say do-not-block
7 intersection, along with the crosshatch, similar to what
8 you see in front of fire stations and things of that
9 nature. If you want flashing signs, we're in. So we'll
10 work with you there.

11 As far as the right-in/right-out on
12 Plainfield Road, however it needs to be to magnify it as
13 a right-in/right-out, we'll do that. That's what its
14 intention is, so that's what we'll do.

15 Typically, T-bones -- or they're called pork
16 chops, I'm sorry, are used in developing to push the
17 right-in/right-out, but if there's concern that you
18 still can turn left, without blocking the intersection
19 or the right-in/right-out, we'll make it where it's
20 almost impossible.

21 MR. TRACY: I can jump in and add to that as
22 well.

23 We will -- that's going to be a concern of
24 DuPage D.O.T as well, making sure that those cars and

1 vehicles turn right out of that access. We'll meet all
2 their standards, and we'll have to get that access
3 permitted through them, but certainly, we'll do what we
4 can to deter the left turn movement.

5 MR. WAGNER: Thank you.

6 CHAIRMAN KOPP: All right. I'm going to
7 close the public hearing for Zoning Hearing Case 21-03.
8 I'm going to suggest that we continue this public
9 hearing.

10 Will someone make a motion that, based on
11 the submitted petition, the testimony provided by the
12 applicant, and the staff report for PC 21-03, at the
13 February 3, 2021, Plan Commission meeting, I move that
14 the Plan Commission continue the public hearing to
15 March 3, 2021, or to another date to be determined, to
16 allow Village staff and the applicant time to address
17 the various issues raised by the Plan Commission and
18 Village staff.

19 Will someone make that motion?

20 MR. WAGNER: Wagner, so moved.

21 MS. KACZMAREK: Kaczmarek, I'll second.

22 CHAIRMAN KOPP: I ask the Plan Commission
23 Secretary to call the vote.

24 MR. GIUNTOLI: Commissioner Remkus?

1 MR. REMKUS: Yes.

2 MR. GIUNTOLI: Commissioner Soukup?

3 THE REPORTER: I didn't hear that.

4 MR. GIUNTOLI: That a yes?

5 CHAIRMAN KOPP: Yes.

6 MR. GIUNTOLI: Commissioner Kaczmarek?

7 MS. KACZMAREK: Yes.

8 MR. GIUNTOLI: Commissioner Kaucky?

9 MR. KAUCKY: Yes.

10 MR. GIUNTOLI: Commissioner Walac?

11 MR. WALEC: Yes.

12 MR. GIUNTOLI: Vice Chairman Wagner?

13 MR. WAGNER: Yes.

14 MR. GIUNTOLI: Chairman Kopp?

15 CHAIRMAN KOPP: Yes.

16 Again, to the applicants, I think you can
17 see that we're in favor of this project. It's just,
18 we're not ready to recommend it yet.

19 All right.

20 MS. CHOI: Can I ask you a question,
21 Chairman Kopp?

22 So is there any more specific direction
23 you'd like to give to the applicant regarding signage?

24 CHAIRMAN KOPP: Yes. I think they need to

1 try to scale the signage for the project down to what's
2 consistent with our signage ordinance, and to be
3 consistent with Town Center and all the other
4 developers. That's my view.

5 MR. KATZ: Can I ask if there's anything
6 else on top of that? I just want to make sure.

7 CHAIRMAN KOPP: Not for me, and I assume,
8 with Commissioner Wagner and Remkus's, both were
9 concerned about the traffic issue.

10 Any of the other commissioners, please, the
11 courtesy to let the applicant know if there's something
12 that you think they should be addressing.

13 MR. WAGNER: Wagner. Chairman Kopp, I would
14 agree with you on the signage. I think that we did
15 extensive changes to the signage ordinance to allow
16 greater signage than we had in the past. There may be
17 some accommodation that we made for Harlem Irving; and
18 there may be some accommodation made, but, as you said,
19 it's almost double the size that it's recommended to be,
20 so I would follow-up on that -- and this is not an issue
21 that the applicant can address, but I think it would be
22 shortsighted for the Plan Commission to look at this
23 project in its approval stage, and also not look at the
24 consequence of redevelopment of the property across the

1 street, which has very large traffic issues, and what
2 will we end up doing at that point? Thank you.

3 MS. CHOI: I'm sorry, I'm going to focus
4 more on the signage.

5 So how does the Plan Commission feel about
6 the digital sign, or the painted sign, or the projecting
7 signs, the root signs? These are all exhibited by code.

8 CHAIRMAN KOPP: Again, I'm not opposed to
9 any of them by themselves; and the painted signs are
10 actually very subtle, so those don't bother me at all.

11 The digital sign, and we've allowed it in at
12 least two other locations so I don't see why we wouldn't
13 allow it here. So the concern is the volume.

14 MS. CHOI: The sign surface area?

15 CHAIRMAN KOPP: I take it the problem is the
16 surface area is those letters are stand-alone, but you
17 treat it as if it's in a box?

18 MS. CHOI: Right. Okay.

19 MR. KATZ: Was it just the signage that
20 you're talking about for the car wash or for the overall
21 project?

22 CHAIRMAN KOPP: The car wash is what Ann
23 focused on. I don't know -- I read this a couple days
24 ago.

1 Ann, did you do -- for the other two signage
2 submissions, did you do something to compare it?

3 MS. CHOI: Yes. If you go to page 14 of
4 your staff report, you see what's proposed on lots two
5 and three. I'm just going to share my screen.

6 CHAIRMAN KOPP: Yeah, I see that.

7 Yeah, it looks like those two, for the
8 restaurant -- well, I guess the bank just has a pretty
9 modest access. The restaurant is --what? -- 40 percent
10 larger? I don't know that anyone cares about the height
11 issue.

12 MS. CHOI: I think the restaurant has excess
13 wall signage of 48.4 versus -- the bank is 146.1.

14 CHAIRMAN KOPP: Right, I got these mixed up.
15 I flipped them around. Right.

16 So, yeah, the bank -- that's quite a
17 variation -- well, I shouldn't say variation. That's
18 quite an amount of excess sign for the bank too. Again,
19 we're trying to be fair to all the retailers in the
20 community, and if we -- so if we set this standard, then
21 that's going to be the standard for everyone else.

22 I'm not saying there can't be some excess,
23 but the bank and the car wash are pretty severe, to my
24 opinion. I'm just one vote here.

1 MR. KATZ: Mr. Chairman Kopp, we'll take
2 that into consideration. We'll talk to our tenants who
3 are on. I know most of them didn't speak, but they're
4 on this Zoom meeting. So we'll go back. We'll sharpen
5 our pencils. We'll figure it out.

6 CHAIRMAN KOPP: All right. Thank you.

7 MS. CHOI: I'm sorry, just so we're clear,
8 I'm clear, and the applicant is clear.

9 So the issues are: The signage needs to be
10 reduced. All the comments from Tri-State needs to be
11 incorporated in the site plan; there are traffic issues
12 that need a second look, the left turn lane from the
13 Town Center Drive, and possibly shifting the Plainfield
14 Road access more to the east, or proposing another way
15 to prevent left turners onto Plainfield. Is that pretty
16 much it?

17 CHAIRMAN KOPP: That's it. Although, I
18 don't think Vice Chairman Wagner was talking about
19 moving the exit, just trying to figure out a way --

20 MS. CHOI: -- prevent the left turn?

21 CHAIRMAN KOPP: Yeah.

22 MS. CHOI: Okay.

23 CHAIRMAN KOPP: All right. So that's it for
24 that item on the agenda. We're going to continue with

1 our meeting. You-all are welcome.

2 (WHICH WERE ALL THE PROCEEDINGS HAD.)

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF DUPAGE)
4

5 I, ROBIN HEJNAR, a certified shorthand reporter
6 and registered professional reporter do hereby certify:

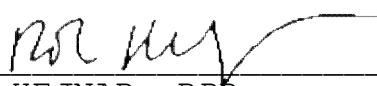
7 That prior to being examined, the speakers in
8 the foregoing proceeding were, by me, duly sworn to
9 testify to the truth, the whole truth, and nothing but
10 the truth;

11 That said proceedings were taken remotely
12 before me at the time and places therein set forth and
13 were taken down by me in shorthand and thereafter
14 transcribed into typewriting under my direction and
15 supervision;

16 I further certify that I am neither counsel
17 for, nor related to, any party to said proceedings, not
18 in anywise interested in the outcome thereof.

19 In witness whereof, I have hereunto subscribed
20 my name.

21 Dated: February 15, 2021

22
23 
24 ROBIN HEJNAR, RPR
CSR No. 084-004689





Village of Willowbrook
Staff Report to the Plan Commission
(Continuation of the February 3rd, 2021 Public Hearing)

Plan Commission Original Public Hearing Date:	February 3, 2021		
Plan Commission Public Hearing Continuation Date:	March 3, 2021		
Prepared By:	Ann Choi, Village Planning Consultant		
Case Title:	Zoning Hearing Case No. 21-03: "735 Plainfield Road PUD" – Planned Unit Development for a car wash, bank with drive-through, and fast food restaurant with drive-through.		
Applicant:	GW Property Group, LLC		
Property Owner:	Viren-Gill Ltd. (Louis Viren)		
Action Requested:	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.		
Applicable Regulations:	Comprehensive Plan, Zoning Ordinance, Subdivision Regulations		
Location:	735 Plainfield Road, Willowbrook IL 60527		
PINs:	09-23-406-003		
Existing Zoning:	B-2 Community Shopping		
Proposed Zoning:	B-2 Community Shopping with a Special Use for a PUD		
Existing Land Use:	Willowbrook Bowl (not currently operational)		
Property Size:	2.79 Acres		
Surrounding Land Use:		Use	Zoning
	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 Plan Commission	Continue public hearing, accept testimony, and approve a recommendation to the Village Board. A sample motion can be found on pages 22 to 24.
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Documents Attached:

- Attachment 1: February 3, 2021 Public Hearing Discussion and Summary
- Attachment 2: "GW Properties - Village of Willowbrook Response Letter" dated February 12, 2021.
- Attachment 3: "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.*
- Attachment 4: "Preliminary Plat of Subdivision" as prepared by Compass Surveying Ltd., Project No. 20.0006, Sheet 1 of 1, and bearing the latest revision date of 02/12/21.
- Attachment 5: "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.*
- Attachment 6: "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.*
- Attachment 7: "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. *Submitted on 02/12/2021.*
- Attachment 8: "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. *Submitted on 02/24/2021.*
- Attachment 9: "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.*
- Attachment 10: "Architectural Elevations with Signs" for Fast Food Establishment as prepared by Interplan LLC, 3 pages, and dated 01.20.21. *Submitted on 02/12/2021.*
- Attachment 11: "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.
- Attachment 12: "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.
- Attachment 13: "List of Requested Waivers" as prepared by Kimley-Horn and Associates, Inc. *To be provided at Plan Commission Meeting.*
- Attachment 14: "Market Study Memo" as prepared by GW Properties, 2 pages, dated January 29, 2021.
- Attachment 15: "Tax Impact Study Memo" as prepared by GW Properties, 2 pages, dated January 29, 2021.
- Attachment 16: Village of Willowbrook Review Letter(s) for Third Submittal.
- Attachment 17: Standards for Special Use
- Attachment 18: Standards for Planned Unit Developments
- Attachment 19: Findings of Fact for Planned Unit Developments



Follow-up Items from February 22nd Plan Commission Meeting

The Plan Commission and Village Staff requested multiple follow-up items to be prepared for review and discussion at the February 3, 2021 Plan Commission meeting. These items are outlined below and discussed in further detail later in the report.

- A. 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.
- B. Landscape Plan Revisions: Staff requested for minor revisions to the Landscape Plan. In addition to the last reviewed, Staff has requested that additional landscape plantings be added in the area along the subject property's west, east and south lot lines.
- C. 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.
- D. 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.
- E. 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. **The Market Study Memo and Tax Impact Study Memo have been provided to the Village for review.**
- F. 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.
- G. Responses to Police Department Concerns: The Applicant provided a list of responses to address Police Schaller's concerns.

A. Outstanding Submittal Items

Staff requested the revision and resubmittal of all plans and documents to the satisfaction of Village staff and the Plan Commission as indicated in the staff report or as discussed during the February 3, 2021 meeting, prior to being forwarded to the Village Board for final consideration. A Preliminary Plat of Subdivision, Preliminary Plat of PUD, Preliminary Engineering drawings, Landscape Plan, and Signage Packages were also re-submitted for review. All items have been submitted and reviewed by the Village's Planning Consultant, Engineer, Traffic Consultant, and Tri-State Fire Protection District. Village Staff has required additional revisions to the plans, included as **Attachment 16** of the staff report, and has added a condition of approval that these revisions be made prior to Village Board consideration.



B. Landscape Plan Revisions

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 16** 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. Additional waivers required are highlighted in orange in **Exhibits 1 and 2** below.

Exhibit 1 Revisions, Additional Landscape Plantings and Waivers Required (Lots 2 & 3)

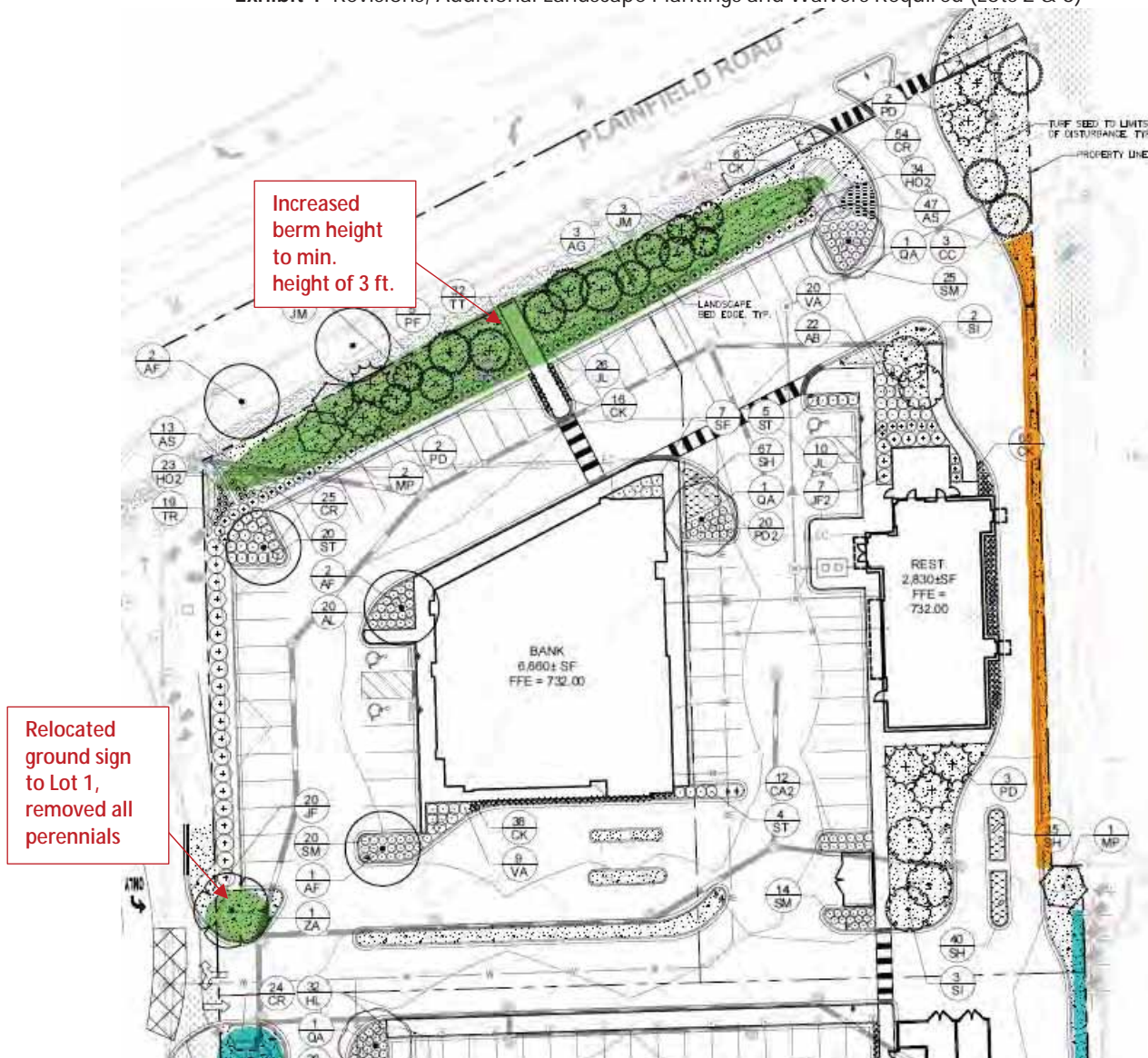
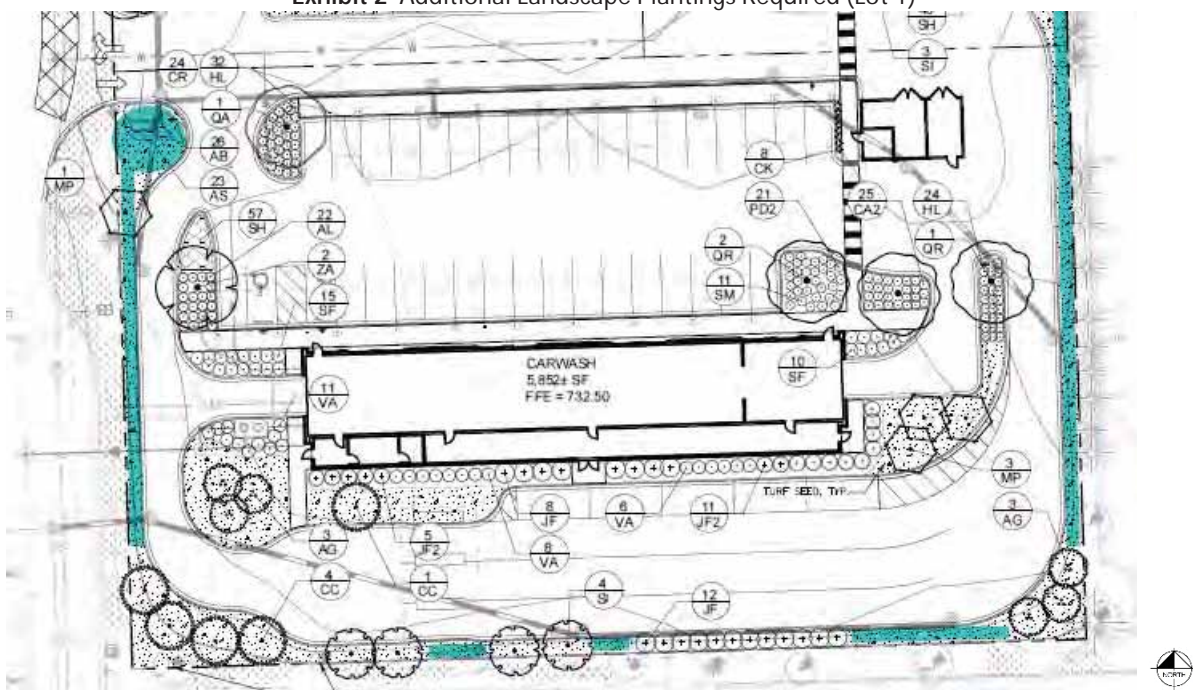




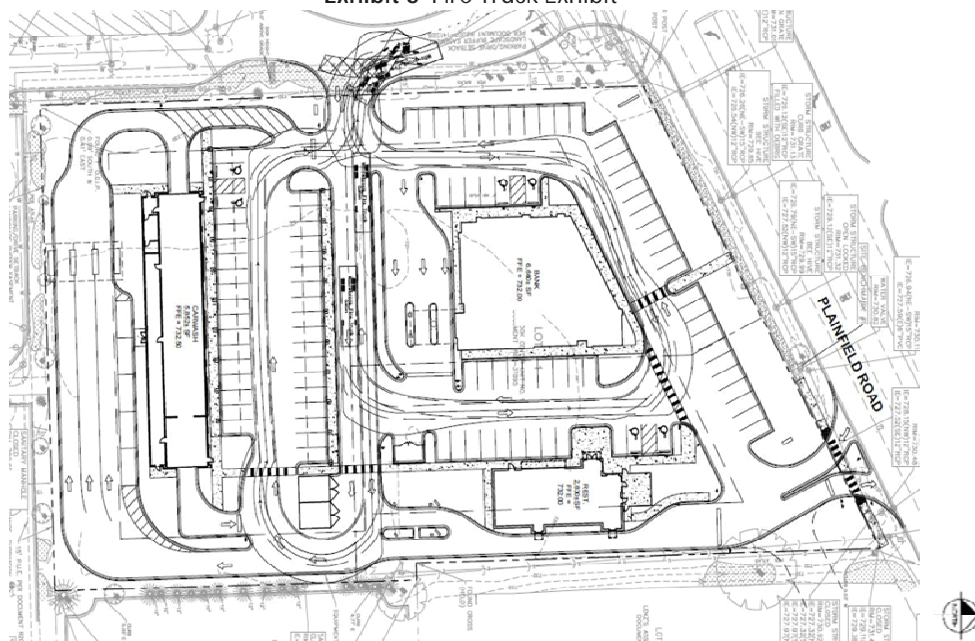
Exhibit 2 Additional Landscape Plantings Required (Lot 1)



C. 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. In response, the Applicant provided a Fire Truck Exhibit, included under "Sheet EX" in **Attachment 3** of the staff report, and illustrated as **Exhibit 3** below. This exhibit and site plan have been reviewed and approved by Tri-State.

Exhibit 3 Fire Truck Exhibit





D. Signage Revisions

As requested, the Applicant has made significant reductions in the proposed sign surface areas for Lot 1 and additional revisions for Lots 2 and 3. The updated sign packages, along with the associated code requirements, are outlined below.

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



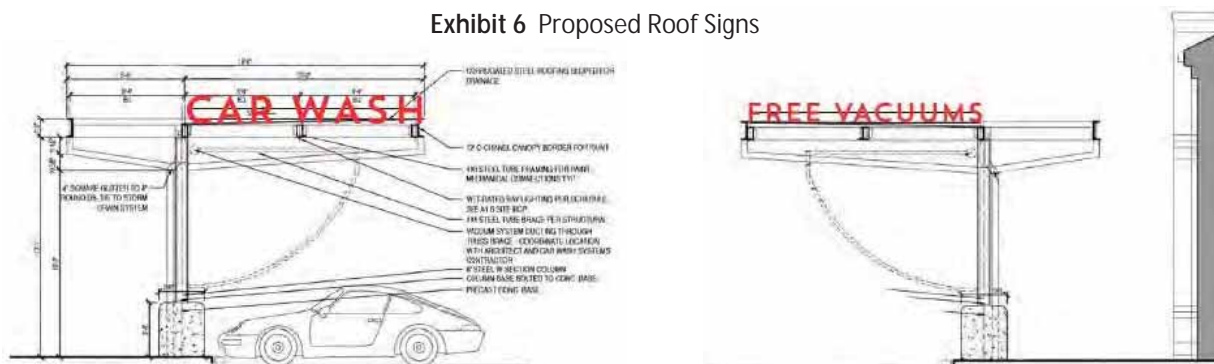
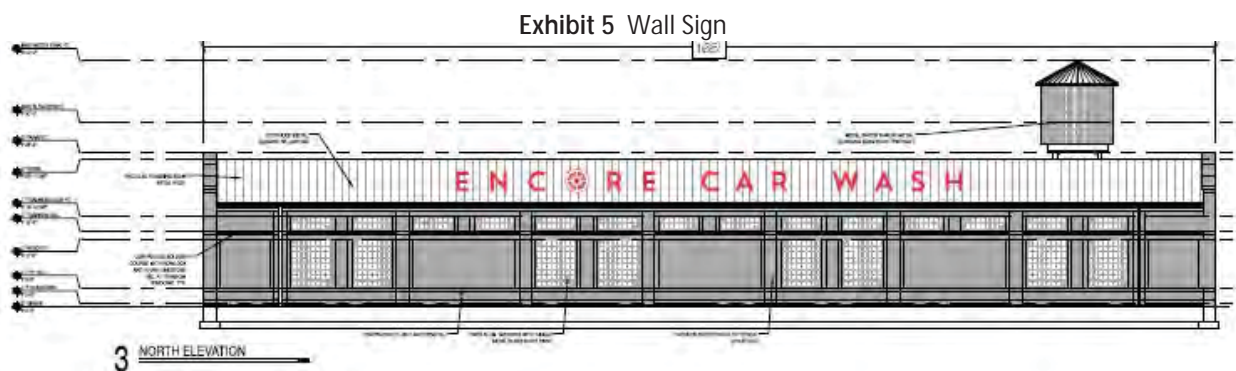
The proposed freestanding sign has been reduced to eight feet (8') in height.

Please note that the proposed freestanding sign also does not contain brick in keeping with the design of the principal structure. 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.



Three (3) roof signs are proposed. From left to right: Sign E.3, Sign E.4 and Sign E.2.



Table 1 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"> • Waiver reasonable given location – rear of the site and not highly visible from Plainfield Rd.
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"> • Roof signs are prohibited by code. • Waiver is reasonable given location – rear of the site and not highly visible from Plainfield Rd.
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"> • Digital signs are prohibited by code. • Waiver required – sign does not contain brick or material in keeping with principal structure. • Waiver is reasonable given other PUDs were granted digital signs.
Total Sign Surface Area Requested		399.10 SF		
Total Sign Surface Area Allowed		350 SF		
Excess Wall Signage		49.1 SF		

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 (394.1 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

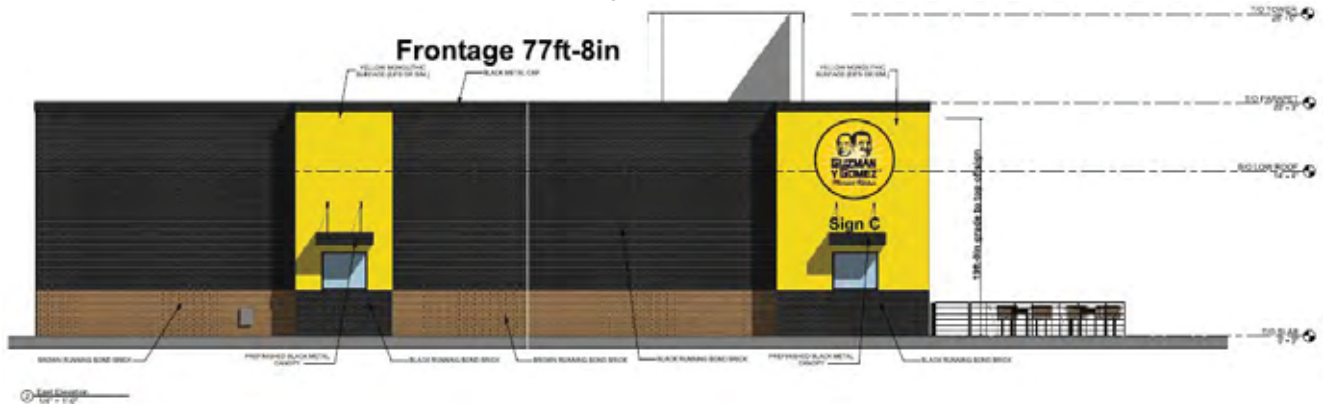
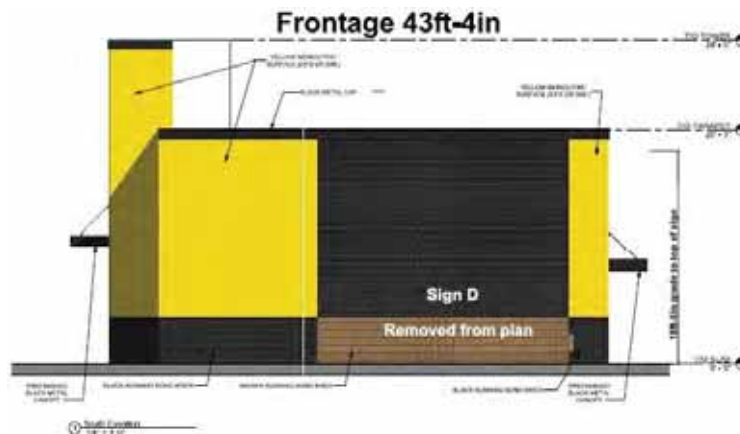


Exhibit 9 Wall Sign on North Elevation





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 2 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"> Min. separation distance lower than permitted by code.
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"> B & E are located at a height higher than allowed by code. Waiver reasonable given they are located on the taller "tower" elements.
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"> "Drive-Thru" copy is counted towards the total SSA (not SSA for private traffic direction signs.)
Total Sign Surface Area Requested		307.43 SF		
Total Sign Surface Area Allowed		302.5 SF		
Excess Wall Signage		4.93 SF		
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 11** of the staff report.

Exhibit 12 Wall Sign on West Elevation





Exhibit 13 Wall Sign on East, North and South Elevations

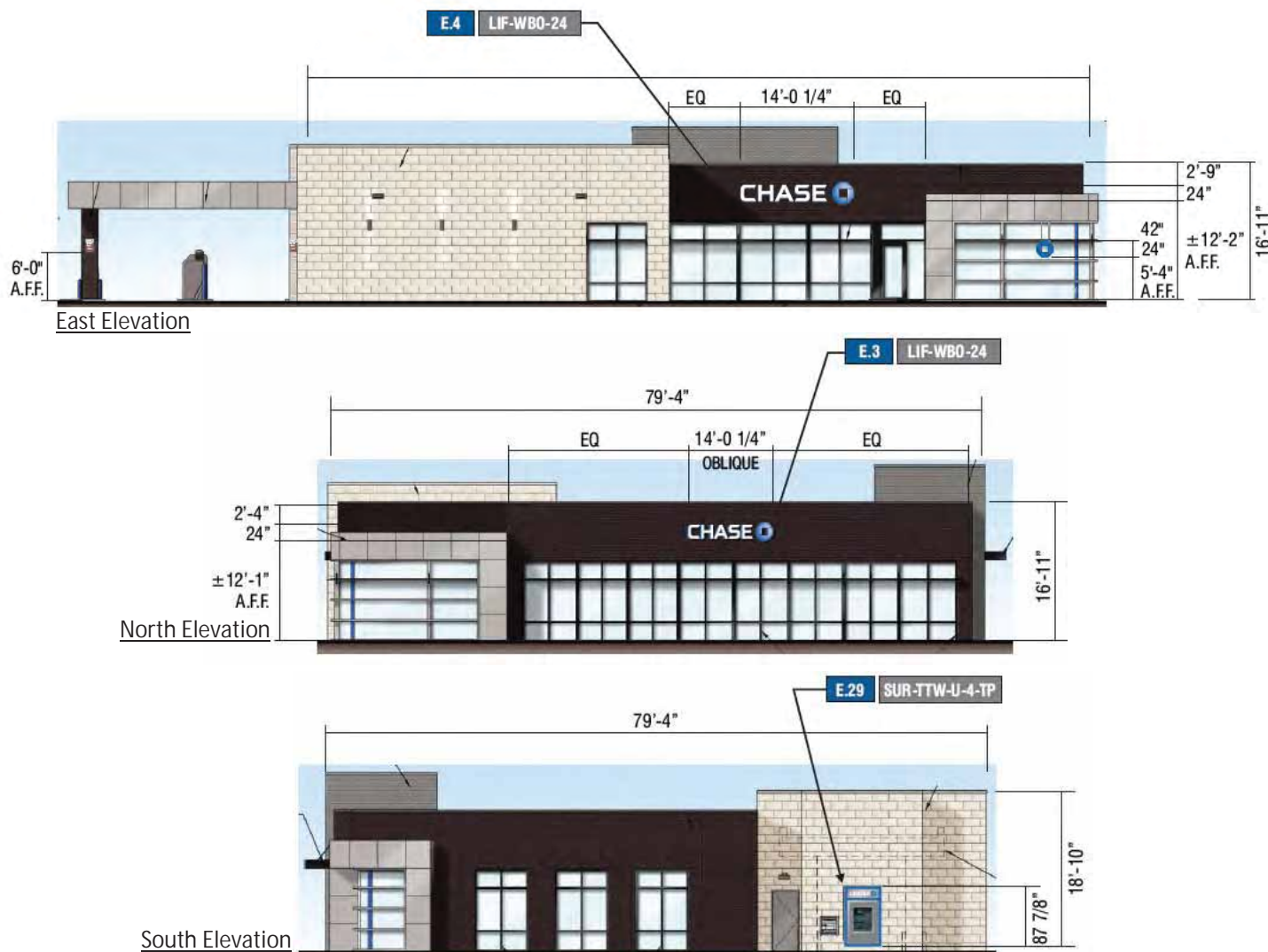
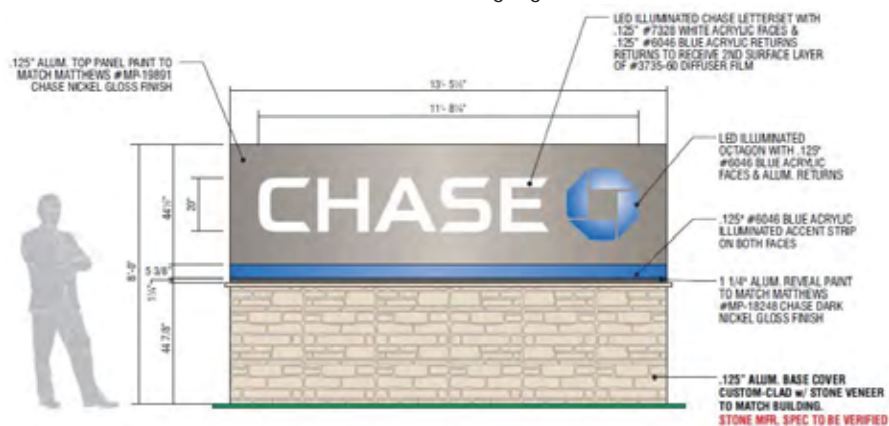


Exhibit 14 Freestanding Sign for Lot 3



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 3 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"> • Waiver for Sign I.30 reasonable given they are located within the building and serves as an ATM sign.
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		
Balance of Wall Signage		124.62 SF		
Number of Wall Signs Requested		3		
Number of Wall Signs Allowed		4		

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).

E. Market and Tax Impact Studies

The Market and Tax Impact Studies are included as **Attachments 14 and 15** 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 has 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 will need 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.

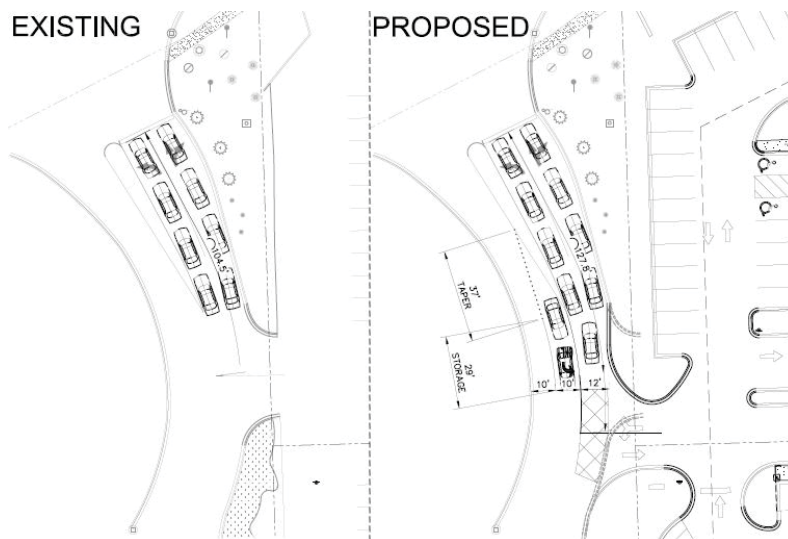
The Village's Director of Finance has reviewed and confirmed these initial tax figures.



F. Requested Information on Traffic

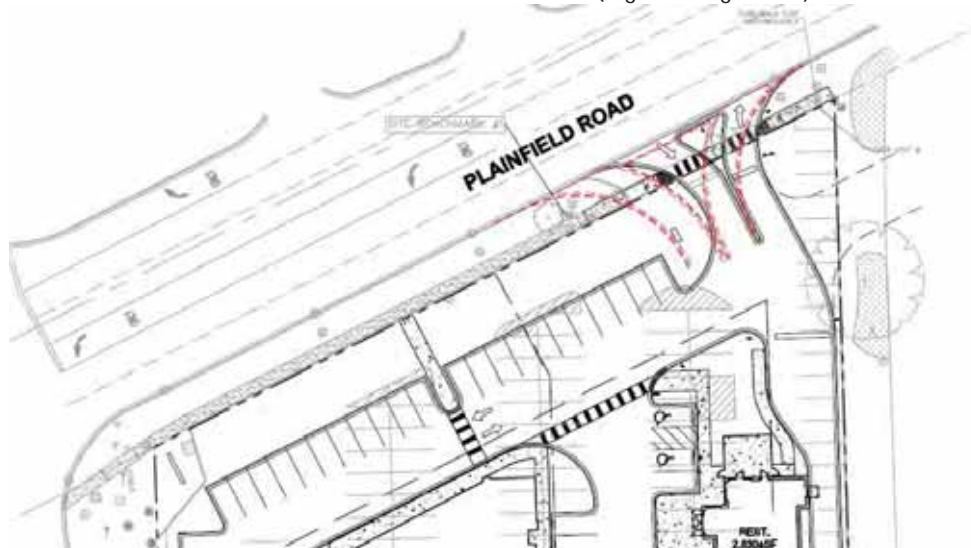
The Plan Commission also requested more detail regarding the shared access drive between the subject property and the Town Center. The Applicant has provided a stacking exhibit included as **Attachment 7** that illustrates the existing conditions of the shared access driveway between the subject property 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 15 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 8** of the staff report.

Exhibit 16 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.

G. 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.



Certain Relief/Waivers Requested

To maintain compliance with the Village Zoning Code, the proposed development will require certain relief, exceptions, and waivers. The waivers that are highlighted in yellow are new waivers, or information that was changed; the waivers that are indicated with a ~~strike through~~ are no longer necessary and have been eliminated as part of the approval.

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 less than four hundred feet (400') 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 along the north side of the proposed car wash building, and to less than sixty feet (60') for the vacuum station equipment.**
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 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.
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 less than seven feet (7') 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 tenth 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/Marquees, 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 **nine feet (9'-0")** 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/Marquees, 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.

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 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.

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.

Next Steps...

The Plan Commission and the Applicant are advised that the next steps include the Applicant's revisions to the plans and documents, after which staff will complete reviews and inform the Applicant of additional modifications (if any) before the item is scheduled for consideration by the Village Board.



Attachment 1

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.

1. 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.
2. Speakers: Six (6) individuals presented testimony.
3. The project owner's representatives provided testimony in support of the petition.
4. 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 2

Applicant's Response Letter to Village of Willowbrook's Review Letter
(16 pages)

February 12, 2021

Ms. Ann Choi, Village Planner
Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527

**RE: *GW Properties
735 Plainfield Road
Willowbrook, IL 60527
Willowbrook Planning Review #2***

Dear Ms. Choi,

We are in response of your review comments dated January 27, 2021 for the proposed GW Properties project located in Willowbrook, IL. Below is a summary of the actions taken in response to these comments.

General

1. The requirements of the Village Code for Preliminary PUD Approval under Section 9-13- 5(8)15 and Section 9-13-5(8)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.

Response: The Market Study and Tax Impact Study has been provided to the Village for review.

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.

Response: Blanket easements have been provided on the plat outside of the building areas. It is anticipated that the easements will be updated to be specific to the utility routing once locations have been finalized during final design.

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.

Response: The above-referenced information has now been provided.

4. The Findings of Fact under Section 9-13-7(8) and Section 9-13-7(F) of the Zoning Ordinance cannot be made without the review of these two studies.

Response: Comment noted.

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.

Response: A table has been provided on the plan.

Traffic Regulation Agreement

2. A copy of the Certificate of Insurance will be required as an attachment to the Traffic Regulation Agreement.

Response: Comment noted. The COI will be provided by others at a later date.

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.
- 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.

Response: Noted

4. The applicant should provide documentation of the DuDOT approval of TIS and Plainfield Road access, upon receipt.

Response: Noted

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.

Response: KLOA, Inc. has utilized the trip rates based on the tunnel independent variable for the peak hours including the Saturday peak hour in previous studies that have been reviewed and approved by IDOT.

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.

Response: Given the typical rate of 60 seconds per vehicle at which tunnel washes can process vehicles and given the expected peak hour volume of 39 vehicles, the car wash will be more than able to process vehicles at a rate fast enough that queues will be minimal. The proposed stacking of 30 vehicles plus the five to six vehicles that can be accommodated in the tunnel can easily accommodate this demand as well as peak demands.

Based on information provided by Guzman Y Gomez, the restaurant generates approximately 20 drive-through trips during the peak hour with a maximum stacking of three vehicles, which can be easily accommodated by the provided stacking of 10-11 vehicles.

7. GHA does not believe the comments noted above will materially impact the findings/recommendations of the TIS.

Response: Noted.

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.

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).

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 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.

Response: Guzman Y Gomez does not expect similar volume to Chic-Fil-A. They expect a maximum of stacking of 6 cars which can be accommodated in the current plan without impacting 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.

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.

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.

Response: The request is for 7-feet.

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.

Response: The landscape plan has been updated.

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.

Response: Comment noted, a waiver is requested.

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.

Response: The grading plan has been revised to show a 3' berm.

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.

Response: 30 vehicles is correct.

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, $289.9' \times 1.25 = 362.375$ 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.

Response: The freestanding sign has been reduced to 8-feet and therefore 350 SF is permitted.

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.

Response: A table has been provided on the sign package.

18. The freestanding sign must contain brick or other similar material in keeping with the design of the principal structure under Section (8)1(d)1.

Response: A waiver is requested from this requirement.

19. The freestanding sign must also be located a minimum of 20 feet away from the existing self-storage ground sign under Section (8)1(d)3. A waiver is required for total sign surface area.

Response: The freestanding sign is located a 20-feet away from the existing self-storage sign.

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.

Response: The freestanding sign has been located on Lot 1. We understand the conditions that will be imposed on the sign.

21. Please confirm that Lot 1 is proposing the following signs:

- a. Wall Sign E.1 (not a roof sign).

Response: Confirmed.

- b. Two (2) painted wall signs E.7 (prohibited). A waiver is required.

Response: No longer proposed.

- c. Three (3) roof signs E.2, E.3 and E.4 (prohibited). A waiver is required.

Response: Confirmed and noted.

- d. One (1) Free standing Sign with Digital Display E.5 - digital display signs are prohibited. A waiver is required.

Response: Confirmed and noted.

- 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.

Response: Confirmed and noted.

22. In your Standard for Variations, you included a waiver for Projecting Signs. Please confirm where these projecting signs are located.

Response: I do not believe any of the signs are considered projecting signs.

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.

Response: The calculations have been updated.

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.

Response: Both faces are now included in the calculation.

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.

Response: A waiver is requested.

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').

Response: Per coordination with the Village. The business frontage will be considered as each side of the building. The allowable SSA is 302.5 SF.

27. Staff calculates the following:

- a. Signs A and D = 46.7 SF each.

Response: The calculations have been updated.

- b. Signs B, C and E = 49 SF each.

Response: The calculations have been updated.

- c. Sign F = 75 SF

Response: The calculations have been updated.

- d. Sign G = 68 SF (double faces)

Response: The calculations have been updated.

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.

Response: The calculations have been updated.

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.

Response: The sign package has been updated to more clearly show these signs.

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 sign should be located on the lot that for which it is intended under Section 9-11- 12(B)1(d)4.

Response: The sign has been relocated.

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.

Response: A multi-tenant sign is not proposed.

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.

Response: The linear distances have been added on the sign package.

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').

Response:

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.

Response:

34. Staff calculates the sign surface area for Signs E.29 and 1.30 to be 8.34 SF each. Please confirm and change the area on the table accordingly.

Response:

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(0)2 of the Zoning Ordinance.

Response: Comment noted.

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.

Response: The pay canopy and site plan have been coordinated.

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:

37. On the Preliminary Plat of Subdivision, all of the certificates required on the Final Plat will be removed.

Response: The certificates have been 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.

Response: A blanket easement is shown on the Preliminary Plat.

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.

Response: It is our understanding that there are outstanding taxes on the property. The Village is reviewing and will provide additional information.

40. Section 9-13-5.B.7 provides for covenants providing various information be submitted. We presume that this will be reviewed by others.

Response: Comment noted.

41. 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.

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.

Response: Comment noted.

43. 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.

Preliminary Engineering Plans

Cover Sheet - C0.0

44. Under Utility and Governing Agencies, change the Sanitary Sewer Service to Du Page County Public Works.

Response: The contact has been updated.

Site Plan - C1.0

45. No comments.

Response: Comment noted.

Grading Plan - C2.0

46. No comments.

Response: Comment noted.

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.

Response: The alignment has been updated. Currently a blanket easement is shown.

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.

Response: The tees with valves have been added.

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.

Response: The storm sewer has been revised to be 12-inch.

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.

Response: Comment noted, a blanket easement has been provided.

General Comments

51. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.

Response: Comment noted.

52. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.

Response: Comment noted.

53. The Construction Schedule and Engineer's Opinion of Cost will be reviewed with the Final PUD Plat.

Response: Comment noted.

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.

Response: The plans have been reviewed by Tri-state.

Tri-State Fire Protection District

55. Curb radius around the entire site to have a 25 right hand turn radius.

Response: The plans have been revised and approved by Tri-State.

56. Drive width of 20' clear aisles. This includes the drive adjacent to the car wash. The curb radius and drive spam are less than 20' and our fire apparatus will have a difficult time accessing the building.

Response: The plans have been revised and approved by Tri-State.

57. Clear height around drive of 13'6".

Response: The plans have been revised and approved by Tri-State.

58. An Auto-Turn exhibit shall be conducted 1_2 prior to any approval of a site plan.

Response: The plans have been revised and approved by Tri-State.

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(8), 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').
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 Fa ade Materials, be varied to permit metal siding and metal panels as building fa ade 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 facade.
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(8)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) 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(8) 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 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(8)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/Marquees, 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 facade.
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 facade.

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 Facade Materials, be varied to allow aluminum composite panels as building facade materials, as shown on the architectural elevations.
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 9-68-3(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 an 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(8)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(8), 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/Marquees, 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:

1. That Section 9-13-6(8) 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(8), Lots, Arrangement, be varied to waive the requirement that Lot 1 front on a public street

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



Attachment 3
PUD Plans (9 Sheets)

**Call
Before
You Dig**
JULIE
1-800-892-0123

Date of Expiration: 11-30-21

[illegible]

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

GRAPHIC SCALE



LEGAL DESCRIPTION

LOT 1 is the portion of the land described in the plat of the subdivision of the land of the County of Alameda, California, known as the "ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY" and is more particularly described as follows: ...

SCHEDULE B EXCEPTIONS

- 1. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
- 2. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.

NOTES

1. This survey is based on the data furnished by the owner and is not a warranty of the accuracy of the data.
2. The owner warrants that the survey is a true and correct representation of the land as it exists on the date of the survey.
3. The owner warrants that the survey is a true and correct representation of the land as it exists on the date of the survey.
4. The owner warrants that the survey is a true and correct representation of the land as it exists on the date of the survey.
5. The owner warrants that the survey is a true and correct representation of the land as it exists on the date of the survey.

LEGEND

- 1. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
- 2. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
- 3. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
- 4. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
- 5. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.

ABBREVIATIONS

- 1. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
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BENCHMARKS

- 1. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
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UTILITY CONTACTS

- 1. EASEMENT FOR THE CONVEYANCE OF THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, TO THE LAND OF THE COUNTY OF ALAMEDA, CALIFORNIA, FOR THE PURPOSES OF THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY.
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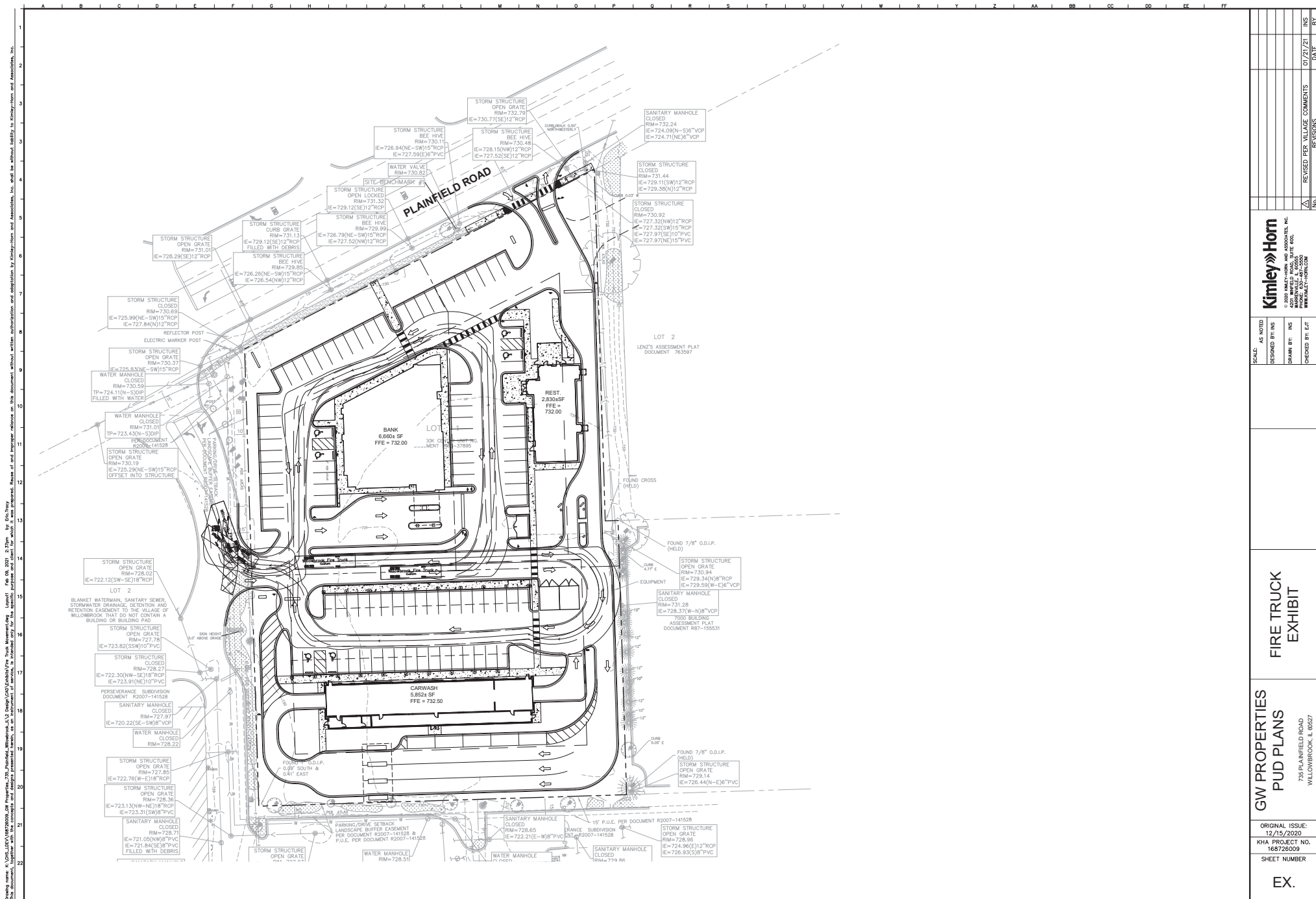
SURVEYOR'S CERTIFICATION

I, the undersigned, being a duly qualified and licensed surveyor in the State of California, do hereby certify that the foregoing is a true and correct representation of the land as it exists on the date of the survey.

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHIC • CONSTRUCTION STAKING
301 GUNTER BOULEVARD, SUITE 100
ALBUQUERQUE, NM 87102

Kimley-Horn
2000 KIMLEY-HORN DRIVE, SUITE 100
ALBUQUERQUE, NM 87102

811
Know what's below.
Call before you dig.



Kimley-Horn © 2001 KIMLEY-HORN AND ASSOCIATES, INC. KIMLEY-HORN AND ASSOCIATES, INC. 1000 WILLOWBROOK ROAD WILLOWBROOK, IL 60097 WWW.KIMLEY-HORN.COM	
SCALE: AS NOTED	DESIGNED BY: INS
DRAWN BY: INS	CHECKED BY: EJT
FIRE TRUCK EXHIBIT	
GW PROPERTIES PUD PLANS 735 PLAINFIELD ROAD WILLOWBROOK, IL 60097	
ORIGINAL ISSUE: 12/15/2020	
KHA PROJECT NO. 158726009	
SHEET NUMBER	
EX.	
REVISED PER VILLAGE COMMENTS	10/21/21
DATE	INS
BY	INS



SIGN HEIGHT
5.0' ABOVE GRADE

FOUND 1 O.D.I.P.
0.09' SOUTH &
0.41' EAST

CARWASH
5,852± SF
FFE =
732.50

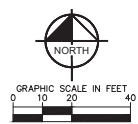
BANK
6,660± SF
FFE = 732.00

REST.
2,830±SF
FFF = 732 00

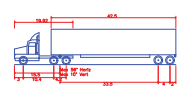
FOUND CROSS
(HELD)

EQUIPME

CURE
5.05



EXHIBITED TRUCK DIMENSIONS



WB-50 - Intermediate Semi-Trailer	
Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.34ft
Max Track Width	1.300ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	17.90°

**GW PROPERTIES
PUD PLANS**

735 PLAINFIELD ROAD
WILLOWBROOK, IL 60527

DELIVERY TRUCK
TURN EXHIBIT

SCALE:	AS NOTED
DESIGNED BY:	INS
DRAWN BY:	INS
CHECKED BY:	EJT

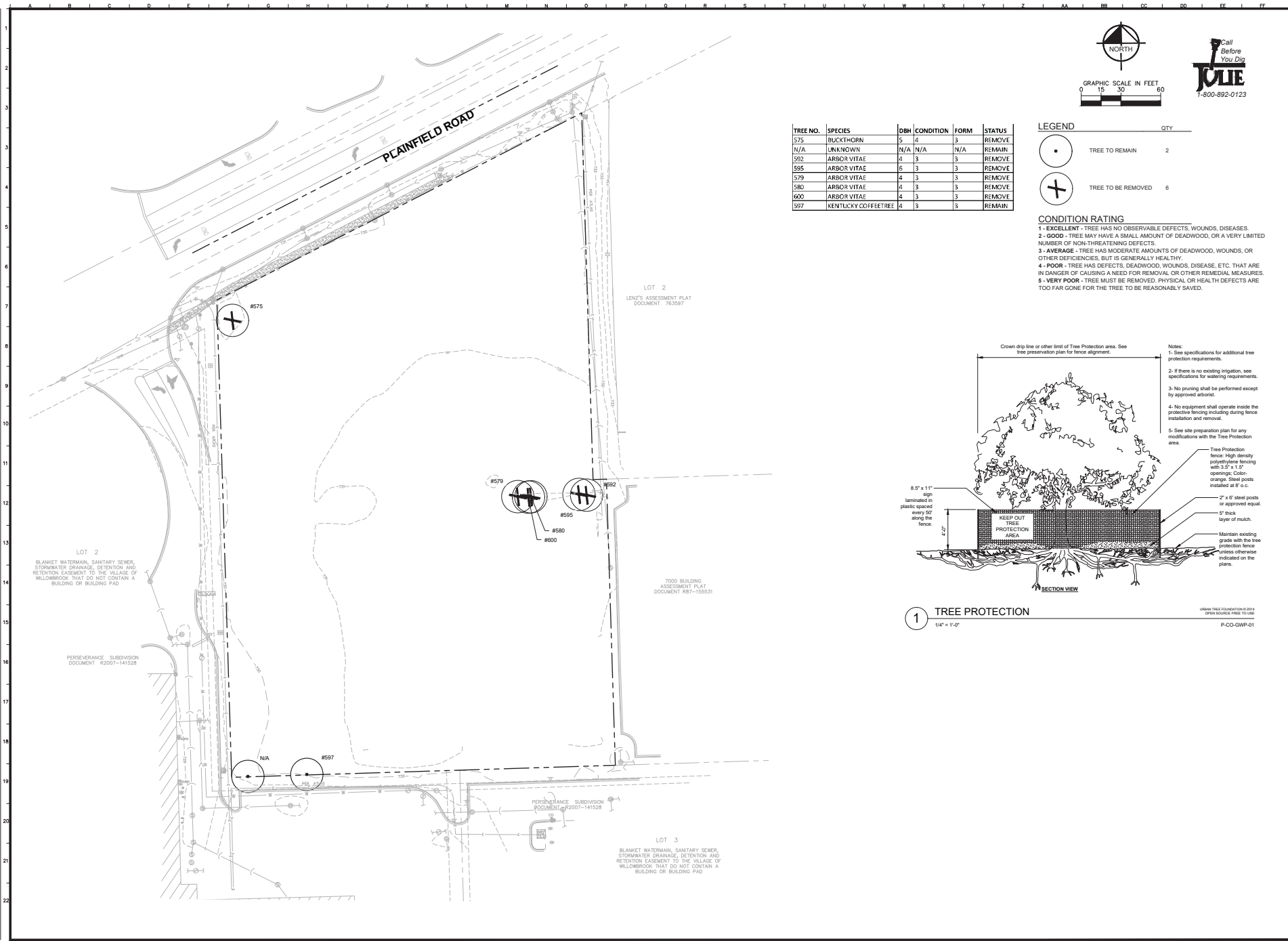
Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600,
WARRENDALE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

[illegible]

ORIGINAL ISSUE:	12/15/2020
KHA PROJECT NO.	168726009
SHEET NUMBER	

EXH.

Drawing name: A:\GIS\DWG\168726009.dwg Properties: 735 Plainfield, Wisconsin\168726009.dwg PLOT DATE: 12/15/2020 1:46pm by: GUYTERRY
This document, together with the concept and design presented herein, is the property of Kimley-Horn and Associates, Inc. and shall be without liability to Kimley-Horn and Associates, Inc.

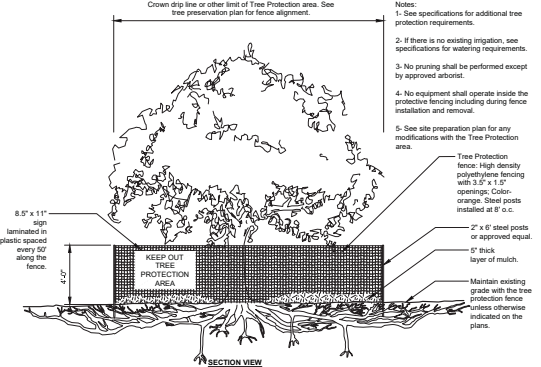


TREE NO.	SPECIES	DBH	CONDITION	FORM	STATUS
575	BUCKTHORN	5	4	3	REMOVE
N/A	UNKNOWN	N/A	N/A	N/A	REMAIN
582	ARBOR VITAE	4	3	3	REMOVE
585	ARBOR VITAE	5	3	3	REMOVE
579	ARBOR VITAE	4	3	3	REMOVE
580	ARBOR VITAE	4	3	3	REMOVE
600	ARBOR VITAE	4	3	3	REMOVE
597	KENTUCKY COFFEE TREE	4	3	3	REMAIN

LEGEND	QTY
	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"

SCALE	AS NOTED	DESIGNED BY: INS	DRAWN BY: INS	CHECKED BY: LUT	NO.	REVISED PER VILLAGE COMMENTS	DATE	BY
KIMLEY-HORN					KIMLEY-HORN & ASSOCIATES, INC. 4001 WILLOW ROAD, SUITE 200 WILLOWBROOK, IL 60091 PH: 630-584-7000 WWW.KIMLEY-HORN.COM			
TREE PRESERVATION PLAN					GW PROPERTIES PUD PLANS 735 PLAINFIELD ROAD WILLOWBROOK, IL 60027			
ORIGINAL ISSUE: 12/15/2020					KHA PROJECT NO. 168726009			
SHEET NUMBER					L1.0			

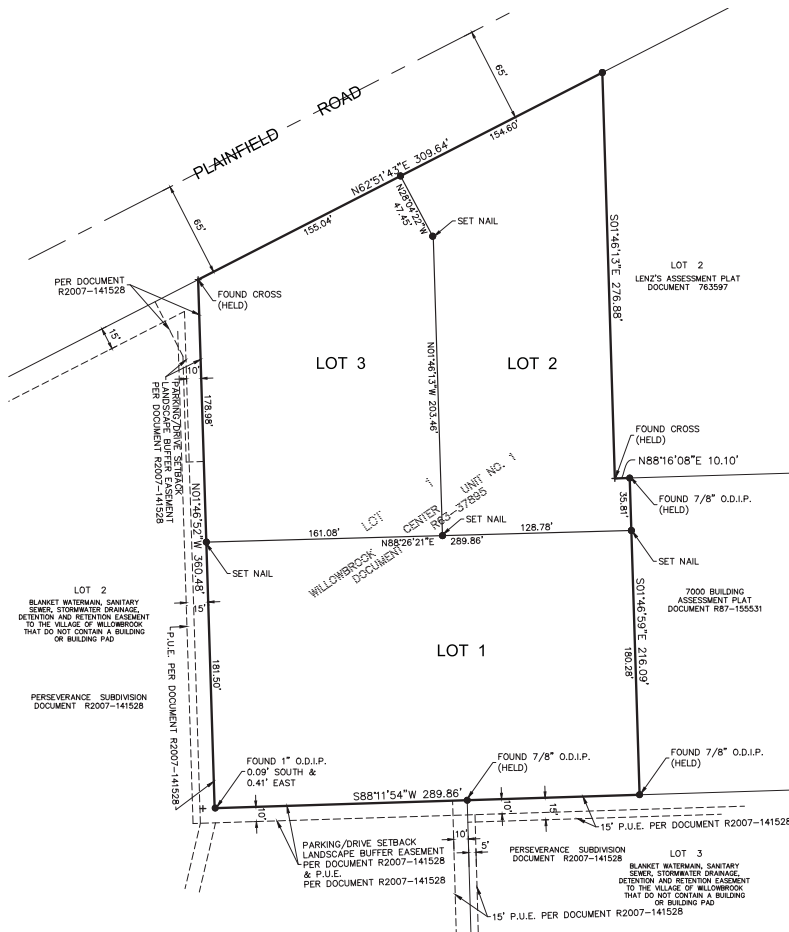
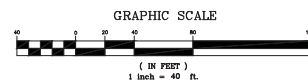


Attachment 4
Preliminary Plat of Subdivision
(1 Sheet)

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.



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
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION 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
- B.S.L. = BUILDING SETBACK LINE
- U.E. = UTILITY EASEMENT
- D.E. = DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.O.C. = POINT OF COMMENCEMENT
- P.O.B. = POINT OF BEGINNING
- P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

EASEMENT NOTE

A BLANKET EASEMENT FOR PUBLIC UTILITY AND DRAINAGE IS TO BE GRANTED OVER THE SUBJECT SITE, EXCLUDING BUILDING AREAS.

AREA SUMMARY

LOT 1	52,432 SQUARE FEET	OR	1.204 ACRES
LOT 2	34,832 SQUARE FEET	OR	0.795 ACRES
LOT 3	34,483 SQUARE FEET	OR	0.792 ACRES
R.O.W. DEDICATION	0 SQUARE FEET	OR	0 ACRES
NET AREA 121,567 SQUARE FEET OR 2.791 ACRES			
(TO HEAVY LINES)			
(BASED ON MEASURED VALUES)			

COMPASS SURVEYING LTD.
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
3631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 824-0100 FAX: (630) 824-7010 EMAIL: ADMIN@COMPASSSURVEYING.COM

PROJECT: 735 PLAINFIELD ROAD SUBDIVISION
CLIENT: Kimley-Horn
© 2017 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LIBERT, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

NO.	REVISIONS	DATE	BY
1	REVISED LOT LINES	9/27/20	WRA
2	PER CLIENT COMMENTS	11/24/20	WRA
3	PER IN HOUSE REVIEW	12/16/20	RHM
4	ADD SETS	01/19/21	WRA
5	REMOVE SETS	02/12/21	WRA

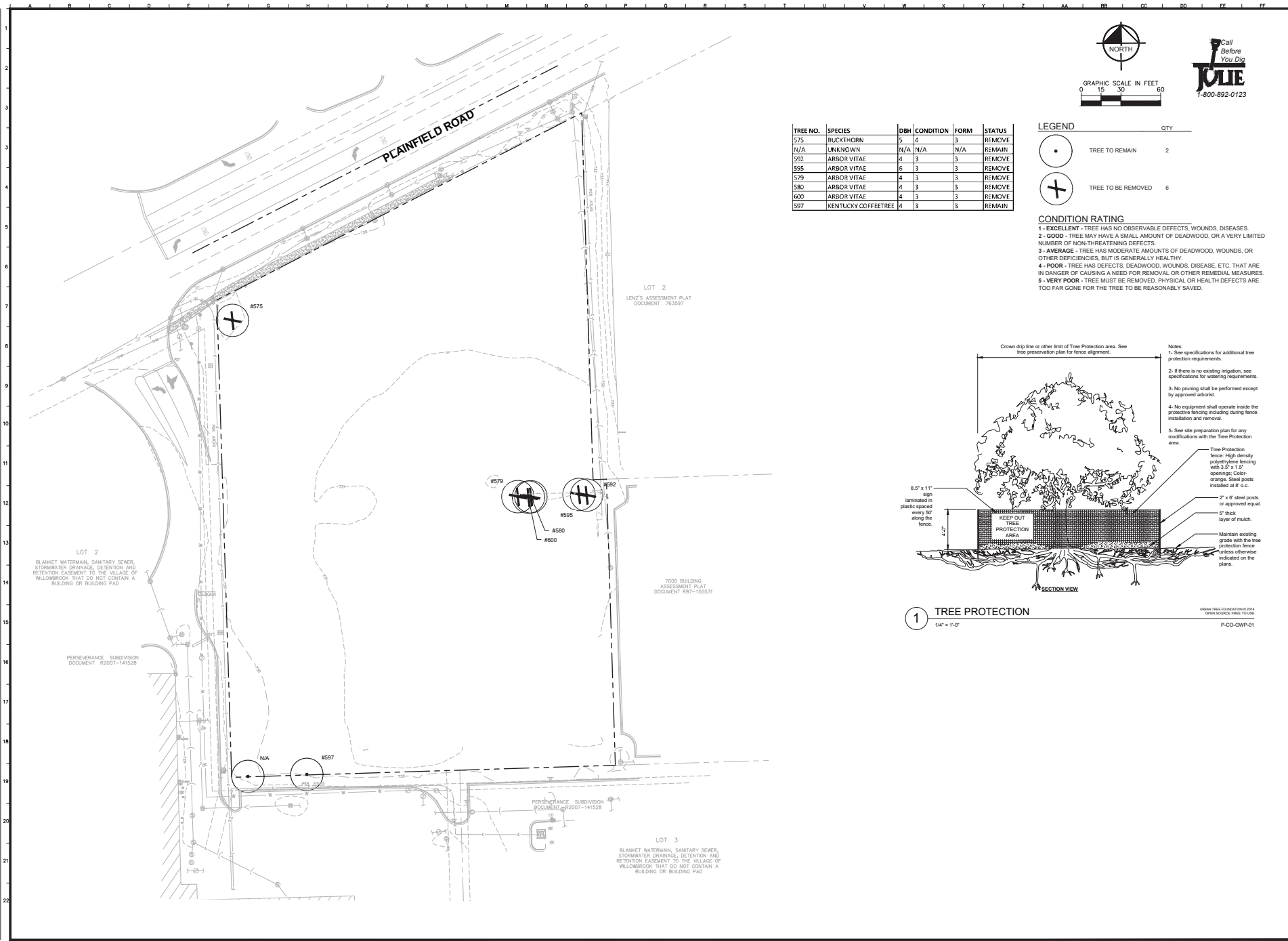
J:\Pdata\2020 Projects\20.0006\20.0006 Preliminary POSubd.dwg



Attachment 5

Tree Preservation Plan, Landscape Plan, Landscape Notes and Details
(3 Sheets)

Drawing name: A:\GIS\DWG\168726009.dwg Properties: 735_Planfield_Willowbrook_L1.0 Tree Preservation Plan.dwg Plot Date: 12/15/2020 9:17 AM User: jk
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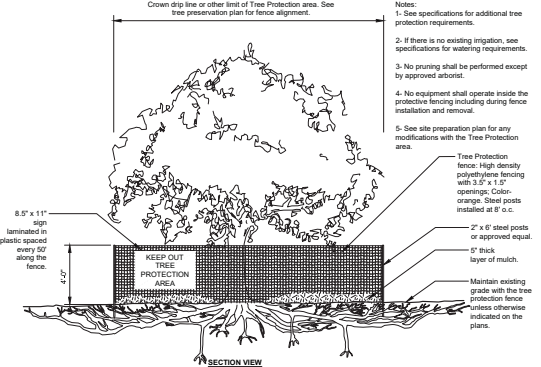
TREE NO.	SPECIES	DBH	CONDITION	FORM	STATUS
575	BUCKTHORN	5	4	3	REMOVE
N/A	UNKNOWN	N/A	N/A	N/A	REMAIN
582	ARBOR VITAE	4	3	3	REMOVE
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580	ARBOR VITAE	4	3	3	REMOVE
600	ARBOR VITAE	4	3	3	REMOVE
597	KENTUCKY COFFEE TREE	4	3	3	REMAIN

LEGEND

	QTY
	TREE TO REMAIN 2
	TREE TO BE REMOVED 6

CONDITION RATING

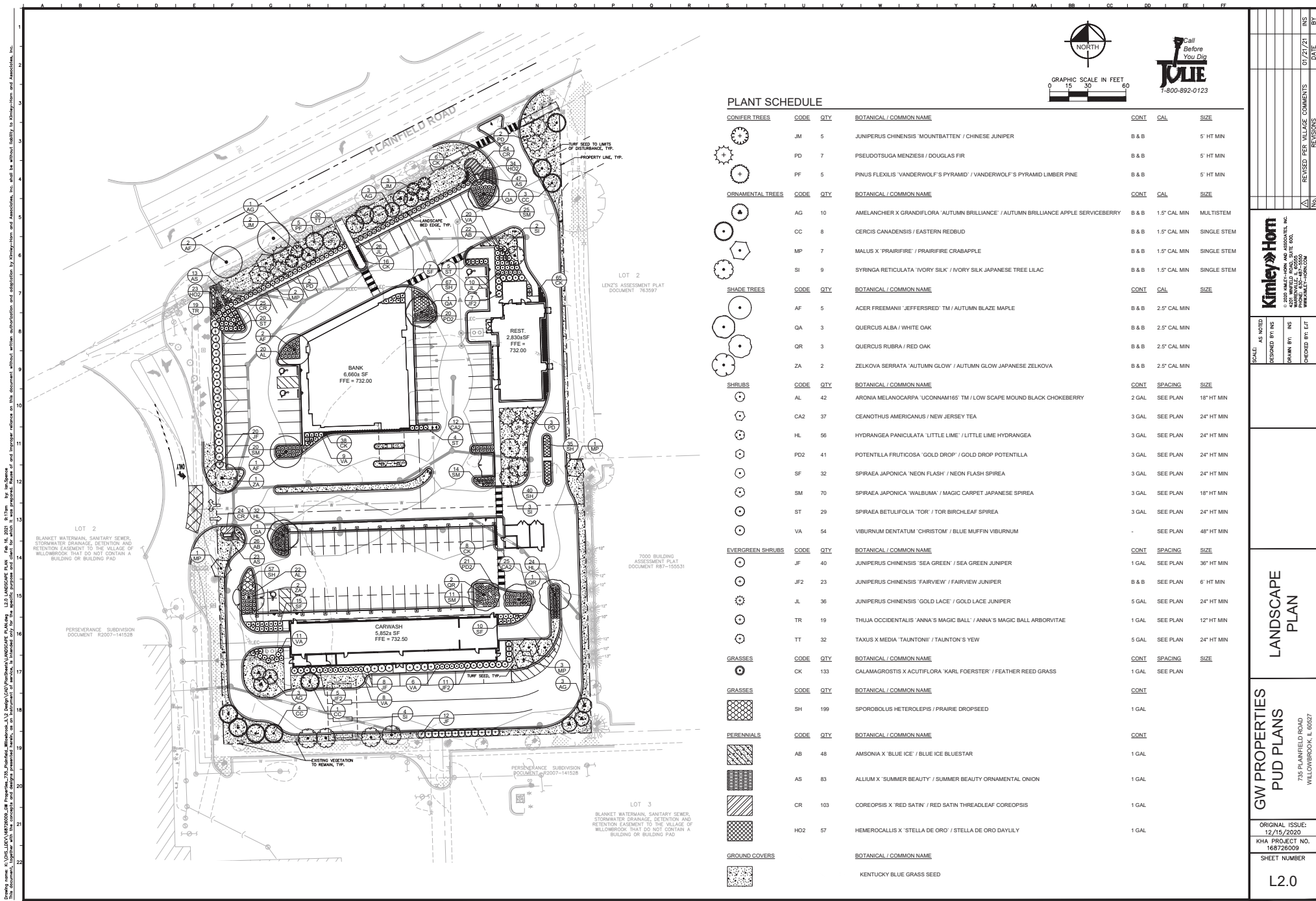
1 - EXCELLENT - TREE HAS NO OBSERVABLE DEFECTS, WOUNDS, DISEASES.
2 - GOOD - TREE MAY HAVE A SMALL AMOUNT OF DEADWOOD, OR A VERY LIMITED NUMBER OF NON-THREATENING DEFECTS.
3 - AVERAGE - TREE HAS MODERATE AMOUNTS OF DEADWOOD, WOUNDS, OR OTHER DEFICIENCIES, BUT IS GENERALLY HEALTHY.
4 - POOR - TREE HAS 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"

USDA TREE FOUNDATION © 2014
OPEN SOURCE TREE TO USE
P-CO-GWP-01

SCALE	AS NOTED	DESIGNED BY: INS	DRAWN BY: INS	CHECKED BY: LUT	No.	REVISED PER VILLAGE COMMENTS	DATE	BY
					Kimley-Horn			
					1000 WEST 10TH STREET, SUITE 100 WILLOWBROOK, IL 60097 PHONE: 630-581-7000 WWW.KIMLEY-HORN.COM			
					TREE PRESERVATION PLAN			
					GW PROPERTIES PUD PLANS 735 PLAINFIELD ROAD WILLOWBROOK, IL 60027			
					ORIGINAL ISSUE: 12/15/2020 KHA PROJECT NO. 168726009 SHEET NUMBER L1.0			



PLANT SCHEDULE

CONIFER TREES			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			5	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 'UCONNM165' 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 'WALBURN' / 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			40	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER			1 GAL	SEE PLAN 36" HT MIN	
JF2			23	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			32	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S YEW			5 GAL	SEE PLAN 24" 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			
SH			199	SPOROBOLUS HETEROLEPSIS / PRAIRIE DROPSEED			1 GAL		
PERENNIALS			CODE	QTY	BOTANICAL / COMMON NAME	CONT			
AB			48	AMSONIA X 'BLUE ICE' / BLUE ICE BLUESTAR			1 GAL		
AS			83	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION			1 GAL		
CR			103	COREOPSIS X 'RED SATIN' / RED SATIN THREADLEAF COREOPSIS			1 GAL		
HO2			57	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY			1 GAL		
GROUND COVERS			BOTANICAL / COMMON NAME						
			KENTUCKY BLUE GRASS SEED						

Call Before You Dig
1-800-892-0123

Kimley-Horn
4001 WILLOW ROAD, SUITE 200
WILLOWBROOK, IL 60091
PHONE: 630-581-7000
FAX: 630-581-7001
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: INS
DRAWN BY: INS
CHECKED BY: LUT

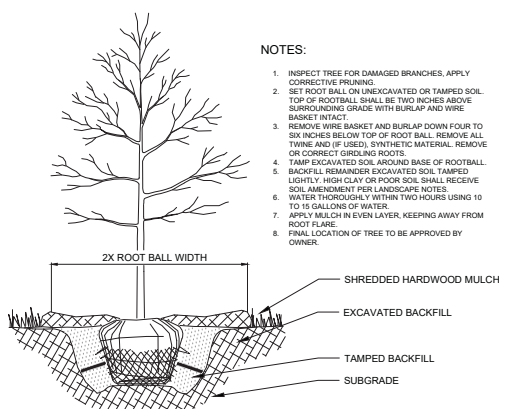
LANDSCAPE PLAN

**GW PROPERTIES
PUD PLANS**
738 PLAINFIELD ROAD
WILLOWBROOK, IL 60097

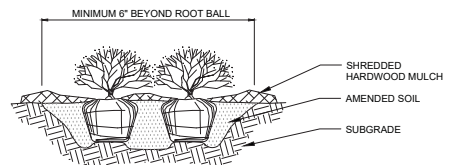
ORIGINAL ISSUE:
12/15/2020
KHA PROJECT NO:
168726009
SHEET NUMBER:
L2.0

REVISED PER VILLAGE COMMENTS
REVISIONS
DATE
BY

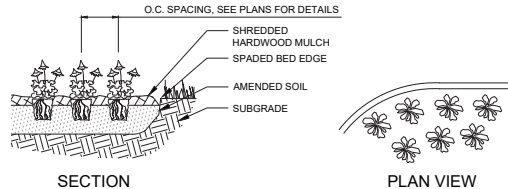
Drawing name: N:\L3\DWG\168726000_028_Proposed_L3_Plan\DWG\LANDSCAPE_PUD.dwg L3.0 LANDSCAPE NOTES AND DETAILS Feb 16, 2020 10:00 AM By: User Name
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- NOTES:
1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
 2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
 3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND IF USED, SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
 4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL. BACKFILL REMAINDER EXCAVATED SOIL, TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
 5. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
 6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
 7. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



- NOTES:
1. APPLY CORRECTIVE PRUNING.
 2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS).
 3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND IF USED, SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
 4. REMOVE OR CORRECT GIRDLING ROOTS.
 5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
 6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.



- NOTES:
1. EXCAVATE PLANTING BED.
 2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
 3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCULING ROOTS. CORRECT GIRDLING ROOTS.
 4. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
 5. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
 6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.
 7. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.

LANDSCAPE NOTES

1. 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 SUBCONTRACTORS OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
4. ALL NURSERY STOCK SHALL BE WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. DECIDUOUS TREES SHALL BE FREE OF FRESH SCARS. 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 A PART OF THIS CONTRACT.
5. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION.
6. AMENDED SOIL 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.
7. PLANTING AREA SOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 65% PULVERIZED SOIL FOR ALL SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS. AMENDED TURF AREA SOIL SHALL BE STANDARD TOPSOIL.
8. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
9. 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. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
10. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 6' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
11. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
12. 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.
13. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
14. 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
9-9-1-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 1,414 PLANT UNITS REQUIRED	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: SCREENING ADJACENT TO PARKING AREAS REQUIRED (EARTH BERM, DENSELY PLANTED EVERGREEN SHRUBS OR COMBINATION)	DENSELY PLANTED EVERGREEN SHRUBS ADJACENT TO ALL PARKING AREAS
	INTERIOR SIDE AND REAR YARDS: SCREENING ADJACENT TO PARKING AREAS REQUIRED (EARTH BERM, DENSELY PLANTED EVERGREEN SHRUBS OR COMBINATION)	DENSELY PLANTED EVERGREEN SHRUBS ADJACENT TO ALL PARKING AREAS
	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 7,139 SQ.FT OF LANDSCAPING REQUIRED	9,797.08 SQ.FT OF INTERIOR LANDSCAPE AREA PROVIDED ALL PARKING LOT ISLANDS CONTAIN ONE SHADE TREE AND 20 DWARF VARIETY SHRUBS
9-11-1a: SIGN LANDSCAPE	EVERY 1.5 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 = 63 SF OF LANDSCAPE AREA REQUIRED	621 TOTAL SQUARE FEET OF LANDSCAPE PROVIDED AROUND THE BASE OF BOTH SIGNS
9-16-2: MINIMUM PLANTINGS	TOTAL GROSS LOT AREA = 121,552.44 SQ. FT 121,552.44 SQ. FT / 7.25 SQ. FT = 167.65 168 PLANTING UNITS REQUIRED SHADE TREES = 5% OF REQUIRED PLANTING UNITS 167.65 x 0.05 = 8.38 8 SHADE TREES REQUIRED CONIFER TREES = 10% OF REQUIRED PLANTING UNITS 167.65 x 0.10 = 16.76 17 CONIFER TREES REQUIRED ORNAMENTAL TREES = 20% OF REQUIRED PLANTING UNITS 167.65 x 0.20 = 33.53 34 ORNAMENTAL TREES REQUIRED SHRUBS / GRASSES / PERENNIALS = OTHER 65% OF REQUIRED PLANTING UNITS 167.65 x 0.65 = 108.97 109 SHRUBS / GRASSES / PERENNIALS REQUIRED	13 SHADE TREES PROVIDED 17 CONIFER TREES PROVIDED 34 ORNAMENTAL TREES PROVIDED 500 DECIDUOUS AND EVERGREEN SHRUBS PROVIDED 332 GRASSES PROVIDED 252 PERENNIALS PROVIDED * NOTE - SHRUBS, GRASSES AND PERENNIALS PLANTED THROUGHOUT THE SITE ALONG THE PARKING PERIMETER, IN PARKING LOT ISLANDS AND ALONG BUILDING FOUNDATIONS

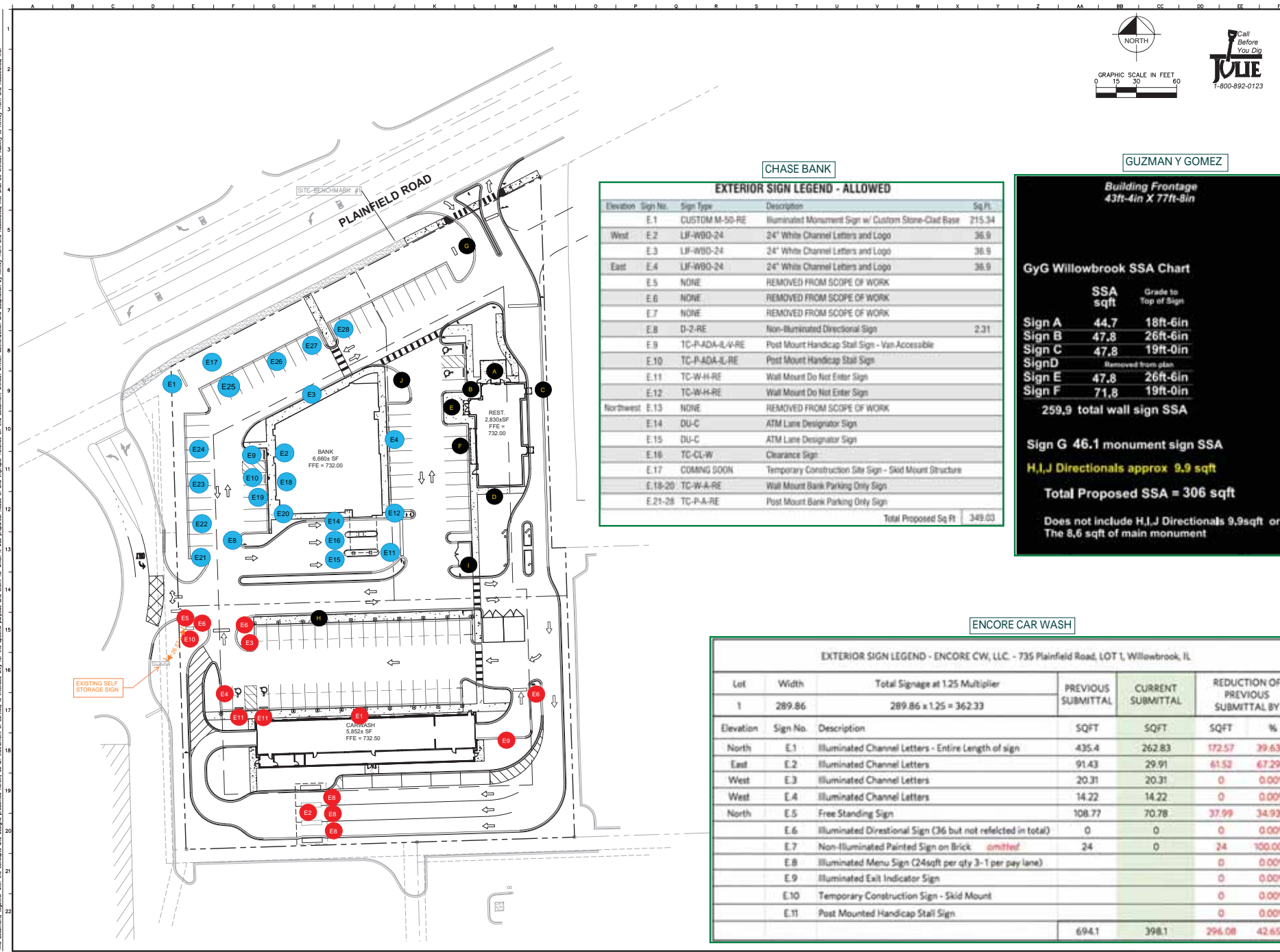


SCALE	AS NOTED	DESIGNED BY	NTS	DRAWN BY	NTS	CHECKED BY	NTS	DATE	07/21/21
Kimley-Horn 5000 WILLOWBROOK ROAD, SUITE 200 WILLOWBROOK, IL 60097 PH: 630-584-7000 WWW.KIMLEY-HORN.COM									
LANDSCAPE NOTES & DETAILS									
GW PROPERTIES PUD PLANS 735 PLAINFIELD ROAD WILLOWBROOK, IL 60057									
ORIGINAL ISSUE: 12/15/2020									
KHA PROJECT NO. 168726000									
SHEET NUMBER									
L3.0									



Attachment 6
Overall Sign Exhibit
(1 page)

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CHASE BANK

EXTERIOR SIGN LEGEND - ALLOWED				
Elevation	Sign No.	Sign Type	Description	Sq.Ft.
	E.1	CUSTOM M-SO-RE	Illuminated Monument Sign w/ Custom Stone-Clad Base	215.34
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	2.31
	E.9	TC-PADA-IL-V-RE	Post Mount Handicap Stall Sign - Van Accessible	
	E.10	TC-PADA-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.21-26	TC-P-A-RE	Post Mount Bank Parking Only Sign	
Total Proposed Sq Ft				349.03

GUZMAN Y GOMEZ

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

ENCORE CAR WASH

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	70.78	37.99	34.93%
	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	398.1	296.08	42.65%

SCALE: AS NOTED	DESIGNED BY: INS	CHECKED BY: EJT
DRAWN BY: INS	REVISOR: INS	DATE: 10/21/21
PROJECT: 158726009	PROJECT: 158726009	PROJECT: 158726009
SHEET NUMBER	SHEET NUMBER	SHEET NUMBER

Kimley-Horn
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KIMLEY-HORN & ASSOCIATES, INC.
1-800-892-0123

GW PROPERTIES
PUD PLANS
735 PLAINFIELD ROAD
WILLOWBROOK, IL 60527

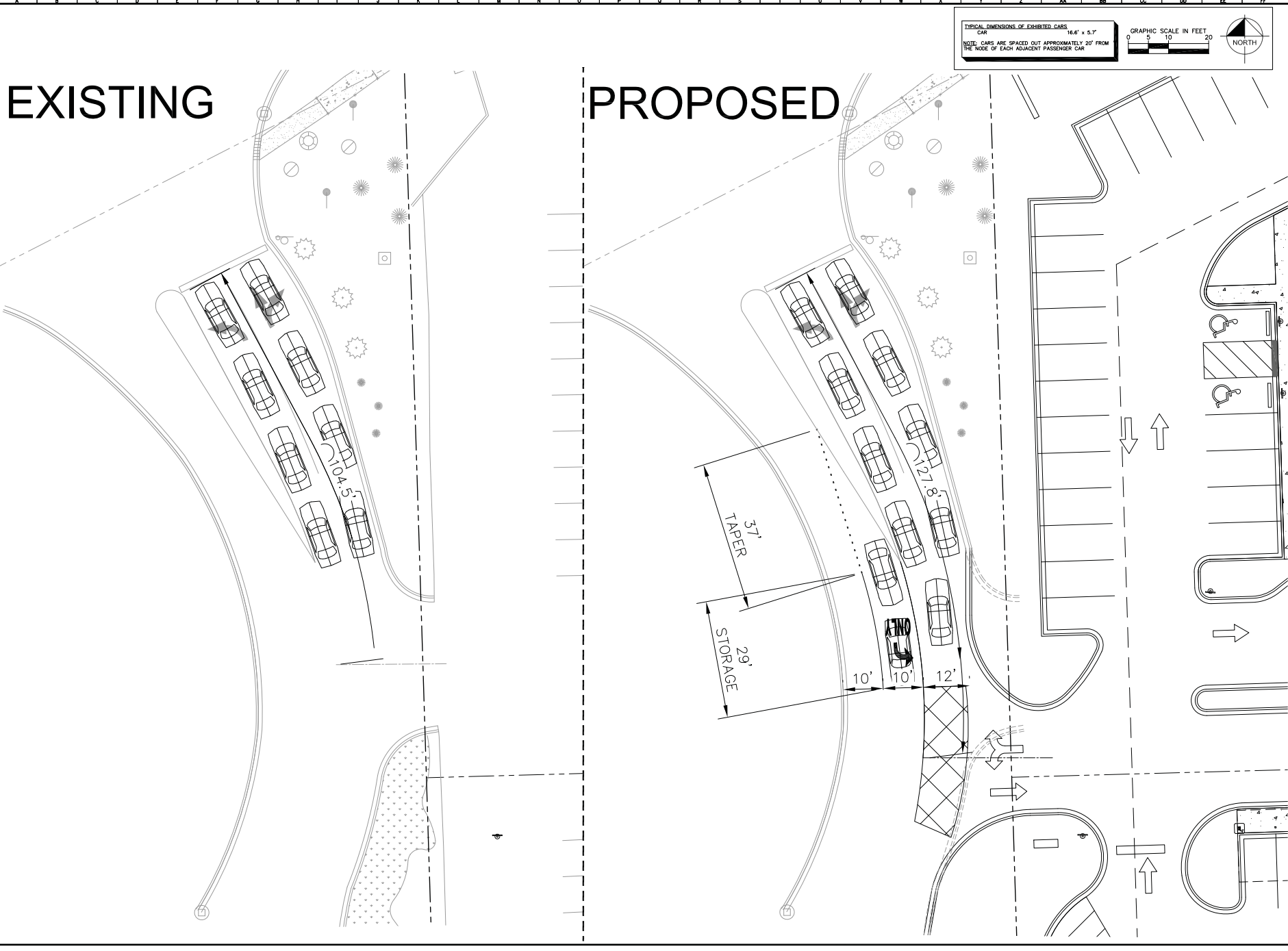
SITE PLAN

C1.0



Attachment 7
Stacking Exhibit
(1 Sheet)

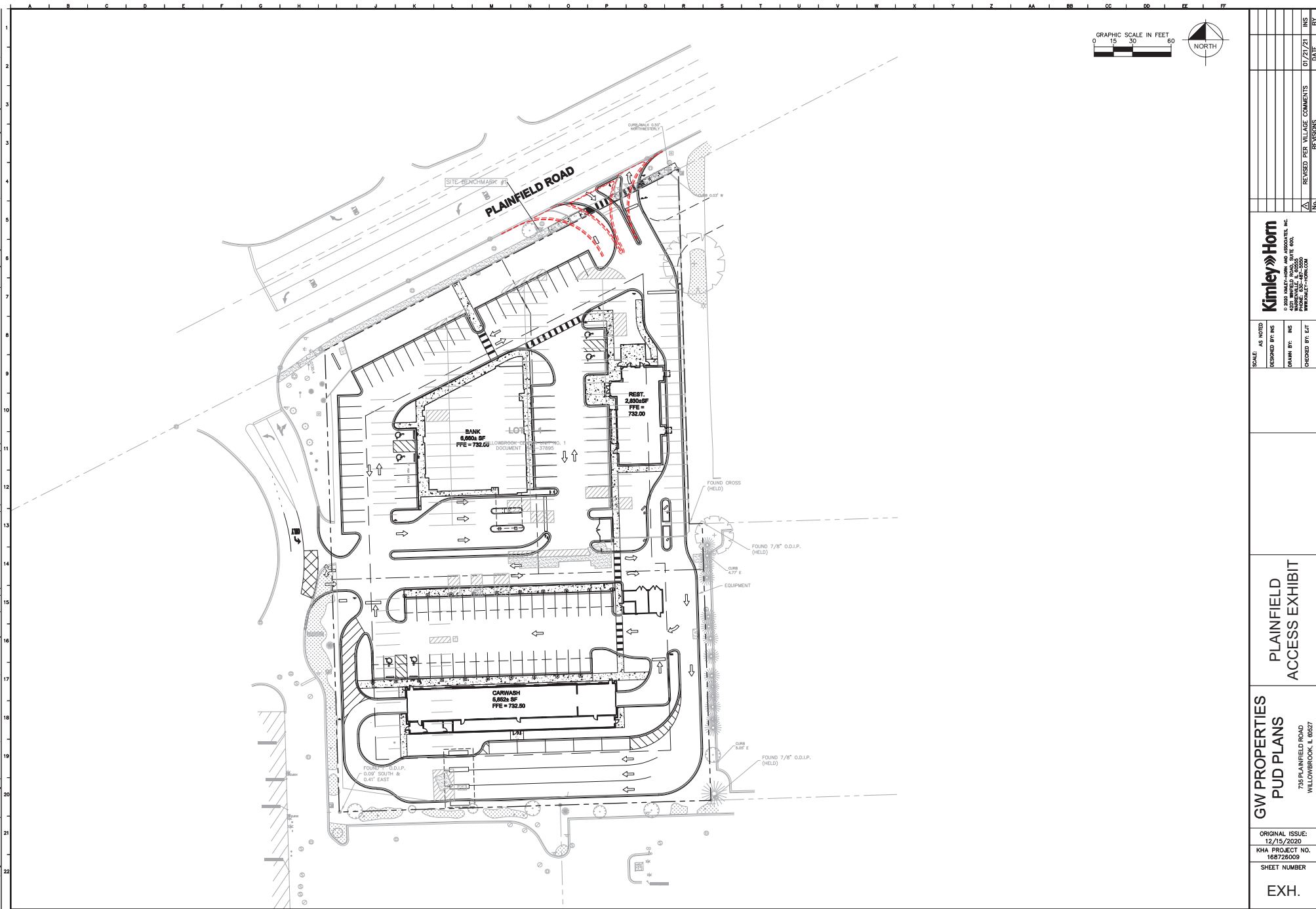
Drawing name: "GW PROPERTIES PUD PLANS" Project location: "775 PLAINFIELD ROAD, WILLOWBROOK, IL 60527" Date: "12/15/2020" Sheet: "EXH. 1" of 1
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GW PROPERTIES PUD PLANS 775 PLAINFIELD ROAD WILLOWBROOK, IL 60527		Stacking Exhibit		EXH. 1	
ORIGINAL ISSUE: 12/15/2020		KHA PROJECT NO. 158726009		SHEET NUMBER	
KINLEY & HORN 200 KINLEY-HORN AND ASSOCIATES, INC. 1000 N. LAKE STREET, SUITE 100 WILLOWBROOK, IL 60527 WWW.KINLEY-HORN.COM		SCALE: AS NOTED DESIGNED BY: INS DRAWN BY: INS CHECKED BY: LIT		REVISED PER VILLAGE COMMENTS 10/2/21 DATE	
				BY	



Attachment 8
Plainfield Access Exhibit
(1 Sheet)

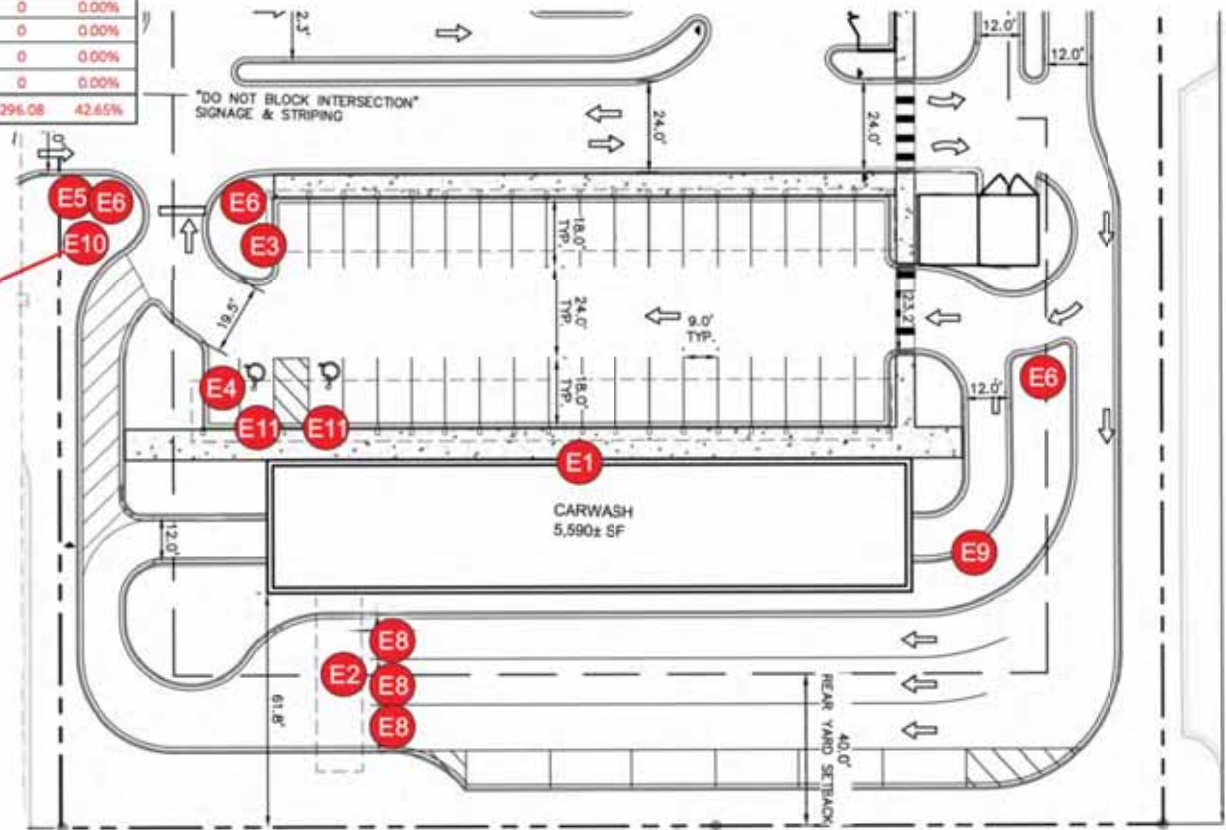




Attachment 9
Sign Package for Encore Car Wash
(11 pages)

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	70.78	37.99	34.93%
	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	398.1	296.08	42.65%

TEMPORARY
CONSTRUCTION
"COMING SOON"
SIGN



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

Draw: 210073

Sheet: Map

Design Date: 1/14/2021

Rev 1:

Rev 2:

LANDLORD APPROVAL SIGNATURE

PRINT

TITLE:

DATE:

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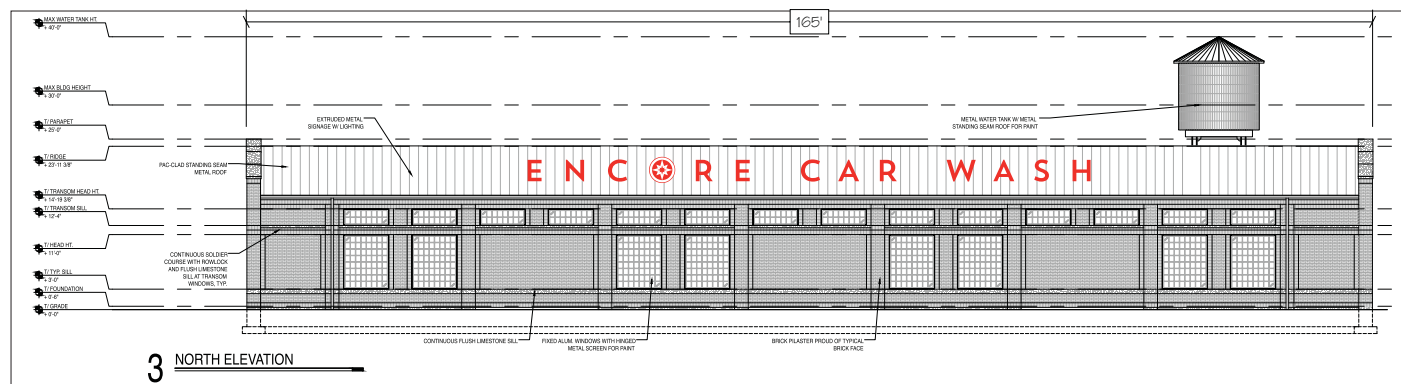
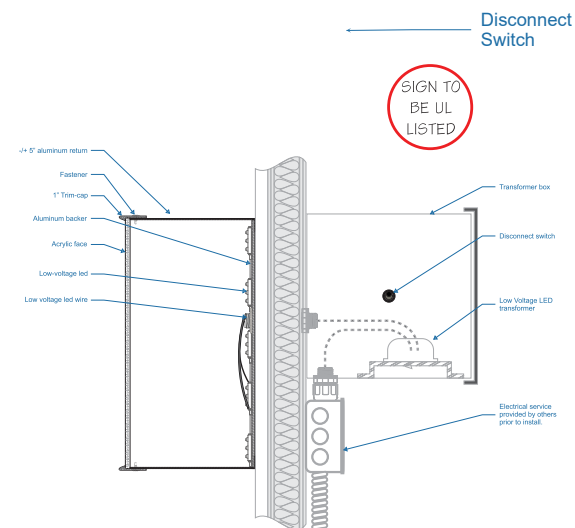
ENCORE CAR WASH

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.

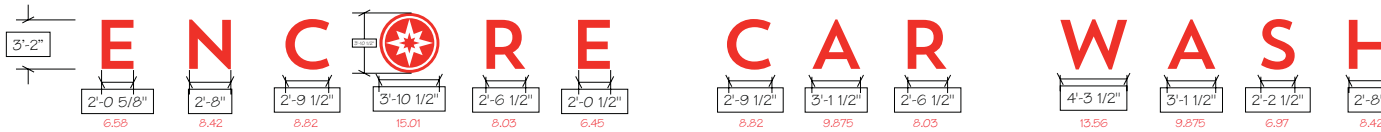
1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For:	Address:	Drawg: 210073	Sheet: 2B	Design Date: 2/8/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State:	Rev 1:			PRINT	DATE:
			Rev 2:				

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E1

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600
Engineering Specifications: All Signs Fabricated as per A.S. A Specifications & 2014 I.B.C.
Electrical Specifications: All Signs Fabricated as per 2015 N.E.C. Specifications



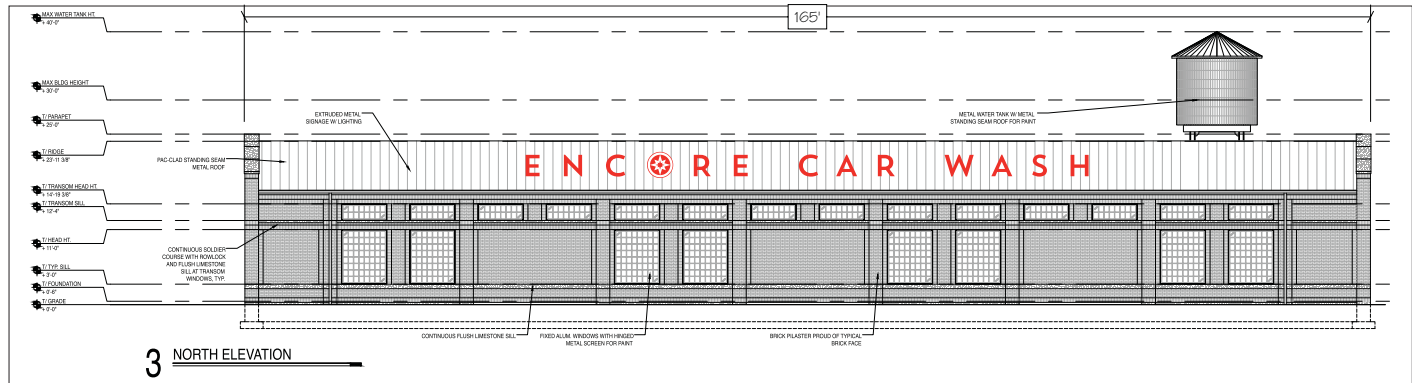
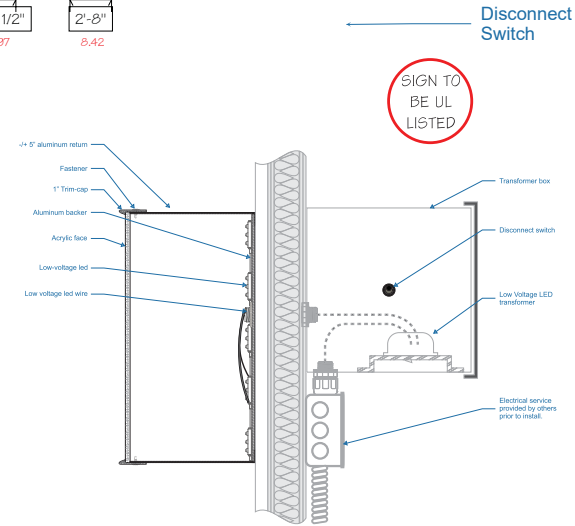
118.86 SQ FT

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

Location Name:

Address: 735 PLAINFIELD RD

City/State: WILLOWBROOK, IL

Drwg: 210073

Sheet: 2C

Design Date: 2/8/2021

Rev 1:

Rev 2:

LANDLORD APPROVAL SIGNATURE

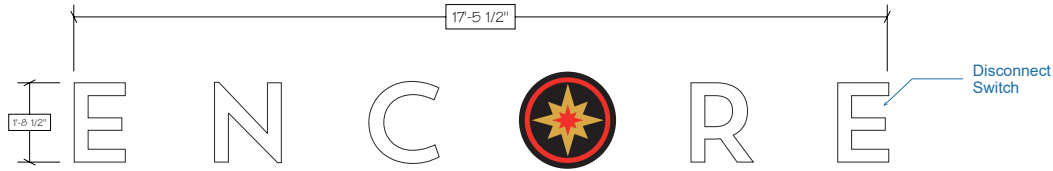
PRINT

TITLE:

DATE:

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E2



SIGN TO
BE UL
LISTED

AURORA SIGN CO.

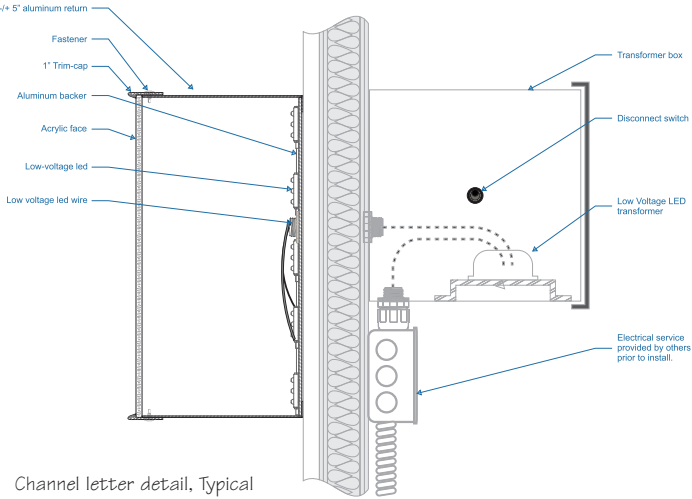
All Signs Shall Be Installed In Accordance With N.E.C. Article 600
Engineering Specifications. All Signs Fabricated as per A.S.A. Specifications & 2014 I.B.C.

Electrical Specifications. All Signs Fabricated as per 2015 N.E.C. Specifications

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.



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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: 4B	Design Date: 2/8/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				PRINT
				Rev 2:			

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E3

1'-6 3/4"

13'-0"

CAR WASH

Disconnect
Switch

SIGN TO
BE UL
LISTED

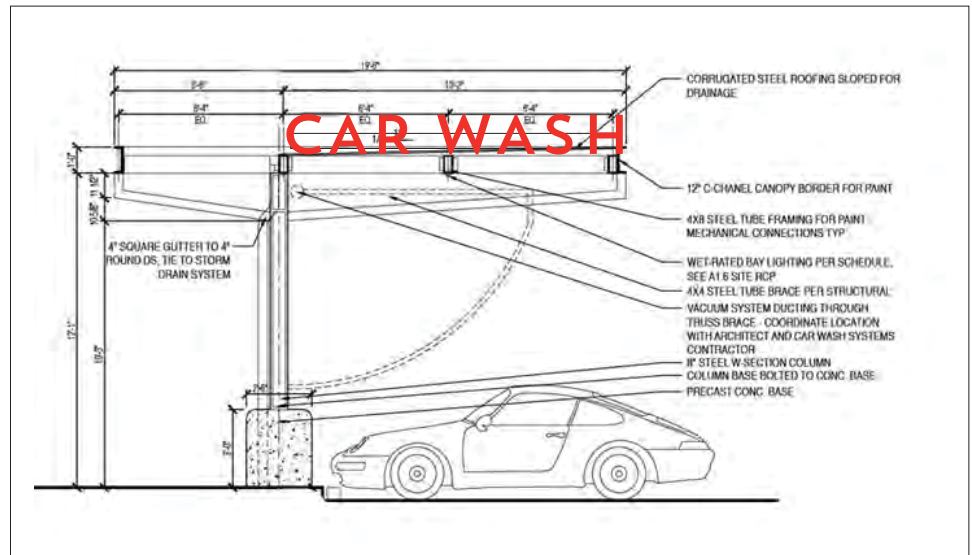
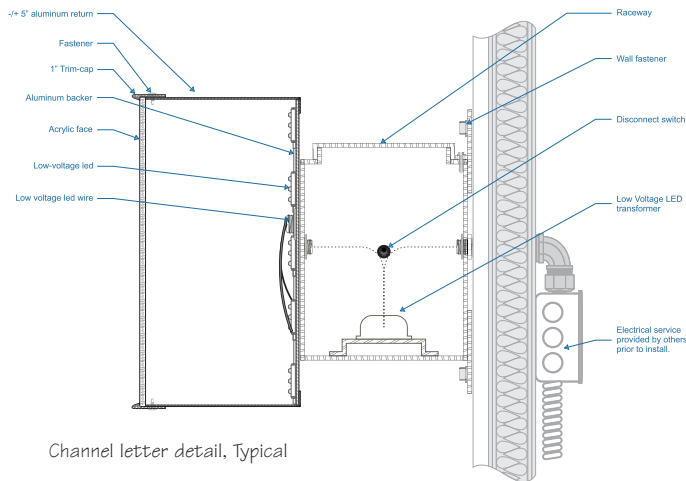
ILLUMINATED CHANNEL LETTERS ON A RACEWAY

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'

20.3125 SQ FT

INSTALLATION INSTRUCTIONS

INSTALL SIGN ON AREA SHOWN.
 CONNECT TO ELECTRICAL SERVICE TO
 BE PROVIDED BY OTHERS PRIOR TO INSTALL.



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 Rendering shown is for concept only. Actual scale and placement shown are approximate.

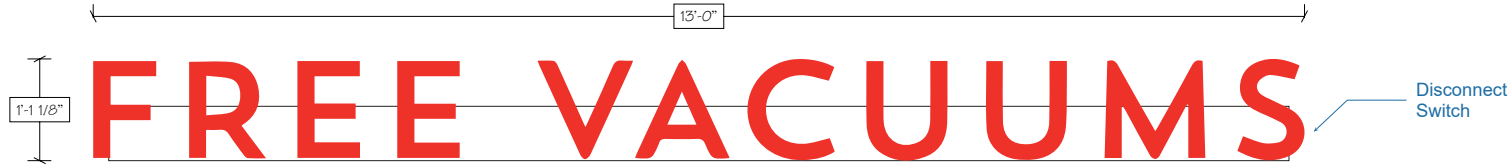
1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For: ENCORE CAR WASH	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 5	Design Date: 1/14/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:			PRINT	DATE:

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E4

AURORA SIGN CO.

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Engineering Specifications. All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C.
Electrical Specifications. All Signs Fabricated as per 2015 N.E.C. Specifications



SIGN TO
BE UL
LISTED

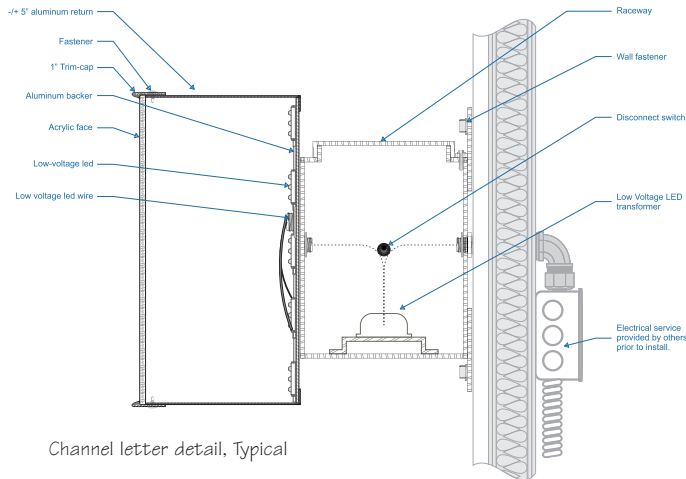
ILLUMINATED CHANNEL LETTERS ON A RACEWAY

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'

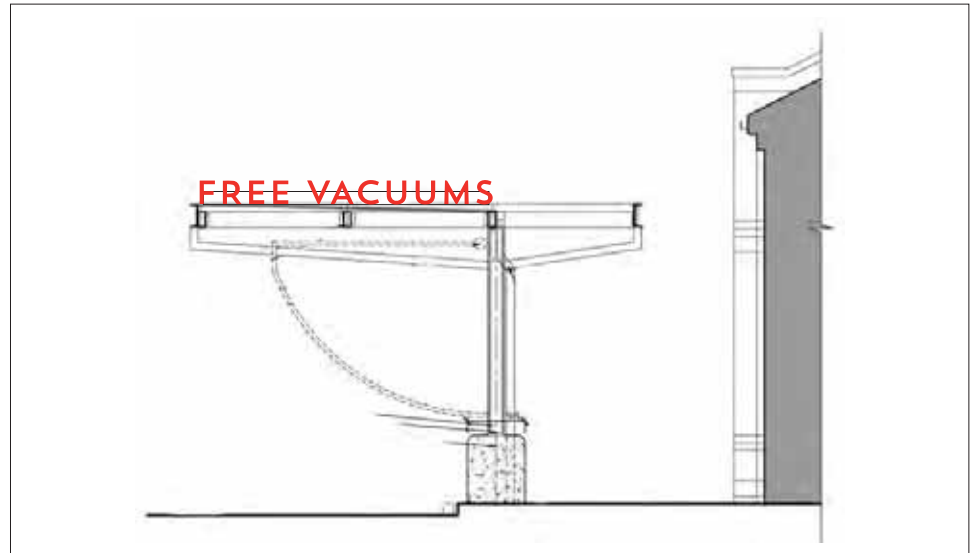
14.21875 SQ FT

INSTALLATION INSTRUCTIONS

INSTALL SIGN ON AREA SHOWN.
CONNECT TO ELECTRICAL SERVICE TO
BE PROVIDED BY OTHERS PRIOR TO INSTALL.



Channel letter detail, Typical



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	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:			PRINT	DATE:

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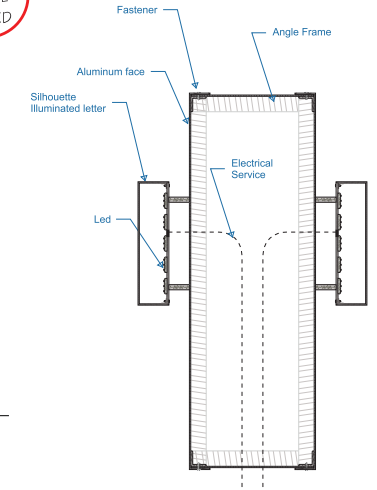
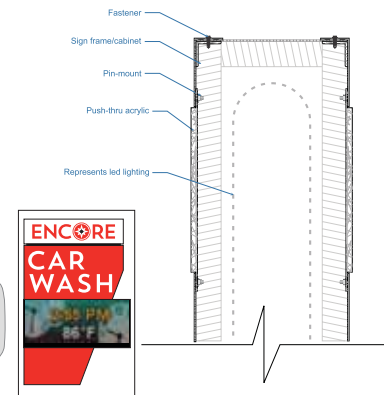
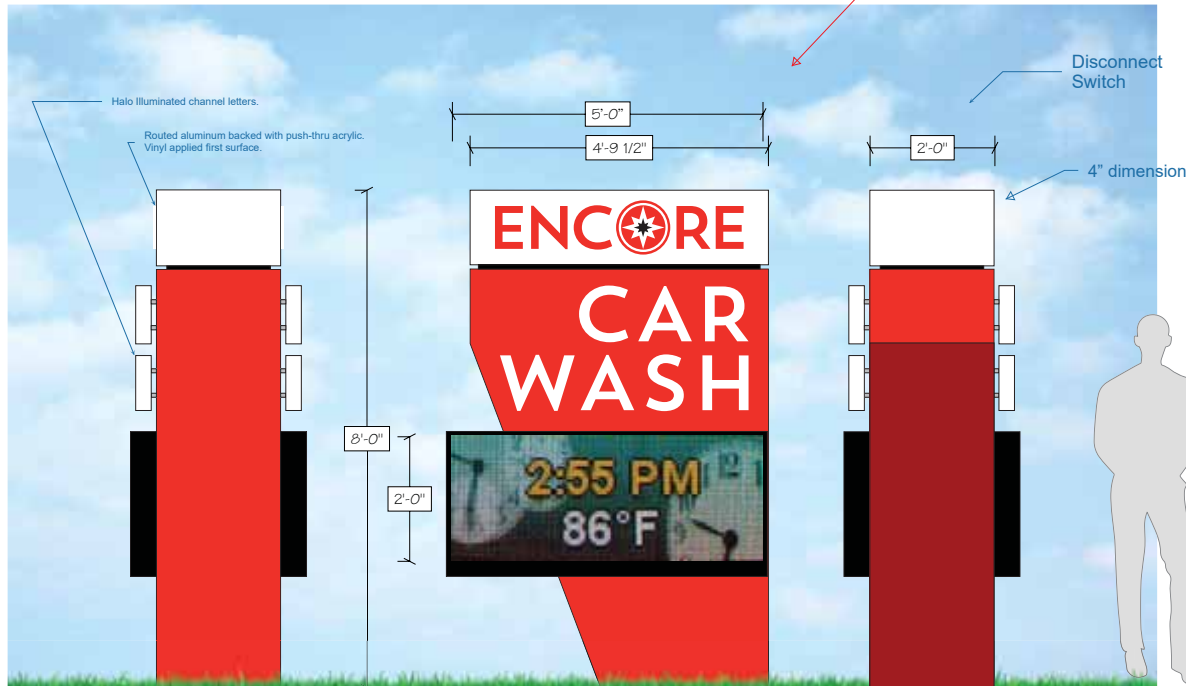
E5

35.39 SQ FT = 70.78 total

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600
Engineering Specifications
All Signs Fabricated as per
A.S.A Specifications & 2014 I.B.C.
Electrical Specifications
All Signs Fabricated as per
2015 N.E.C. Specifications

SIGN TO
BE UL
LISTED



INSTALLATION INSTRUCTIONS

SET 4" STEEL PIPE IN CONCRETE FOOTING TO BE 2' X 3' BY 4' DEEP. CONNECT TO ELECTRICAL SERVICE, TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.

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 1/2"=1'

SCHEDULE A

W16MM COLOR
PIXEL MATRIX 36X126
CABINET SIZE 41" H X 6' 3" L
VIEWING ARE 36" H X 6' L
DOUBLE FACE
CHARACTER SIZE 4 LINES
1/25 CHARACTERS AT A 4" TYPE

SEE SURVEY FOR SIGN LOCATION

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	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				PRINT

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E6A E6B E6C

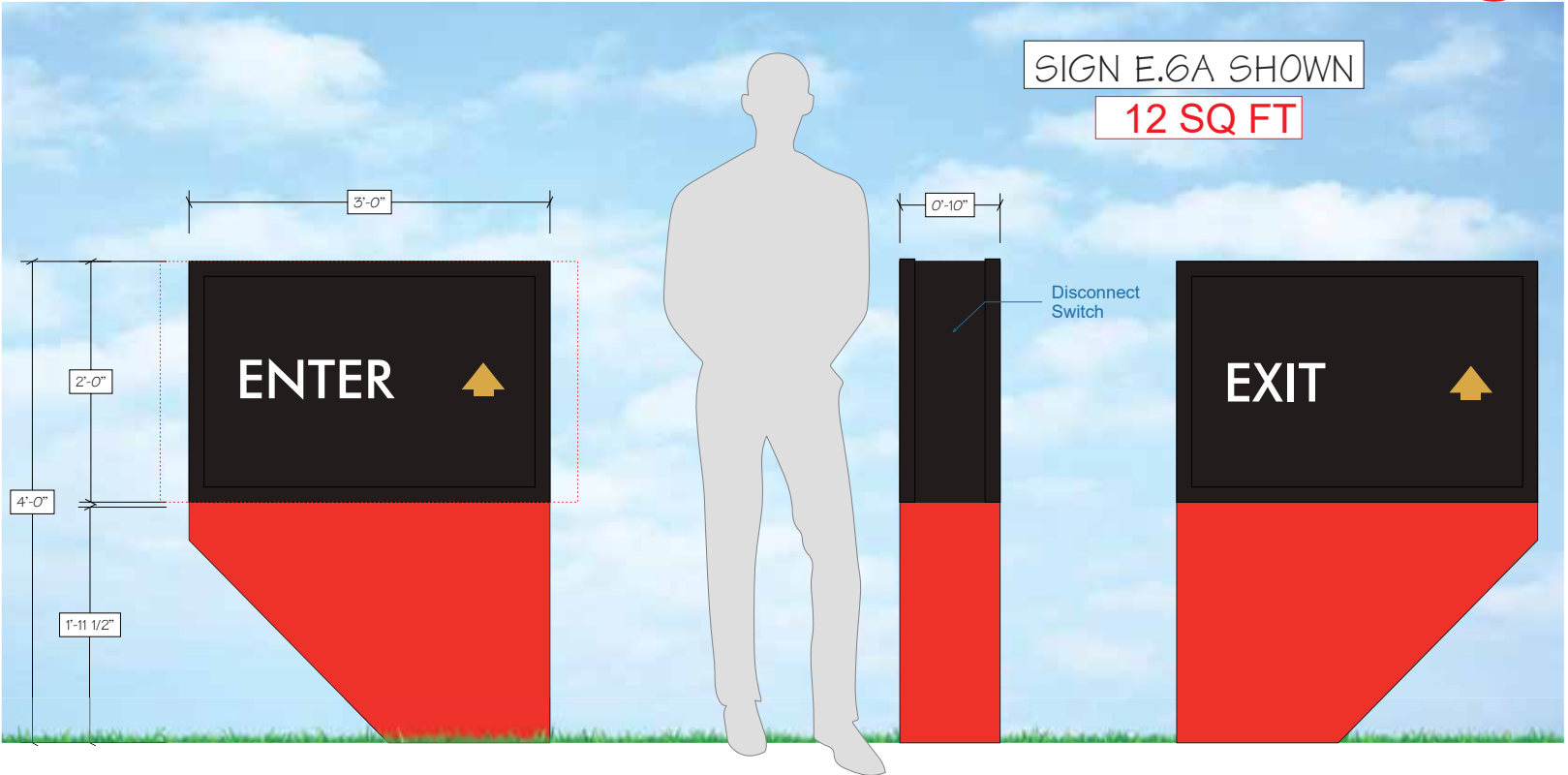
36 SQ FT TOTAL

SIGN TO
BE UL
LISTED

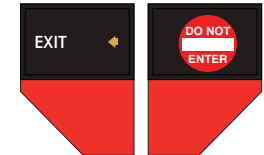
AURORASIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600
Engineering Specifications.
All Signs Fabricated as per
A.S.A. Specifications & 2014 I.B.C.

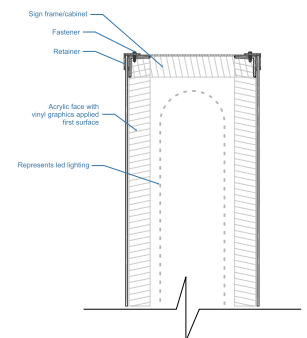
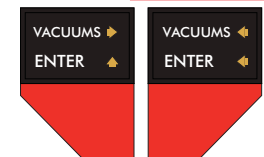
Electrical Specifications.
All Signs Fabricated as per
2015 N.E.C. Specifications



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.
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1100 Route 34 Aurora, Illinois 60503 JC 630 898 5900 office 630 898 6091 fax	Prepared For:	Address:	Drwg: 210073	Sheet: 8	Design Date: 1/14/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	ENCORE CAR WASH	735 PLAINFIELD RD	Rev 1:				
	Location Name:	City/State:	Rev 2:			PRINT	DATE:
		WILLOWBROOK, IL					

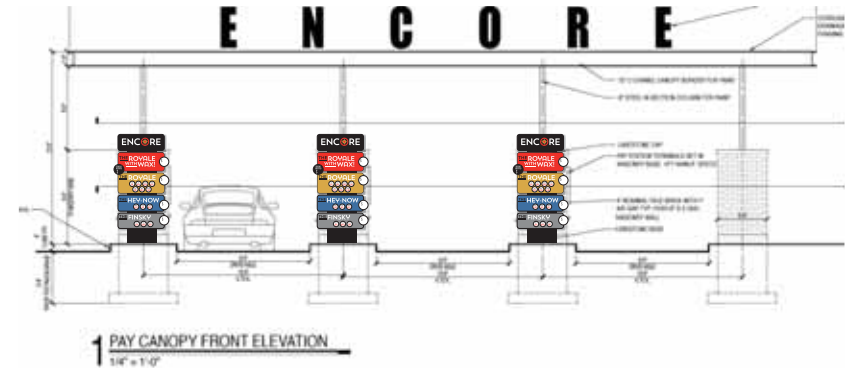
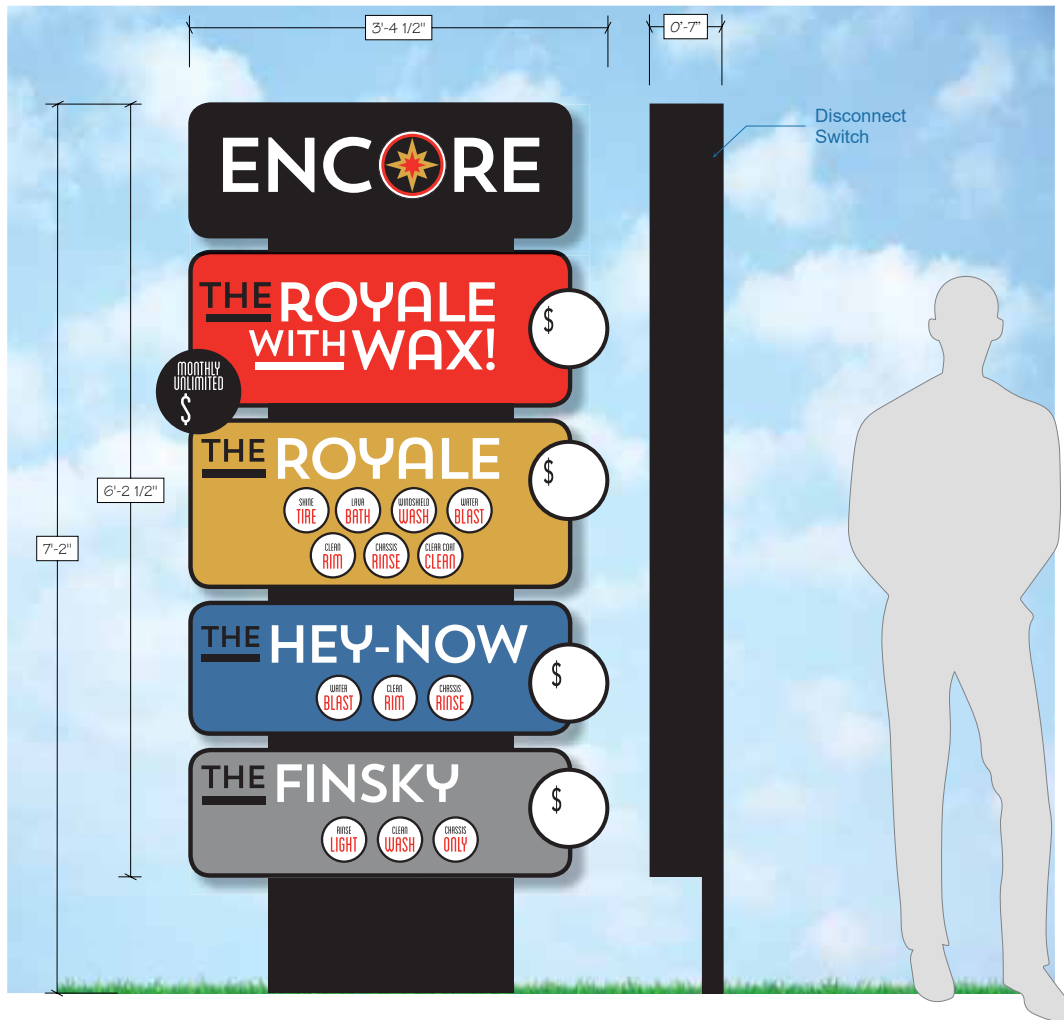
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E8

20.95 SQ FT = 62.85 TOTAL

SIGN TO
BE UL
LISTED

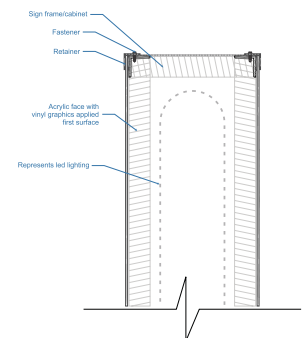
AURORA SIGN CO.
All Signs Shall Be Installed In Accordance With N.E.C. Article 600
Engineering Specifications:
All Signs Fabricated as per
A.S.A. Specifications & 2014 I.B.C.
Electrical Specifications:
All Signs Fabricated as per
2015 N.E.C. Specifications



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	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 10	Design Date: 1/28/2021	LANDLORD APPROVAL SIGNATURE PRINT	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				DATE:

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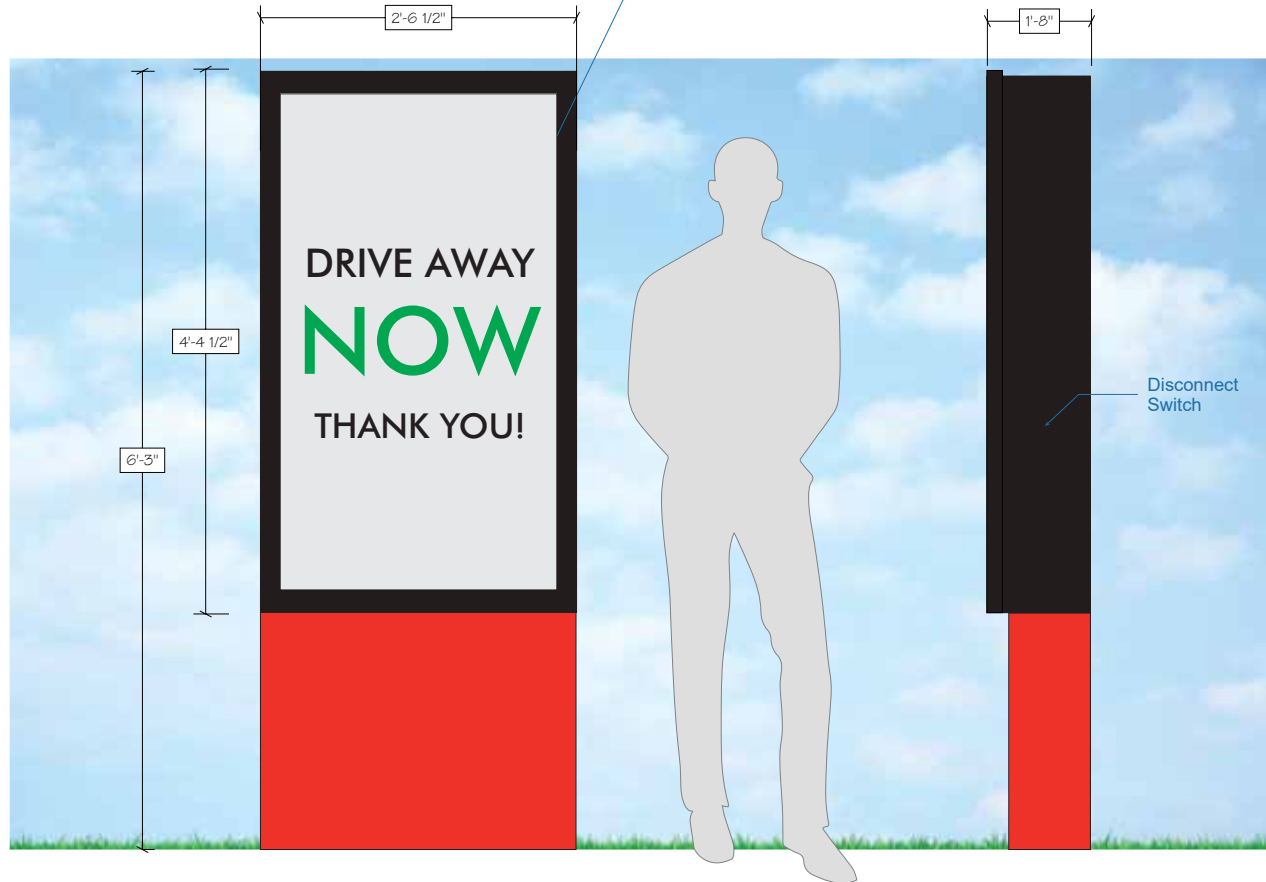
E9

11.11 SQ FT

55" WEATHERPROOF DIGITAL DISPLAY

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600
 Engineering Specifications. All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C.
 Electrical Specifications. All Signs Fabricated as per 2015 N.E.C. Specifications

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'

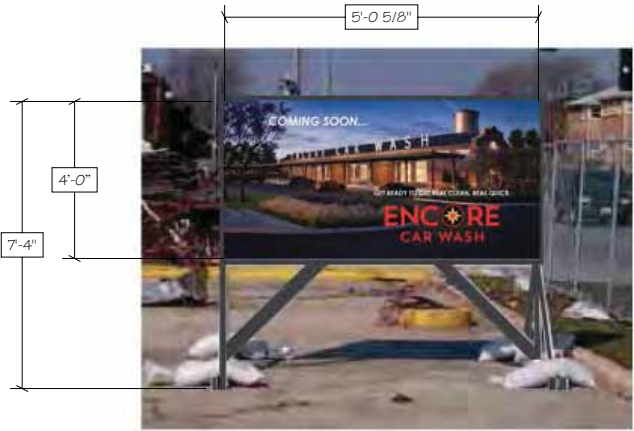
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	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				PRINT
			Rev 2:				

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E10

32 SQ FT



AURORA SIGN CO.

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Engineering Specifications
All Signs Fabricated as per
A.S.A. Specifications & 2014 I.B.C.
Electrical Specifications
All Signs Fabricated as per
2015 N.E.C. Specifications



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	Address: 735 PLAINFIELD RD	Drwg: 210073	Sheet: 12	Design Date: 1/28/2021	LANDLORD APPROVAL SIGNATURE	TITLE:
	Location Name:	City/State: WILLOWBROOK, IL	Rev 1:				PRINT
				Rev 2:			

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Attachment 10
Sign Package for Guzman Y Gomez
(3 pages)

735 PLAINFIELD RD.
WILLOWBROOK, IL 60527

R9

MONUMENT SIGN **G**

Channel Ltrs **A**

Round LOGO **C**

Channel Ltrs **D**

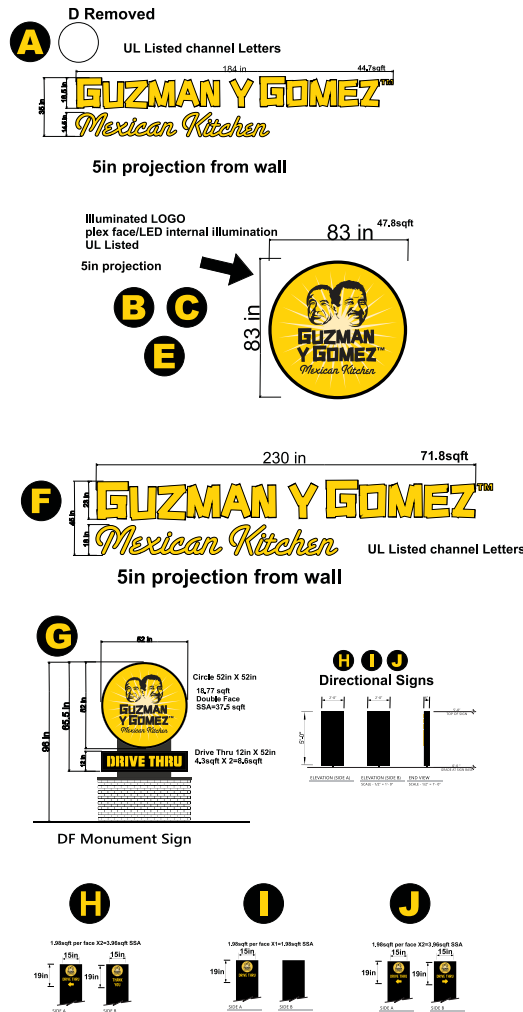
Round LOGO **B**

Round LOGO

Channel Ltrs **F**

DIRECTIONAL **I**

H DIRECTIONAL



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		

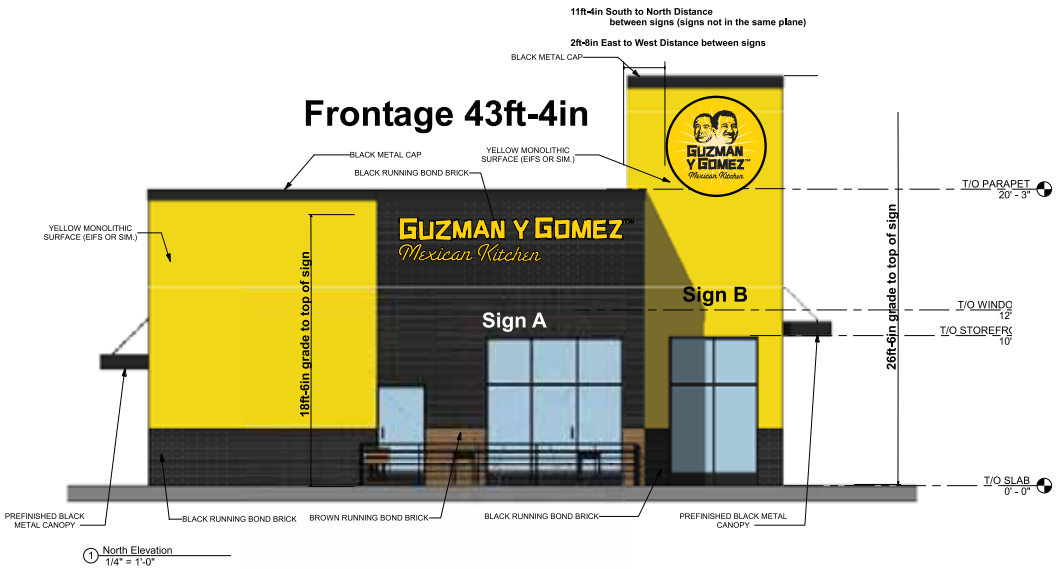
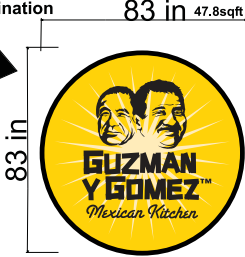
Sign A UL Listed channel Letters



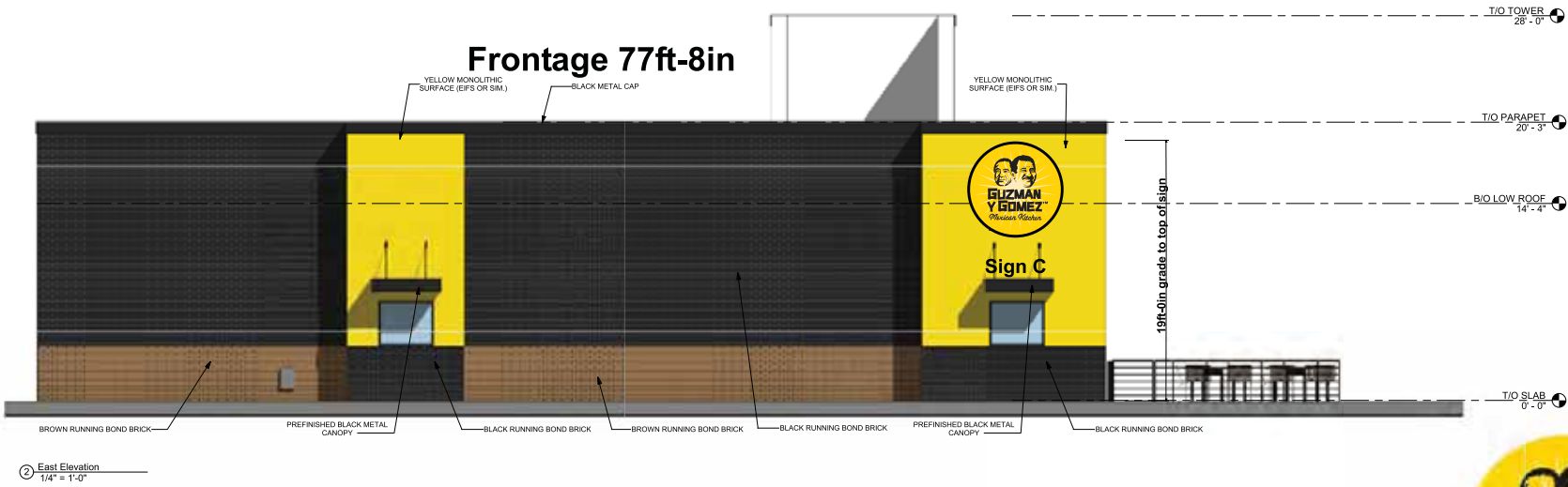
5in projection from wall

Sign B & C

Illuminated LOGO
plex face/LED internal illumination
UL Listed
5in projection



1 North Elevation
1/4" = 1'-0"



2 East Elevation
1/4" = 1'-0"



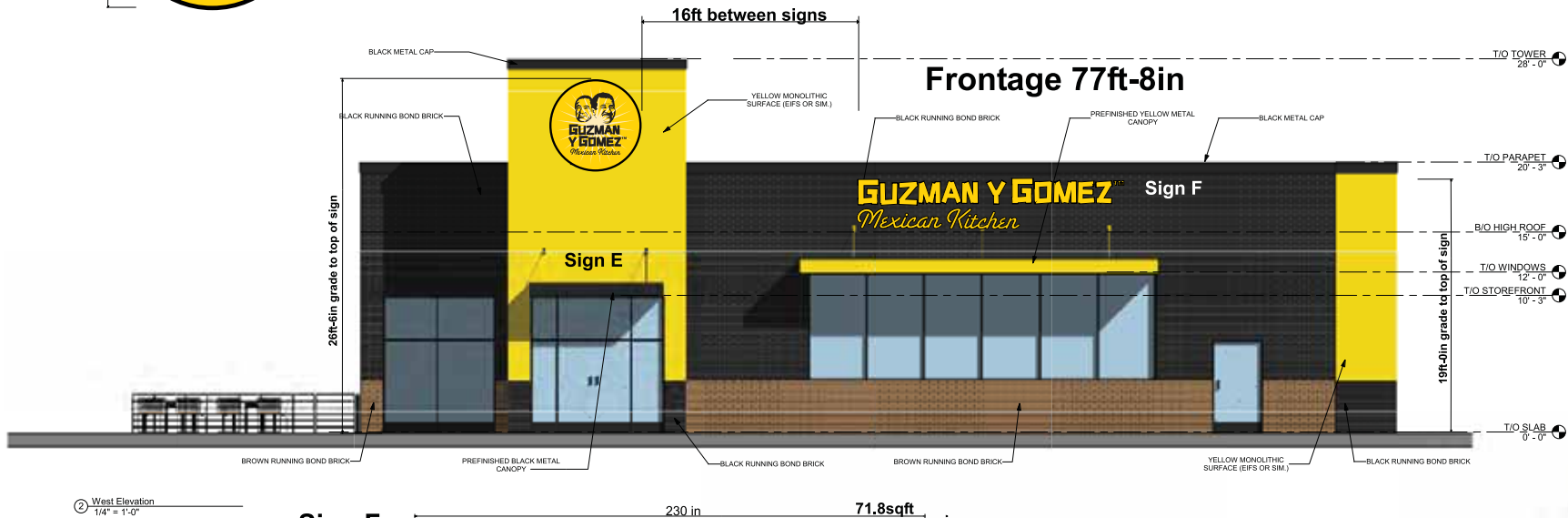
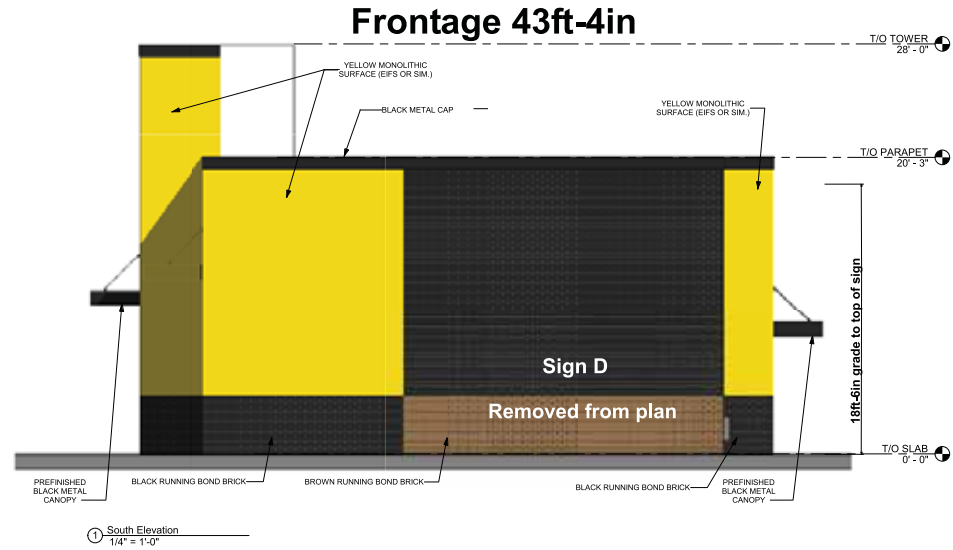
Sign D

Removed from plan

Illuminated LOGO
plex face/LED internal illumination
UL Listed
5in projection

Sign E

83 in 47.8sqft



Sign F



5in projection from wall

735 PLAINFIELD RD.
WILLOWBROOK, IL 60527
01.20.21





Attachment 11
Sign Package for Chase Bank
(41 pages)

CHASE



#730
Willowbrook
730 Plainfield Rd.
Willowbrook, IL 60527



REVISION NOTES:

R7: Detail Drawing - Added details. - AS - 03/23/20
R9: Detail Drawing - Removed I39 from scope of work. - AS - 05/19/20
R11: Detail Drawing - I38 changed to 21in Bttn. 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, 8,29,30,45 updated. - AS - 02/15/21



4444 Federal Blvd. San Diego CA 92102
Phone: (619) 527-6100 / Fax: (619) 527-6111
signtech.com



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

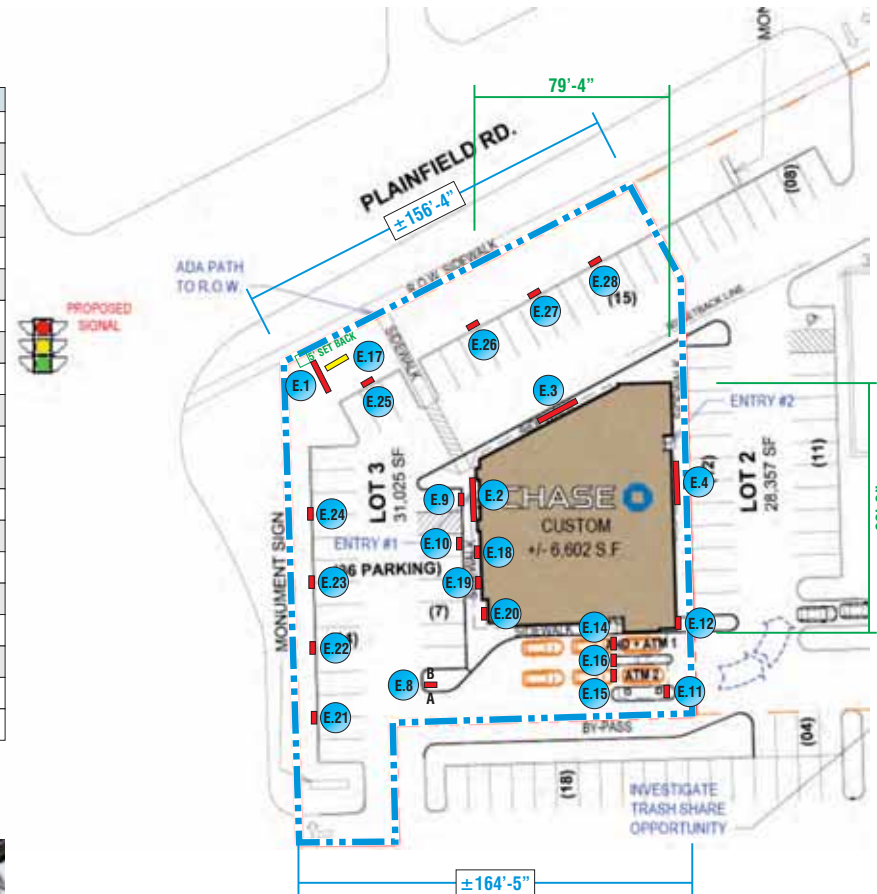
Project ID: CHASE_730_1

Revision: R15 - 02.15.21

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	215.34
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	2.31
	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 349.03



SITE PLAN

SCALE: 1" = 50' (1:600)



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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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RESPONSIBILITY OF OTHERS!

Customer Signature _____ Date _____

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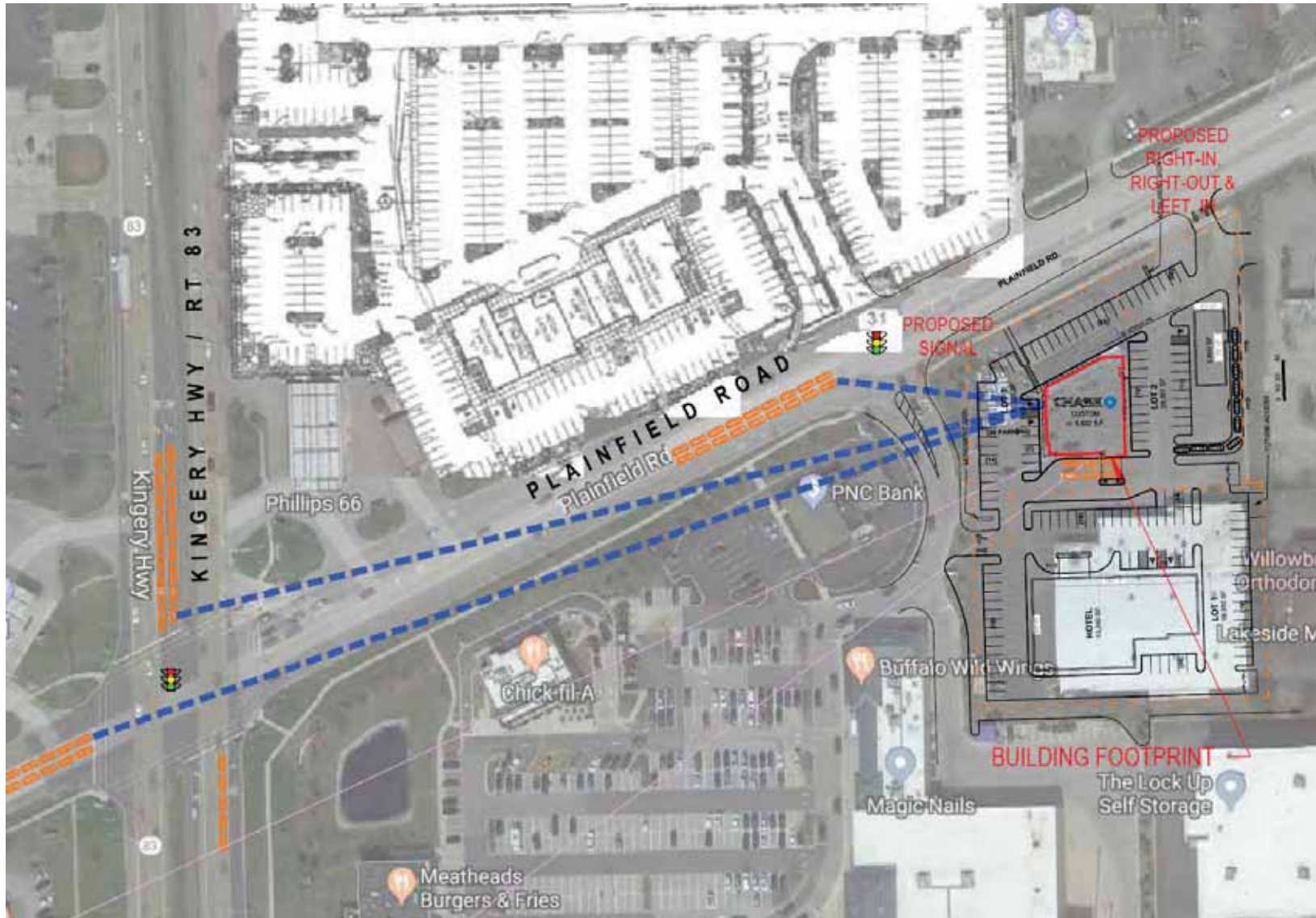
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21

Sign Legend / Site Plan

Page: 2 **DRC Page 2**



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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	Universal Thin-Profile ATM Surround	8.34
I.30	SUR-TTW-U-4-TP	Universal Thin-Profile ATM Surround	Universal Thin-Profile ATM Surround	8.34
E.31	ADA-EP	ADA Accessible Entrance Plaque	ADA Accessible Entrance Plaque	
E.32	ADA-EP	ADA Accessible Entrance Plaque	ADA Accessible Entrance Plaque	
I.33	ADA-EX	ADA Exit Plaque	ADA Exit Plaque	
I.34	ADA-EX	ADA Exit Plaque	ADA Exit Plaque	
I.35	ADA-EX	ADA Exit Plaque	ADA Exit Plaque	
I.36	ADA-EX	ADA Exit Plaque	ADA Exit Plaque	
I.37	ADA-TW	ADA Accessible Teller Window Plaque	ADA Accessible Teller Window Plaque	
I.38	OCT-21-INT	Illuminated Bitro-Blue Interior Octagon	Illuminated Bitro-Blue Interior Octagon	
I.39	NONE	REMOVED FROM SCOPE OF WORK	REMOVED FROM SCOPE OF WORK	
I.40	NONE	REMOVED FROM SCOPE OF WORK	REMOVED FROM SCOPE OF WORK	
I.41	NONE	REMOVED FROM SCOPE OF WORK	REMOVED FROM SCOPE OF WORK	
I.42	ADA-RRW-A-G	ADA Accessible Women's Restroom Plaque	ADA Accessible Women's Restroom Plaque	
I.43	ADA-RRM-A-G	ADA Accessible Men's Restroom Plaque	ADA Accessible Men's Restroom Plaque	
I.44	ADA-EEX	ADA Emergency Exit Plaque	ADA Emergency Exit Plaque	
I.45	CUSTOM-OCT-24-INT	Illuminated Interior Blue Bitro Octagon - Ceiling-Hung	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
OVERHEAD DOOR ACCEPTABLE *	
*HARDINESS ZONES 7B-8B	



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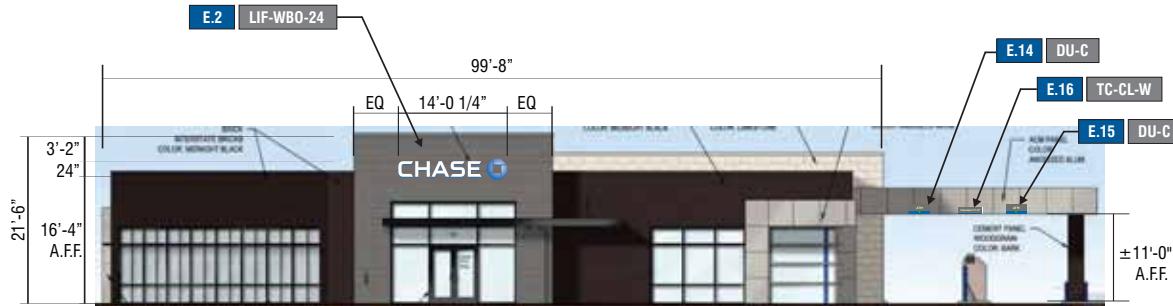
Revision: R15 - 02.15.21

Sign Legend / Floor Plan

Page: 4

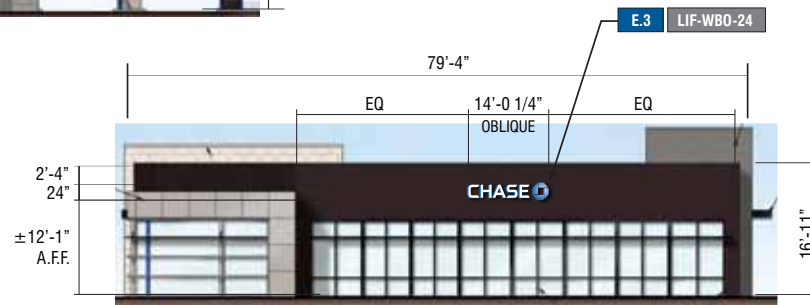
DRC Page 4

SIGNAGE OVERVIEW - ALLOWED



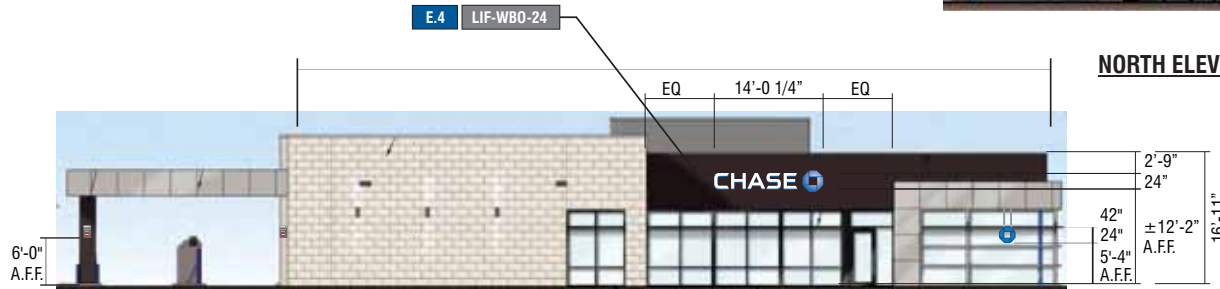
WEST ELEVATION

SCALE: 1/16" = 1'-0"



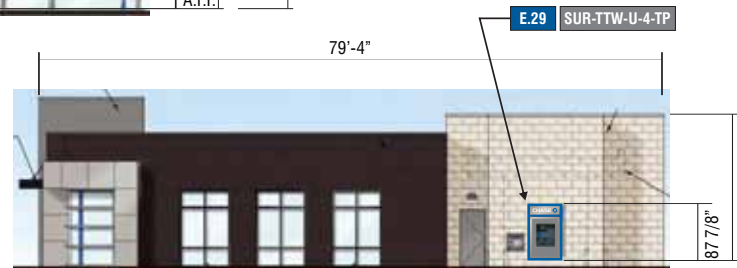
NORTH ELEVATION

SCALE: 1/16" = 1'-0"



EAST ELEVATION

SCALE: 1/16" = 1'-0"



SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



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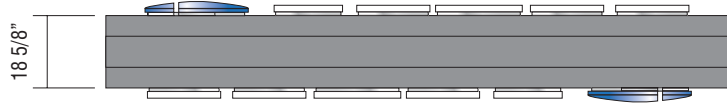
Revision: R15 - 02.15.21

Exterior Elevations

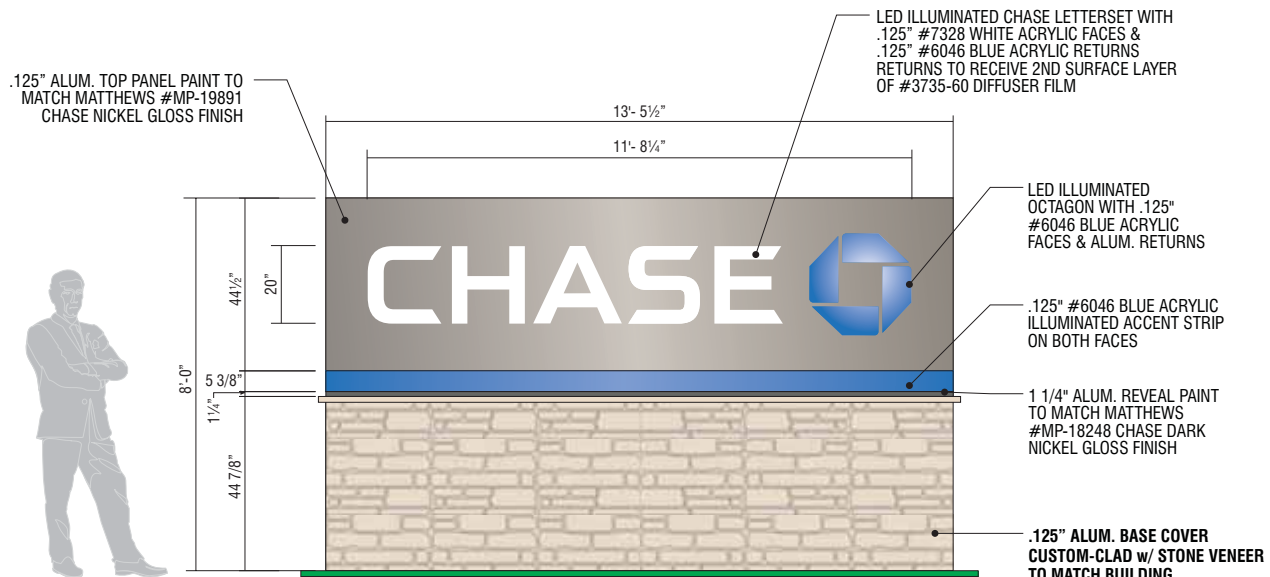
Page: 5

DRC Page 5

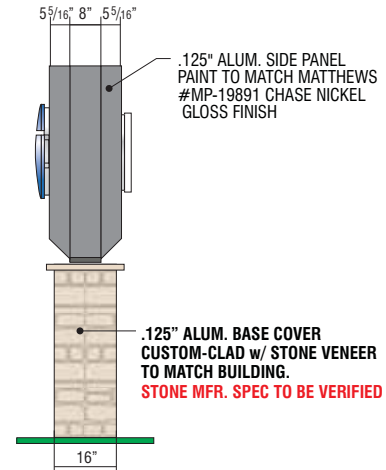
SIGNAGE OVERVIEW



TOP VIEW SCALE: 3/8"=1'-0"



FRONT VIEW SCALE: 3/8"=1'-0"



END VIEW

E.1 SIGN TYPE CUSTOM M-50-RE

FIELDSTONE-CLAD BASE TO MATCH BLDG. DIRECT BURIAL 8FT MAX HEIGHT

MANUFACTURE AND INSTALL ONE (1) INTERNALLY ILLUMINATED D/F MONUMENT SIGN



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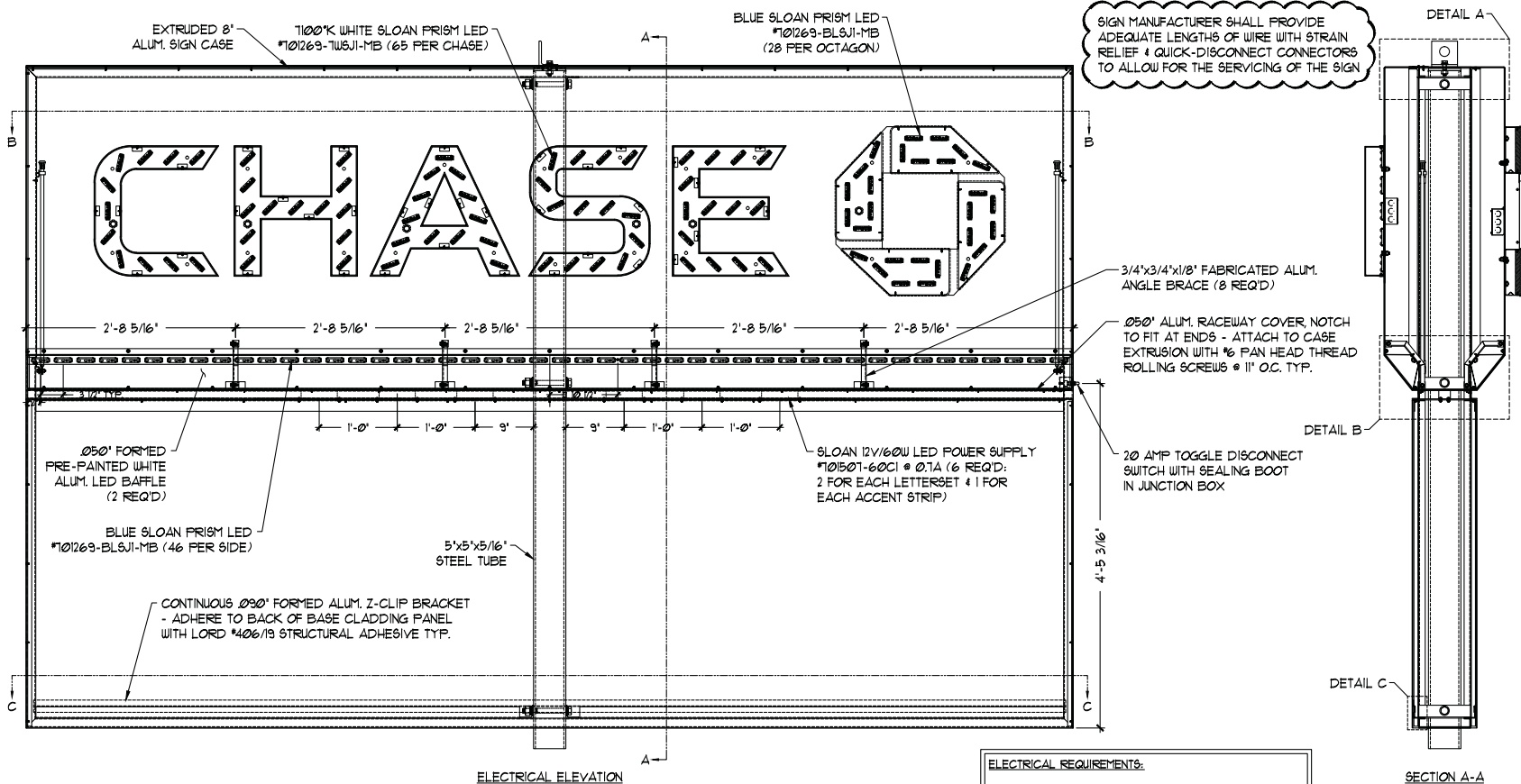
Customer Signature _____ Date _____

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ELECTRICAL REQUIREMENTS:

LEDs: (130) 100°K WHITE SLOAN PRISM #10269-TWSJI-MB
(140) BLUE SLOAN PRISM #10269-BLSJI-MB
POWER SUPPLY: (6) SLOAN 12V/60W #101501-60C1 @ 0.1A
TOTAL LOAD: 420 AMPS
CIRCUITS: (1) 20 AMP REQ'D.



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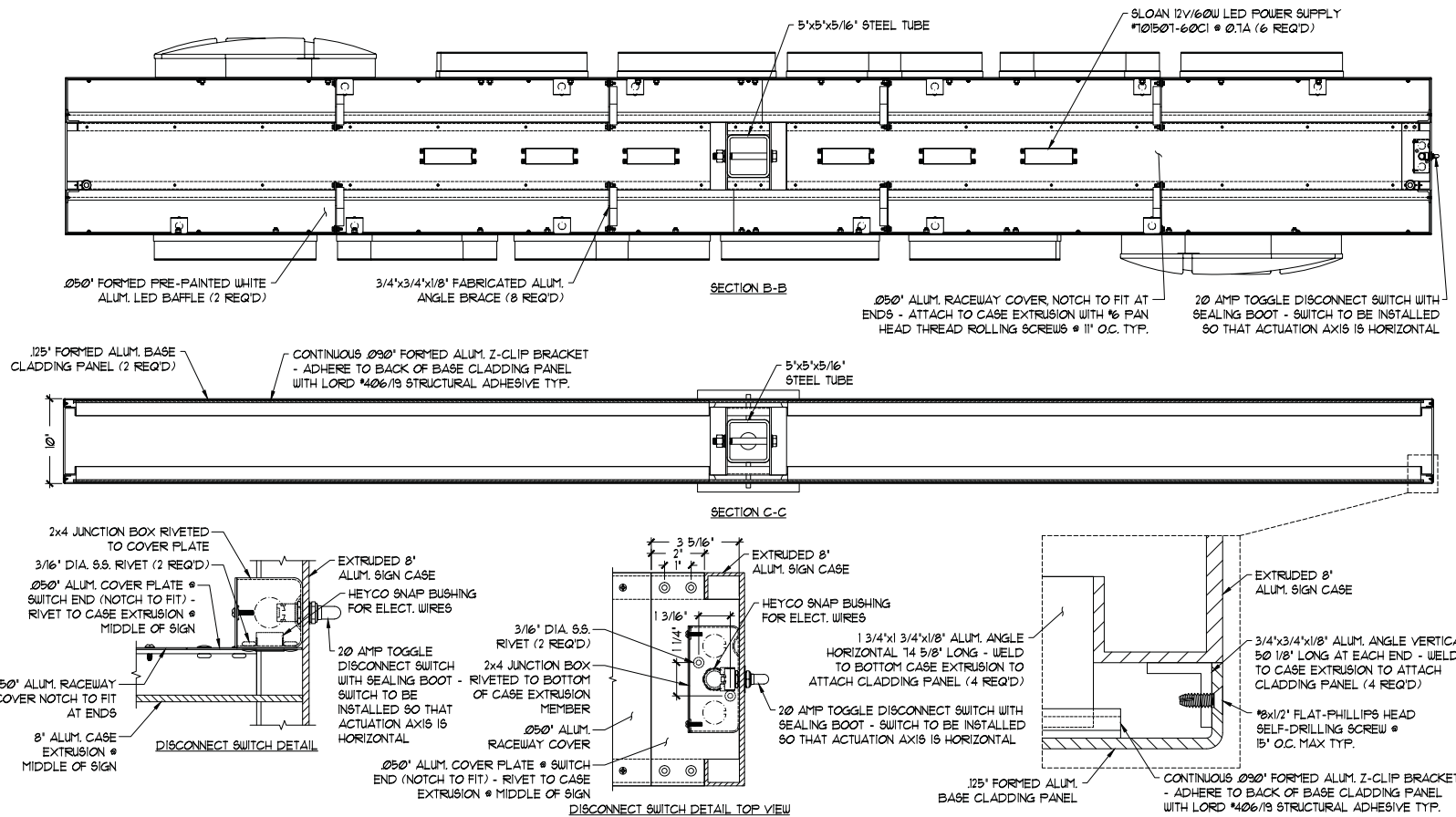
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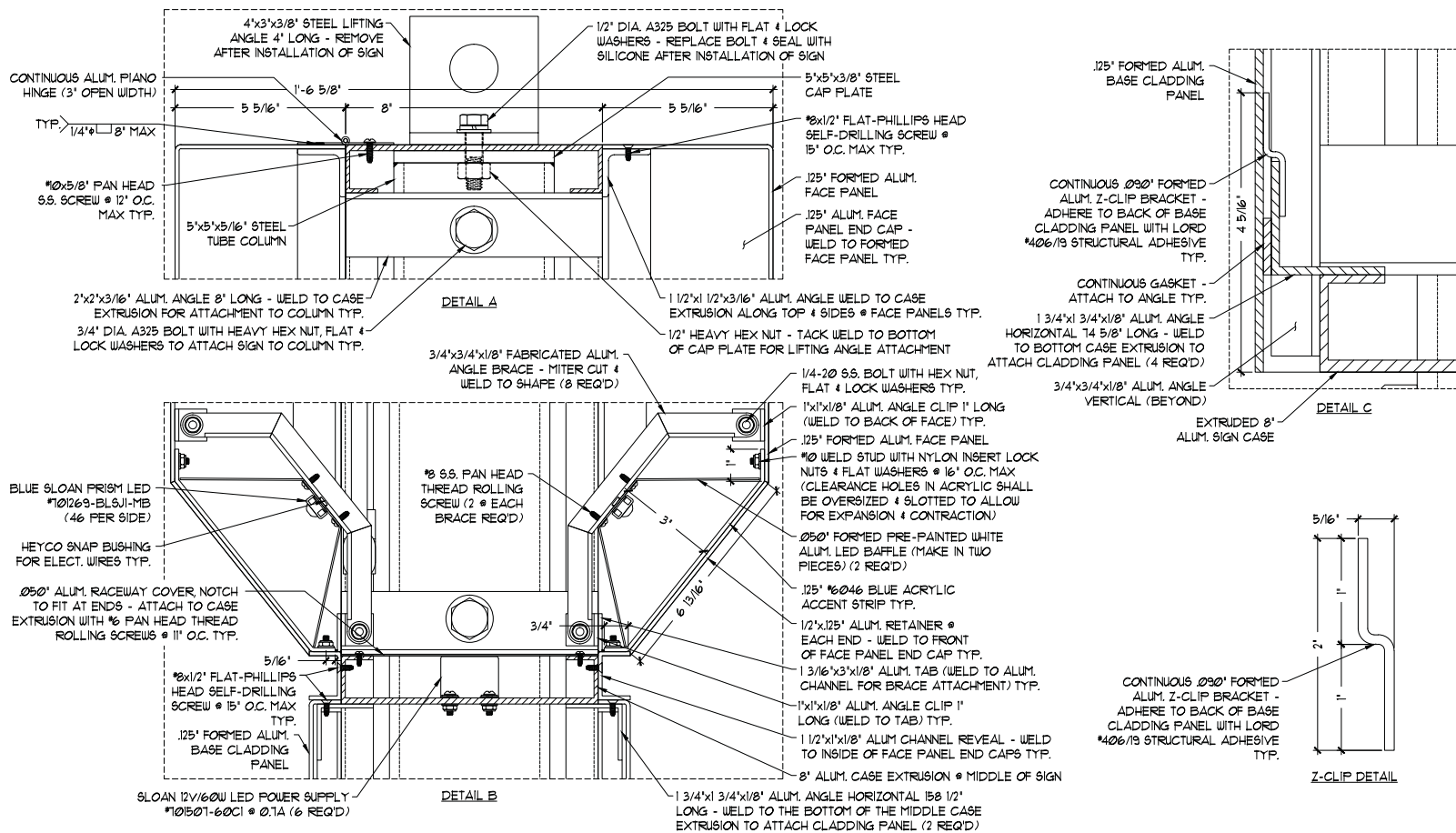
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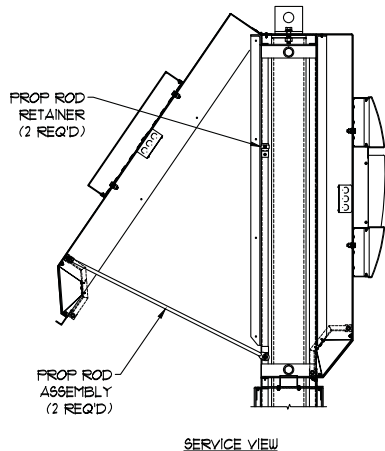
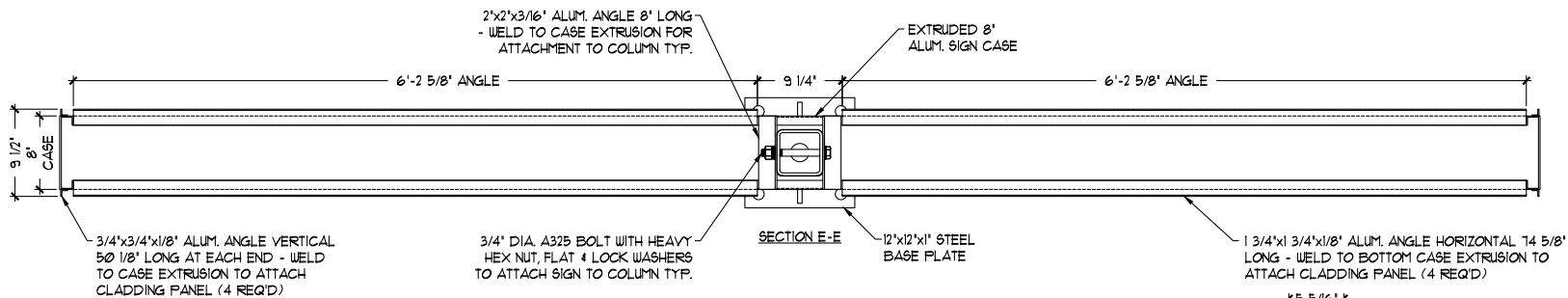
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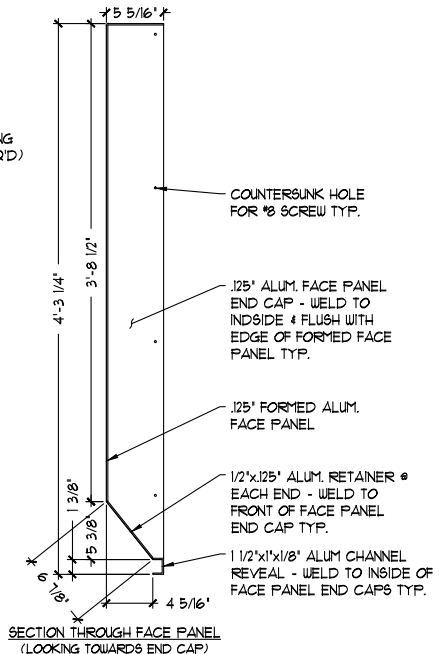
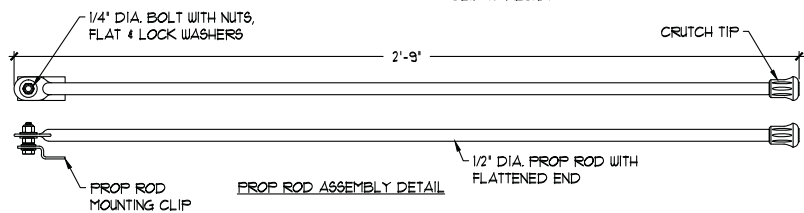
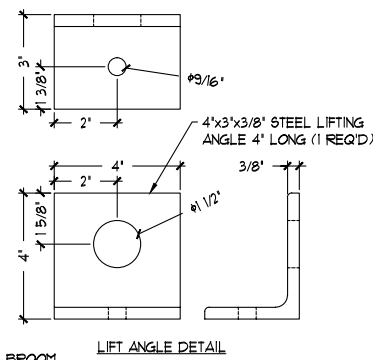
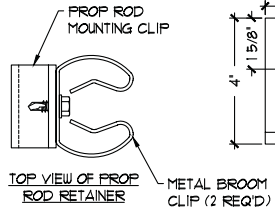
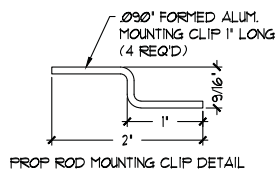
Drawing Number: 18-01613

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SIGN MANUFACTURER SHALL PROVIDE ADEQUATE LENGTHS OF WIRE WITH STRAIN RELIEF & QUICK-DISCONNECT CONNECTORS TO ALLOW FOR THE SERVICING OF THE SIGN



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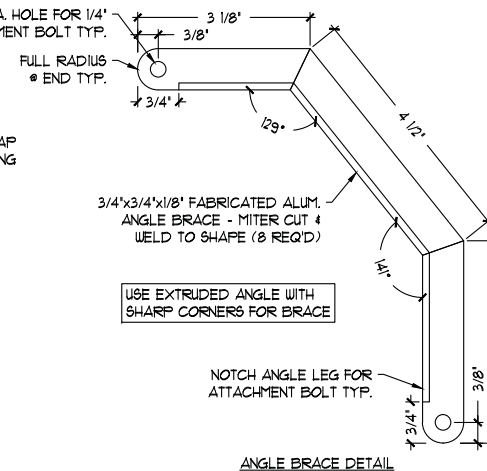
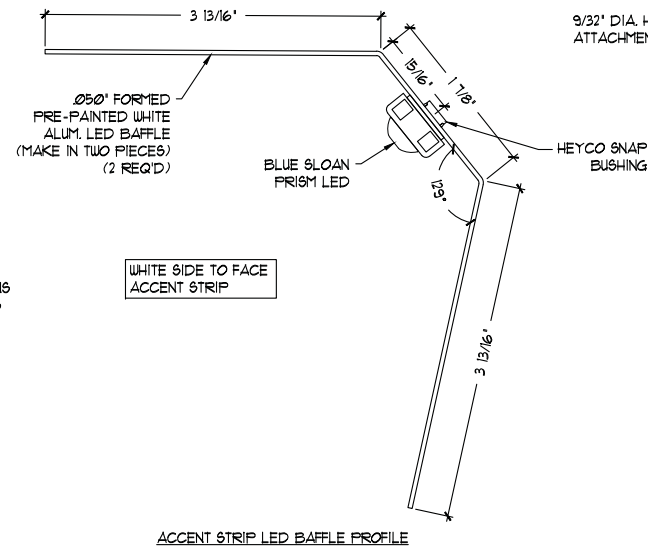
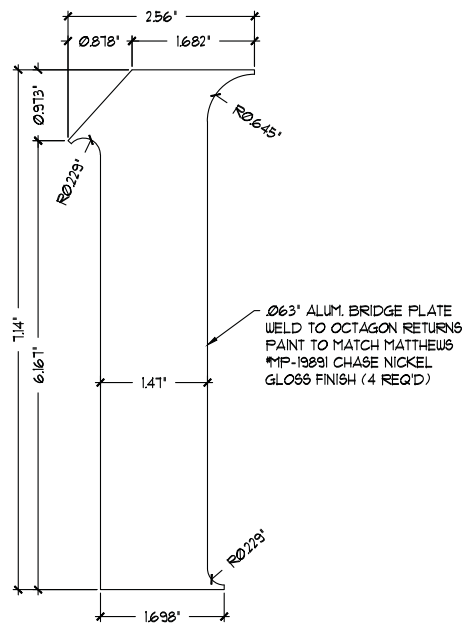
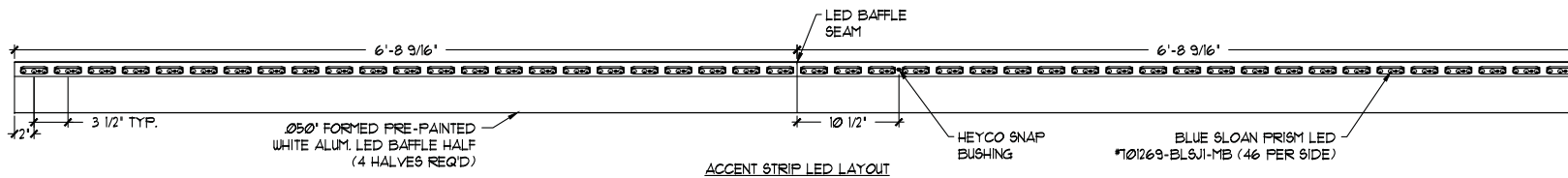
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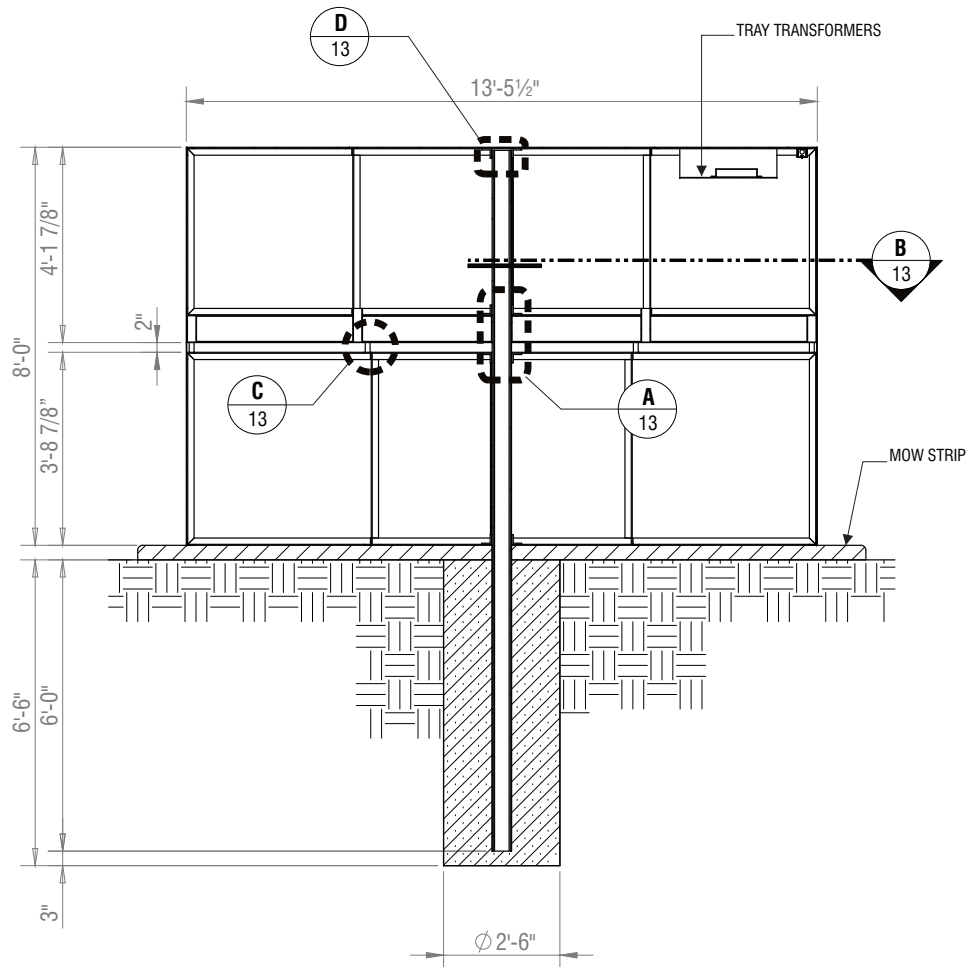
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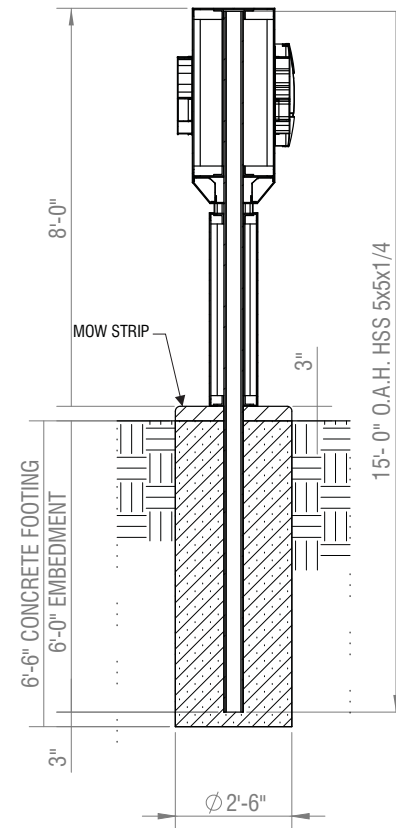


A-A INSTALLATION LONGITUDINAL SECTION

Scale: 3/8" = 1'-0"

B-B VERTICAL SECTION

Scale: 3/8" = 1'-0"



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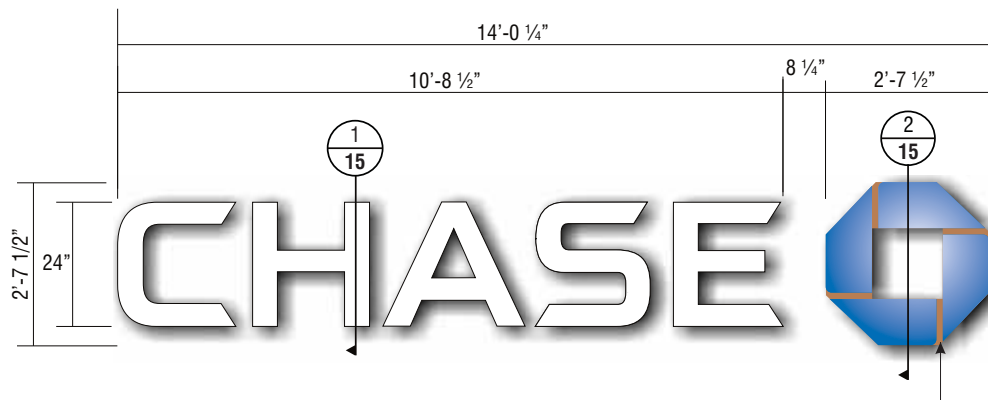
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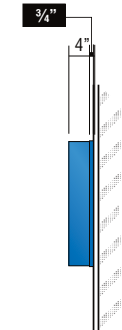
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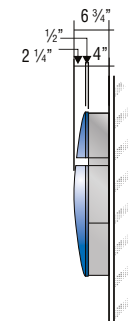


FRONT VIEW SCALE : 1/2" = 1'-0"

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"



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.

E.2 E.3 E.4

SIGN TYPE LIF-WBO-24

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



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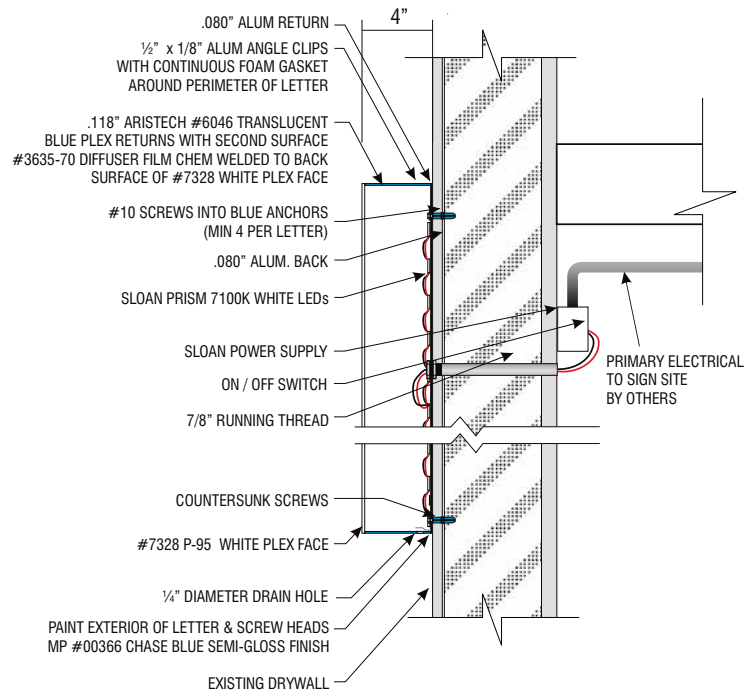
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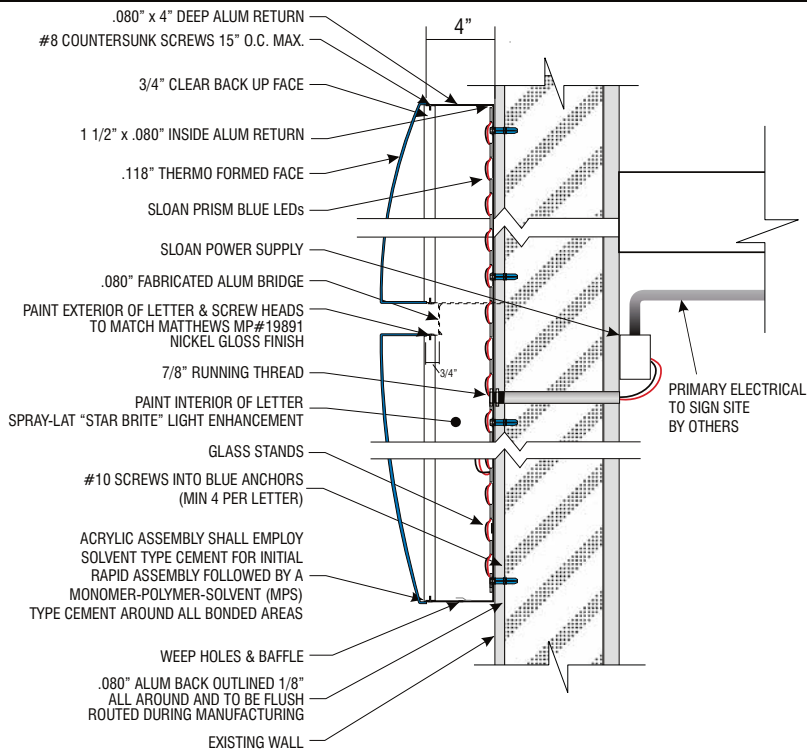
**ATTACHMENT METHOD TO BE VERIFIED BY INSTALLER
AT THE FIELD DEPENDING ON WALL TYPE AND ACCESS.**



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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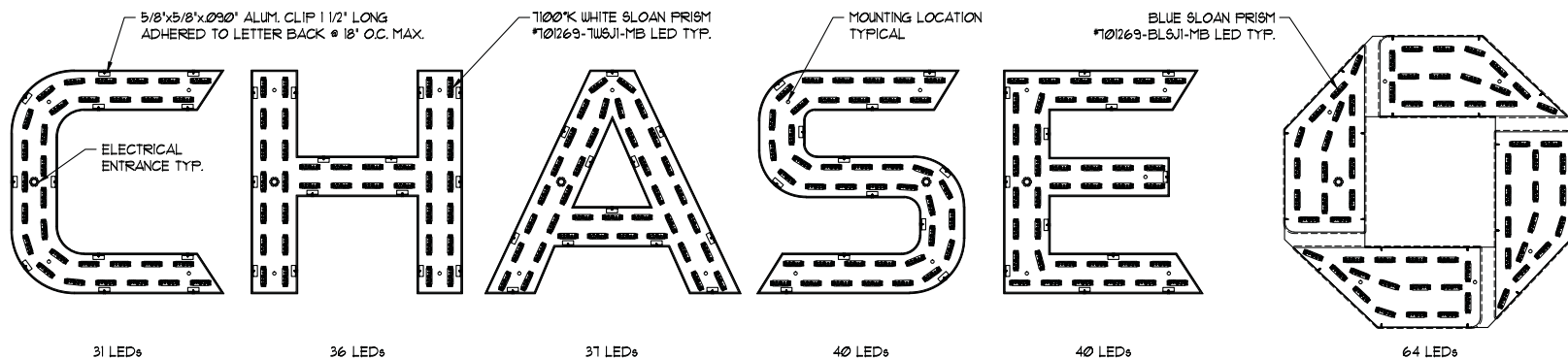
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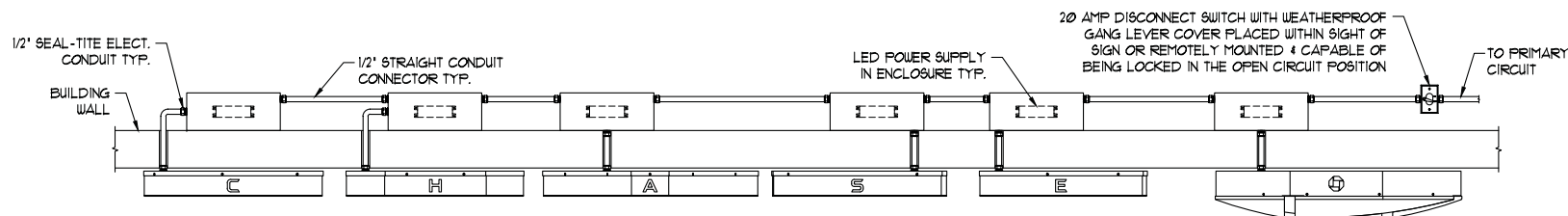
LED LAYOUT

ELECTRICAL REQUIREMENTS:

LED's: (184) 1100°K WHITE SLOAN PRISM #101269-TWSJI-MB
 (64) BLUE SLOAN PRISM #101269-BLSJI-MB
 POWER SUPPLY: (6) SLOAN 600CI 60W #101501-600CI @ 0.1A
 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



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 Designer: bjones
 Scale: As noted

CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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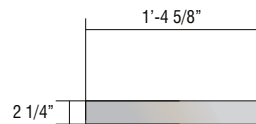
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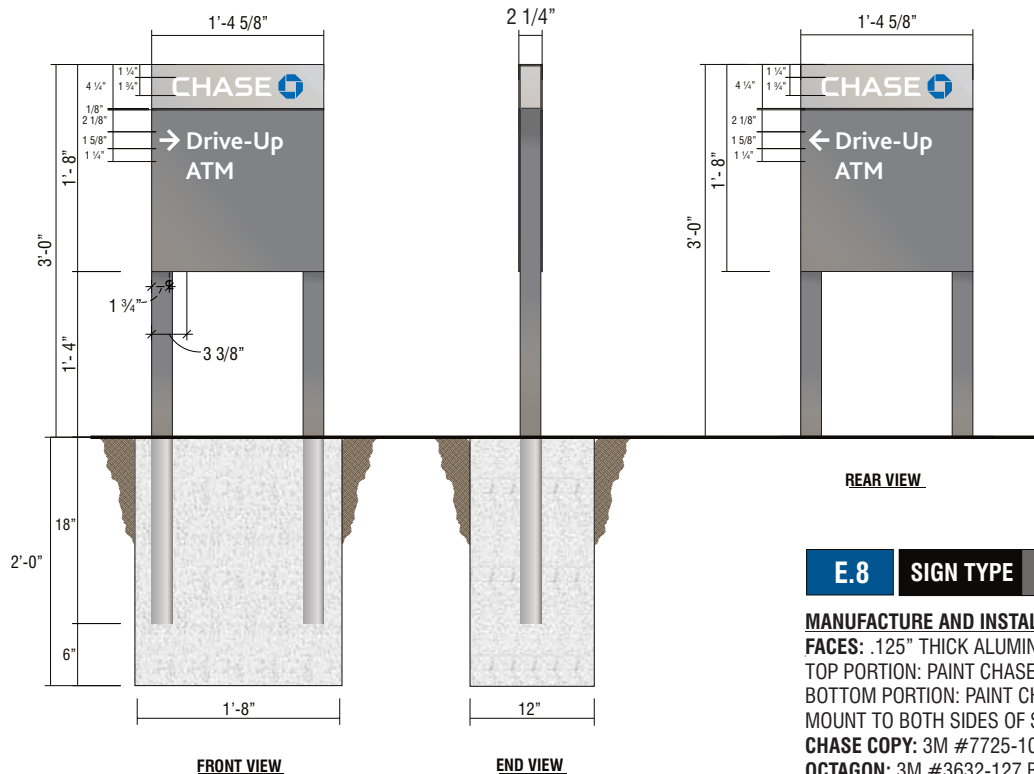
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



TOP VIEW SCALE: 1"=1'-0"



REAR VIEW

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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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

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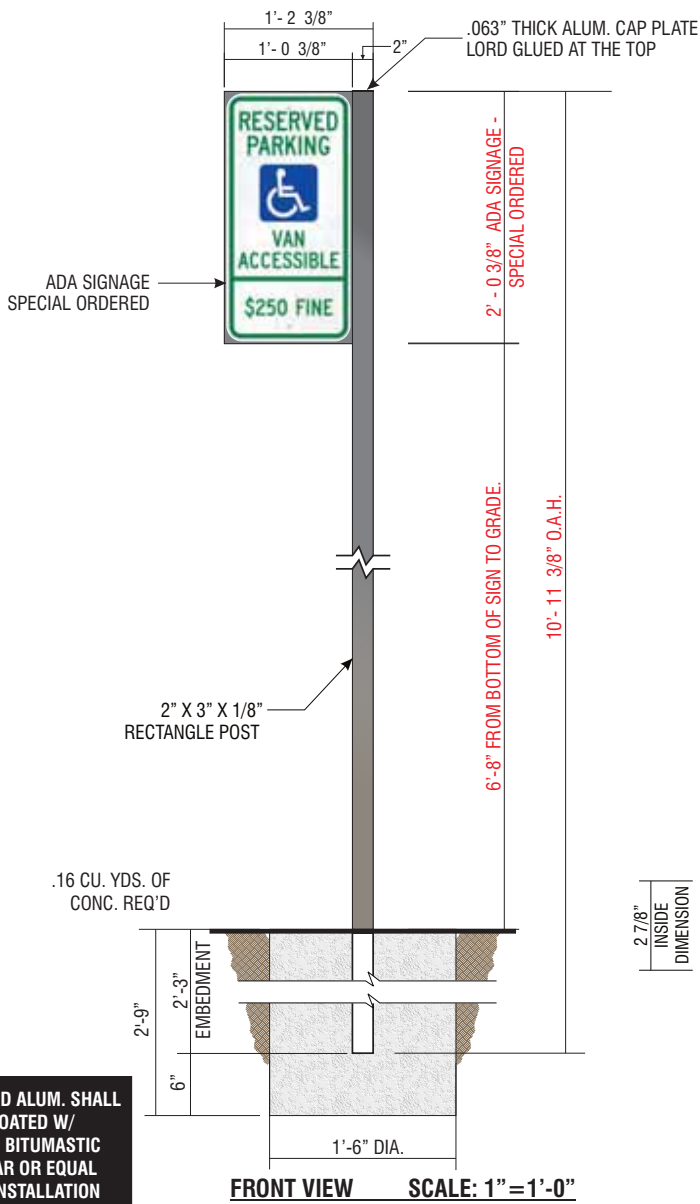
Customer Signature _____ Date _____

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E.9

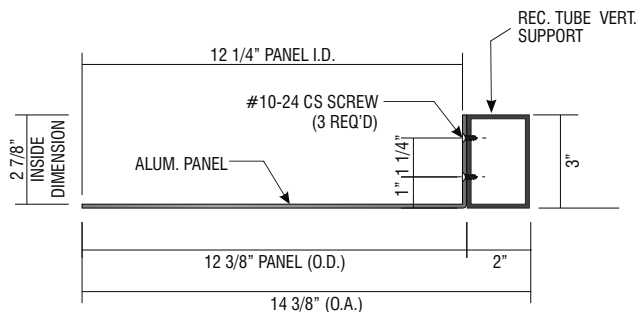
SIGN TYPE TC-P-ADA-IL-V-RE

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"**



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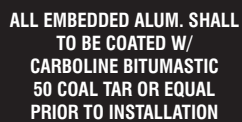
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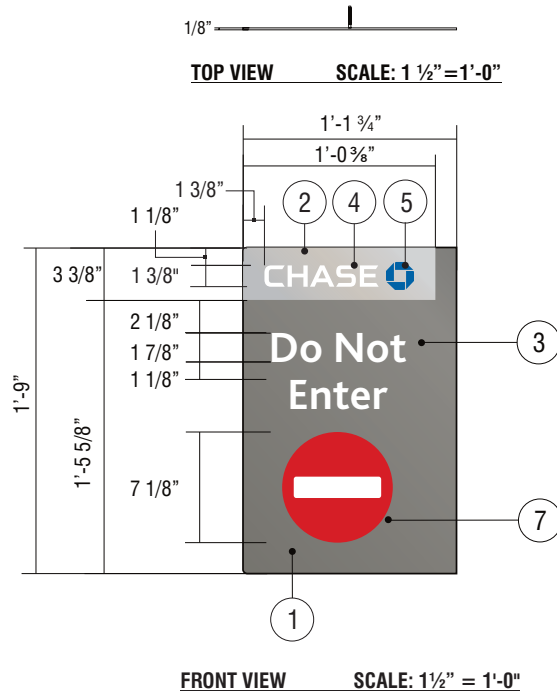
Project ID: CHASE_730_1

Revision: R15 - 02.15.21

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DRC Page 18





E.11

E.12

SIGN TYPE TC-W-H-RE

MANUFACTURE AND INSTALL TWO (2) NON-ILLUMINATED PARKING SIGNS

1. .125" ALUMINUM SIGN FACE.
PAINT FINISH ALL EXPOSED SURFACES DK NICKEL
MATTHEWS MP#18248, GLOSS FINISH.
FORM AS SHOWN.
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 WALL SURFACE
7. 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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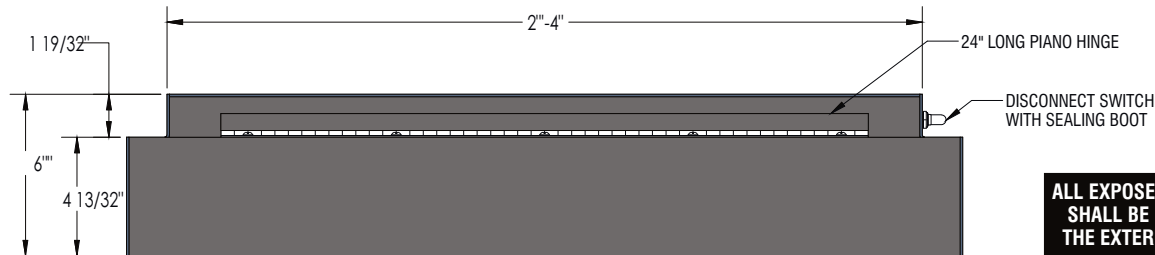
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Drawing Number: 18-01613

Project ID: CHASE_730_1

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ADD WEEP HOLES TO THE SIGN



LANE INDICATOR ILLUMINATION GUIDELINES

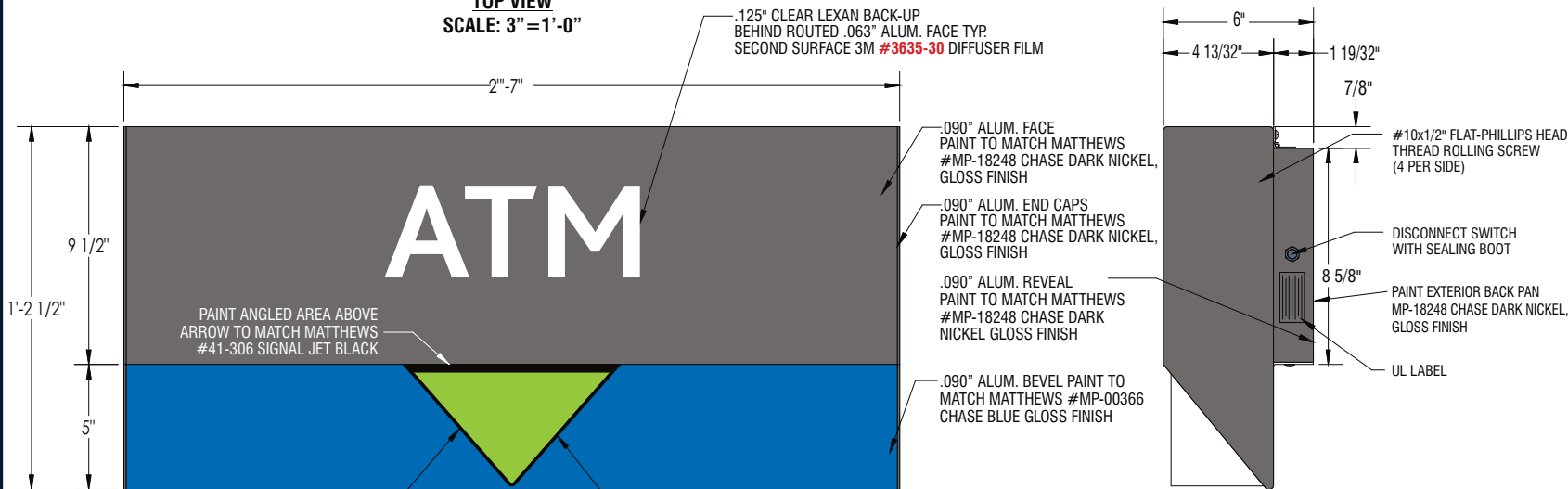
WHITE COPY ("ATM"):
ILLUMINATES 24 HOURS A DAY, 7 DAYS A WEEK

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"

.125" #2046 OPTIX LD WHITE PIGMENTED ACRYLIC LENS
w/ FIRST SURFACE 3M #3635-222 BLACK PERFORATED VINYL

END VIEW
SCALE: 3"=1'-0"

.090" ALUM. ARROW HOUSING
PAINTED TO MATCH MATTHEWS
#MP-18248 CHASE DARK NICKEL
GLOSS FINISH ON THE OUTSIDE
AND MATTHEWS #MP-41-306
SIGNAL JET BLACK INSIDE
-OR- DECORATED WITH 3M 3630-22
BLACK VINYL WITH A TOP COAT OF
MATTHEWS #282-208SP VOC GLOSS CLEAR

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. Aluminum plate shall be 5052-H34 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 _____
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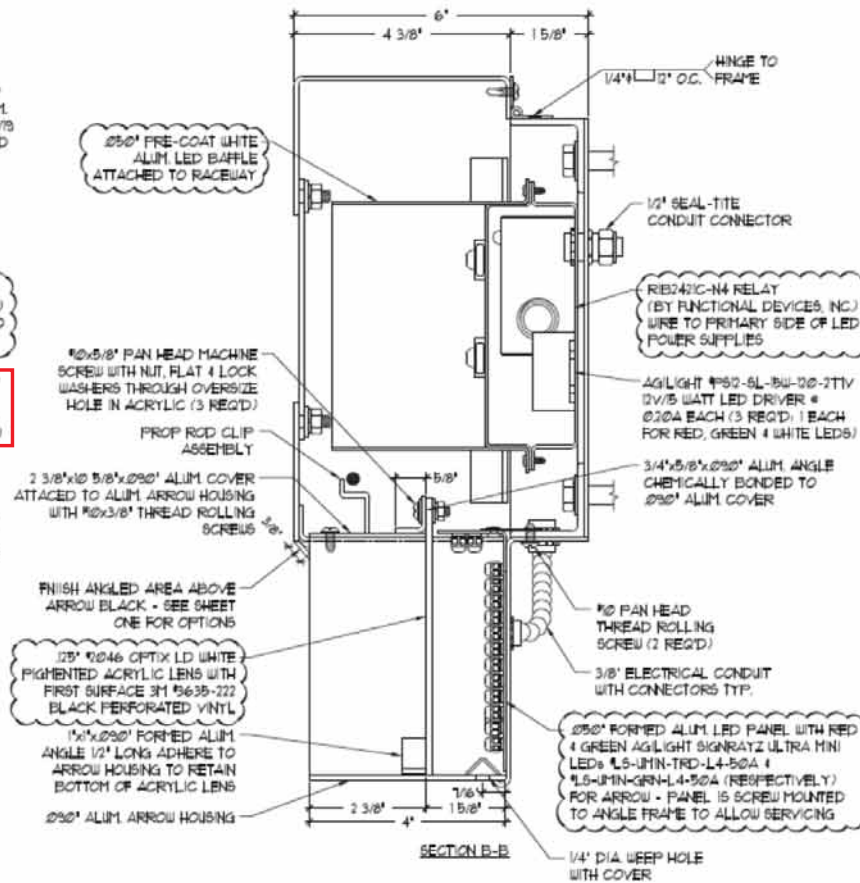
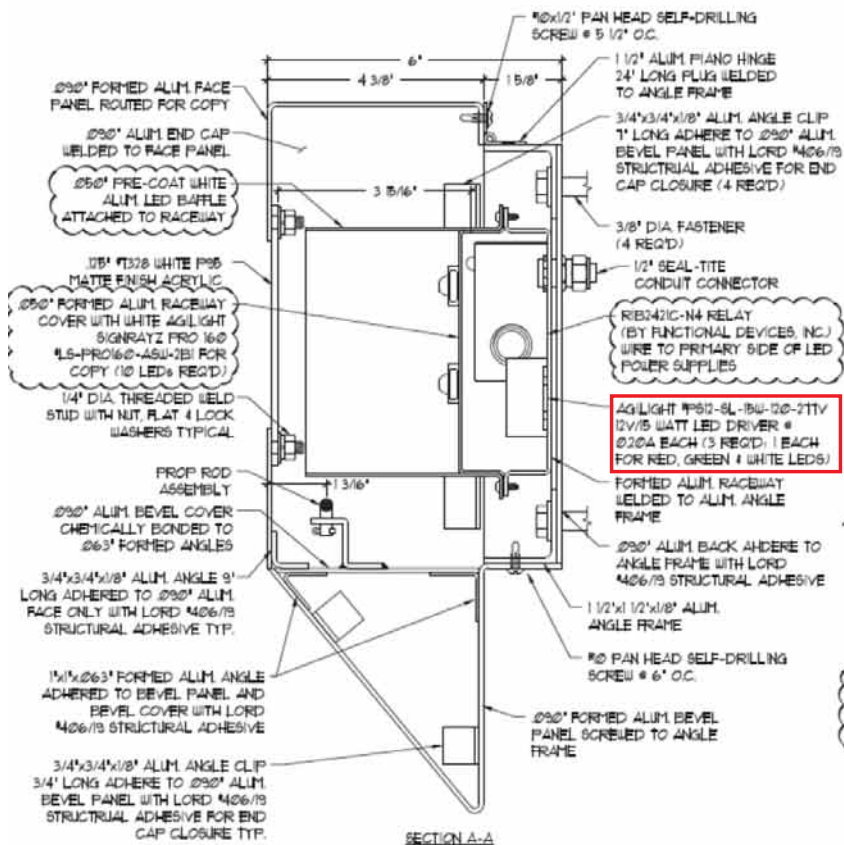
Project ID: CHASE_730_1

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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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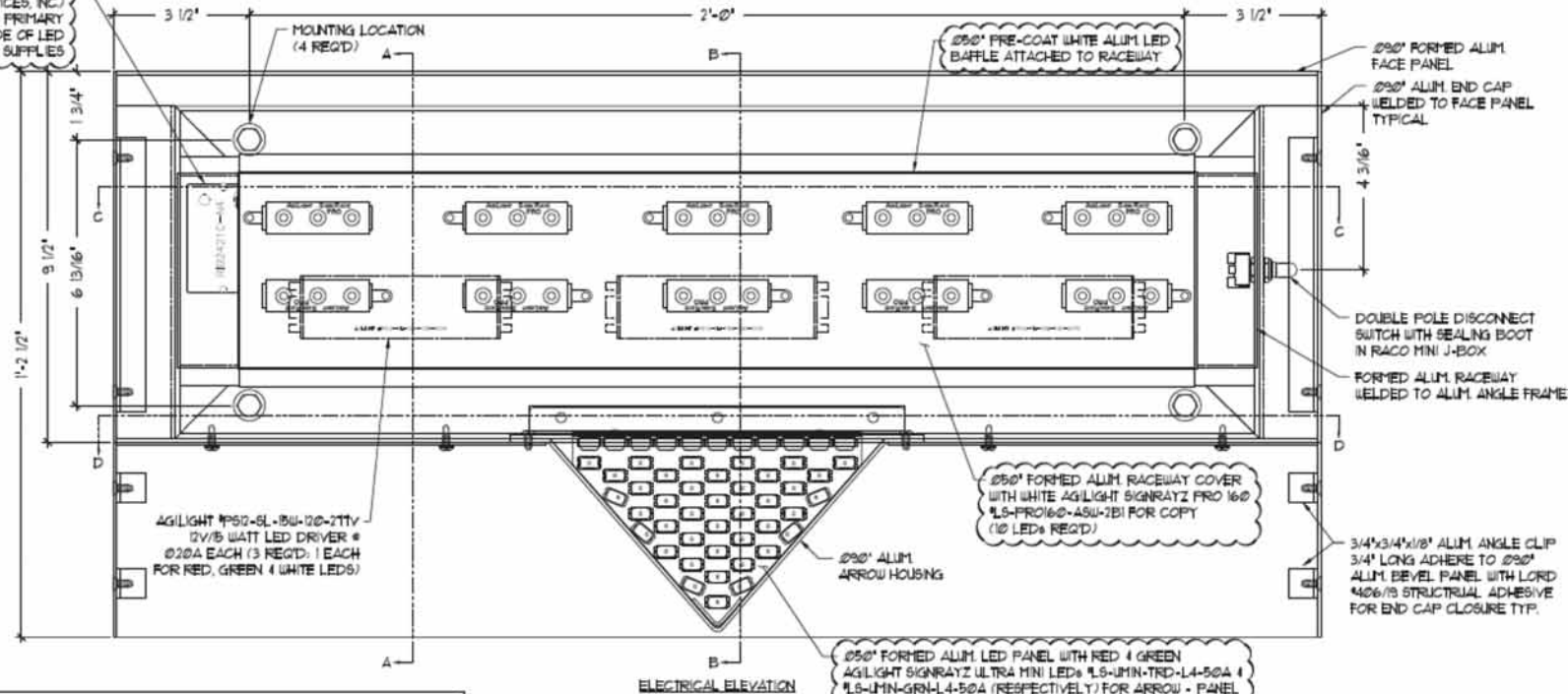
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REB2421C-N4 RELAY
(BY FUNCTIONAL
DEVICES, INC.)
WIRE TO PRIMARY
SIDE OF LED
POWER SUPPLIES



AGILIGHT P50-SL-5W-120-2TTV
12V/5 WATT LED DRIVER *
@20A EACH (3 REQ'D); 1 EACH
FOR RED, GREEN & WHITE LEDS

ELECTRICAL REQUIREMENTS:

LEDs COPY: (10) WHITE AGILIGHT SIGNRAYZ PRO 160 1/8-PRO160-ASU-ZBI
FOR 'ATM', BUSINESS, 'DRIVE-UP', 'NIGHT DROP' & 'EXIT'
LEDs ARROW: (24) AGILIGHT RED SIGNRAYZ ULTRA MINI 1/8-UMIN-TRD-L4-50A
(21) AGILIGHT GREEN SIGNRAYZ ULTRA MINI 1/8-UMIN-GRN-L4-50A
POWER SUPPLY: (3) AGILIGHT P50-SL-5W-120-2TTV * @20A
TOTAL LOAD: @60 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 SPRAYLAT STABERITE
WHITE UNLESS OTHERWISE NOTED.

250' FORMED ALUM LED PANEL WITH RED & GREEN
AGILIGHT SIGNRAYZ ULTRA MINI LEDs 1/8-UMIN-TRD-L4-50A &
1/8-UMIN-GRN-L4-50A (RESPECTIVELY) FOR ARROW - PANEL
IS SCREW MOUNTED TO ANGLE FRAME TO ALLOW SERVICING



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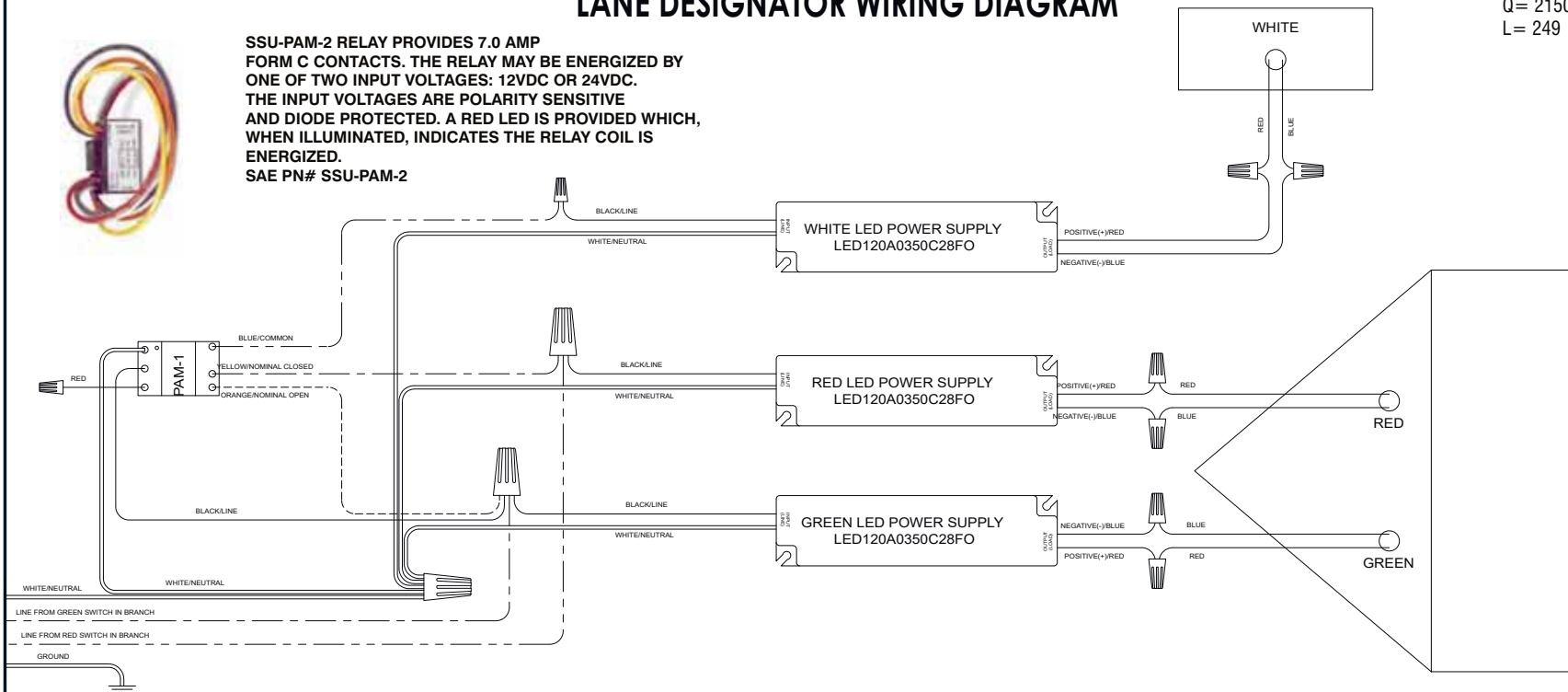
Project ID: CHASE_730_1

Revision: R15 - 02.15.21

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

12
12V DC
UL CLASS 2



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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Page: 24 **DRC Page 24**



TOP VIEW SCALE: 3" = 1'-0"



FRONT VIEW SCALE: 3" = 1'-0"



END VIEW SCALE: 3" = 1'-0"

VERIFY HEIGHT DIMENSION
PER SITE SURVEY

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



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PAINT POLES CHASE DARK NICKEL #MP18248

SAND BAG

2X4 WOOD BASE

2X4 WOOD BRACES

2X4 WOOD BRACES

2X4 WOOD POST

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 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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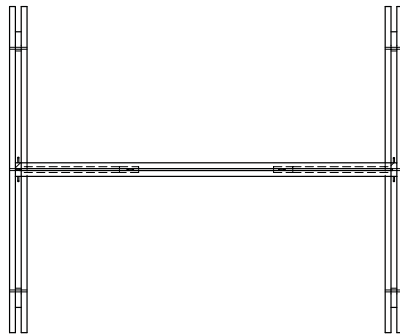
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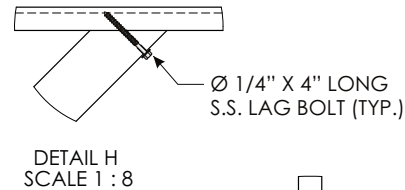
Revision: R15 - 02.15.21

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

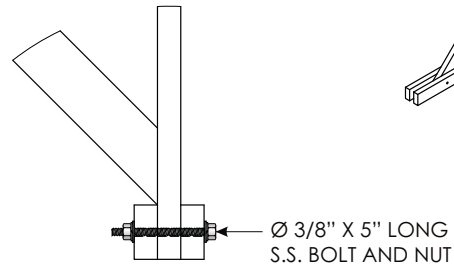
SIGN TYPE COMING SOON TEMP SIGN



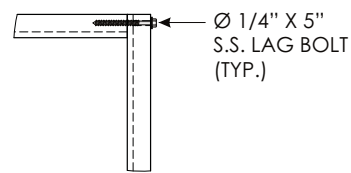
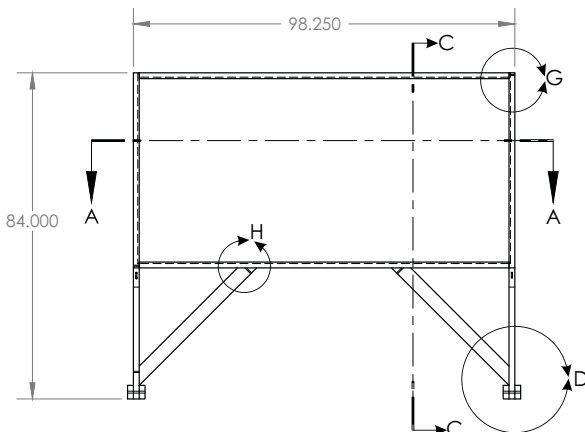
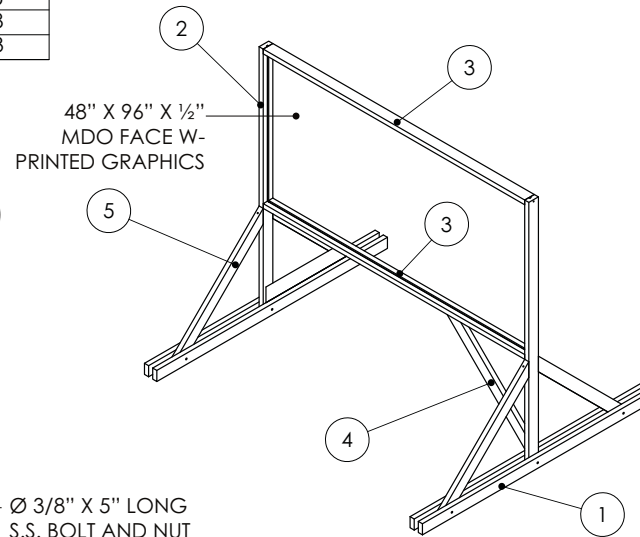
SECTION A-A



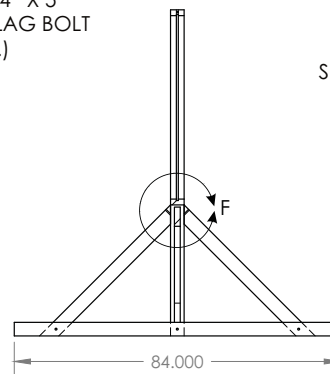
DETAIL H
SCALE 1 : 8



DETAIL D
SCALE 1 : 8

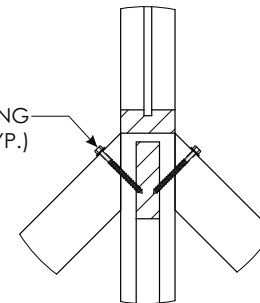


DETAIL G
SCALE 1 : 8



SECTION C-C

Ø 1/4" X 4" LONG
S.S. LAG BOLT (TYP.)



DETAIL F
SCALE 1 : 8



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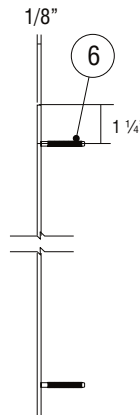
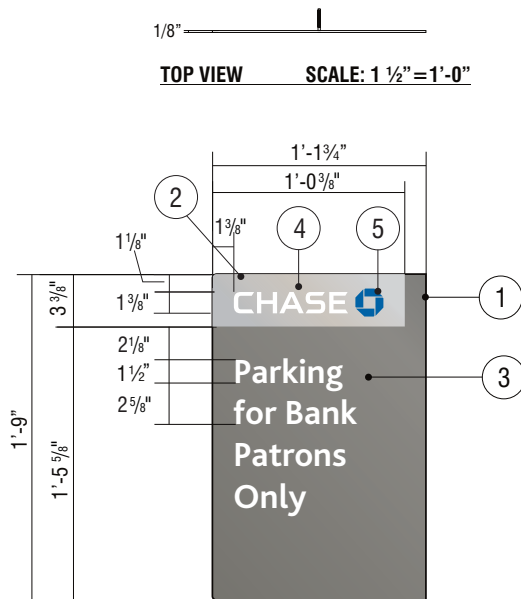
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FRONT VIEW SCALE: 1 1/2" = 1'-0"

END VIEW SCALE: 3" = 1'-0"

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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electrical to sign location -
RESPONSIBILITY OF OTHERS!

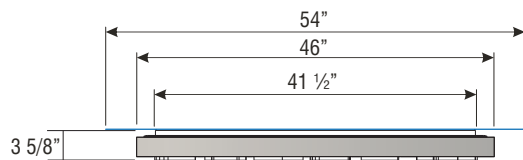
Customer Signature _____ Date _____

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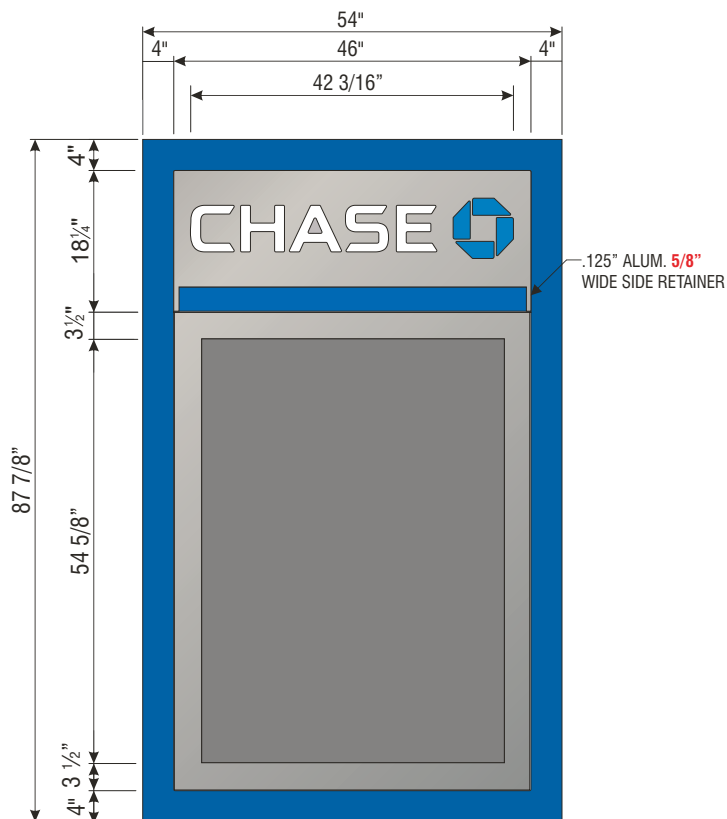
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



TOP VIEW SUR-TTW-U-4
SCALE: 3/4" = 1'-0"



FRONT VIEW 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

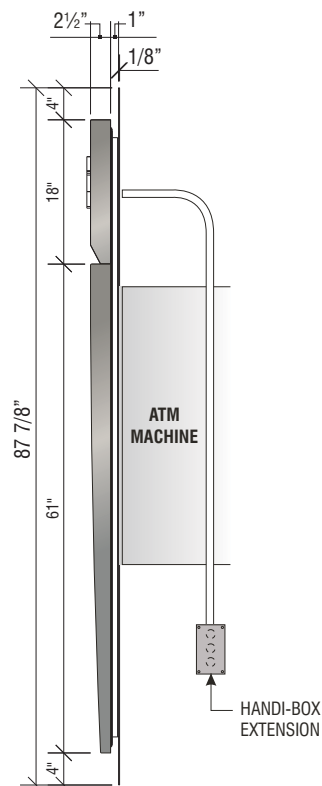
NOTE: PUSH-THRU ACRYLIC SHALL HAVE
A MILL FINISH ON ALL ROUTED EDGES

ALL EXPOSED FASTENER HEADS
SHALL BE PAINTED TO MATCH THE
EXTERIOR CABINET FINISH

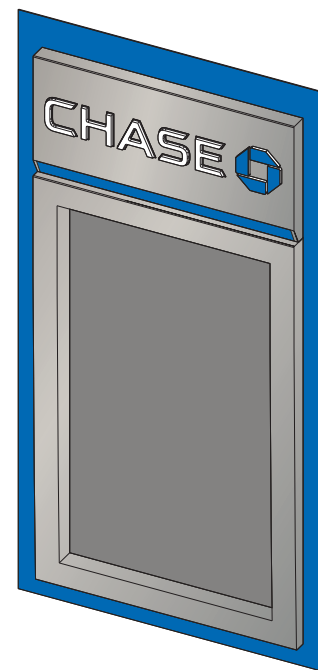
STIPPLE FINISH PAINT PROCESS FOR MATTHEWS #MP-49353 CHASE BLUE METALLIC:
BASE COAT:* 3-4 MEDIUM COATS OF SVOC2472 SP FOR BASE COAT.
 ALLOW TO AIR DRY 12-24 HRS OR FORCE DRY AT 200 DEG. F. FOR 15MIN.
STIPPLE FINISH COAT:* MIX MAP SVOC2049 SP WITH CATALYST BUT. *NO* _REDUCER;
 SET PRESSURE POT AT 18-20 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

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.



SIDE VIEW



PERSPECTIVE VIEW



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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

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 electrical to sign location -
RESPONSIBILITY OF OTHERS!

Customer Signature _____ Date _____

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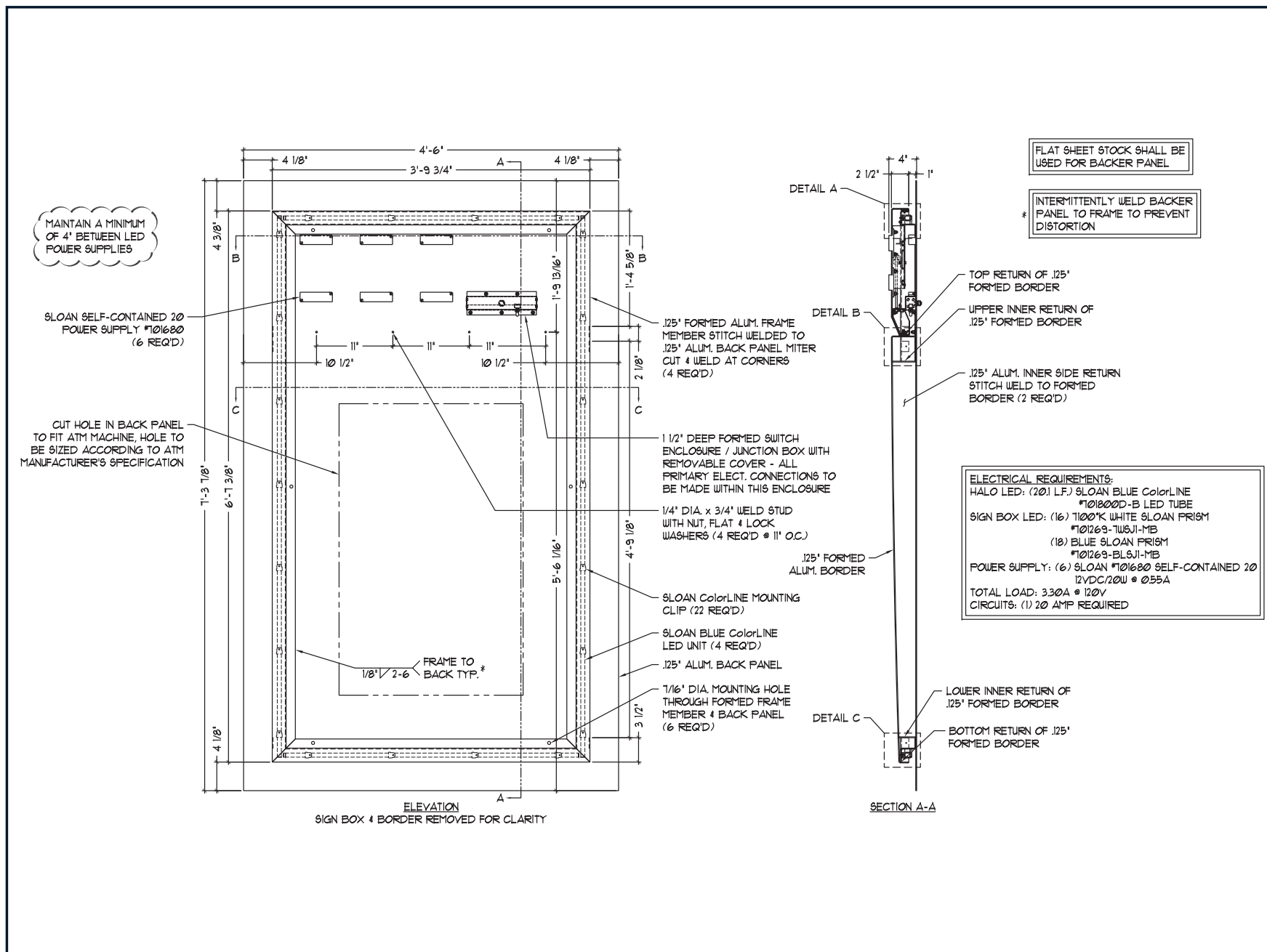
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21

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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 Designer: bjones
 Scale: As noted

CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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RESPONSIBILITY OF OTHERS!

Customer Signature _____ Date _____

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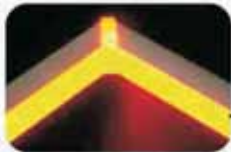
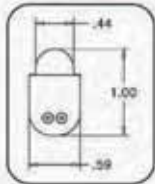
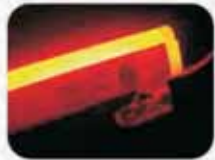
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21

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
2' Tube	701800-Color-2	24 1/2" (62cm)	2.4" (6cm)	2.20W (7.5W)	20 (66)	Warm Colors: 5 Year
4' Tube	701800-Color-4	48 1/2" (123cm)	2.4" (6cm)	2.20W (7.5W)	20 (66)	
6' Tube	701800-Color-6	72 1/2" (184cm)	2.4" (6cm)	2.20W (7.5W)	20 (66)	Cool Colors: 3 Year
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 20	Modular 60	Quad 240
ColorLINE	8 (2.5)	24 (7.5)	96 (30)
# Feet (Meters)			24 (7.5) per leg

SLOAN 12V POWER UNIT



MODULAR 60 SPEC'S
P/N 701507-MOD



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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 -
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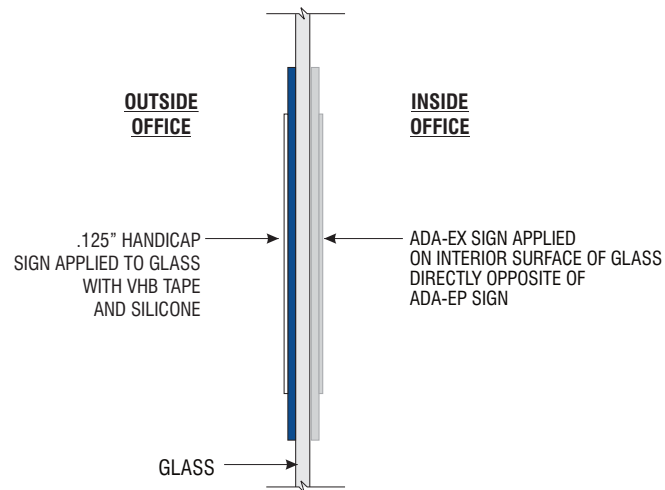
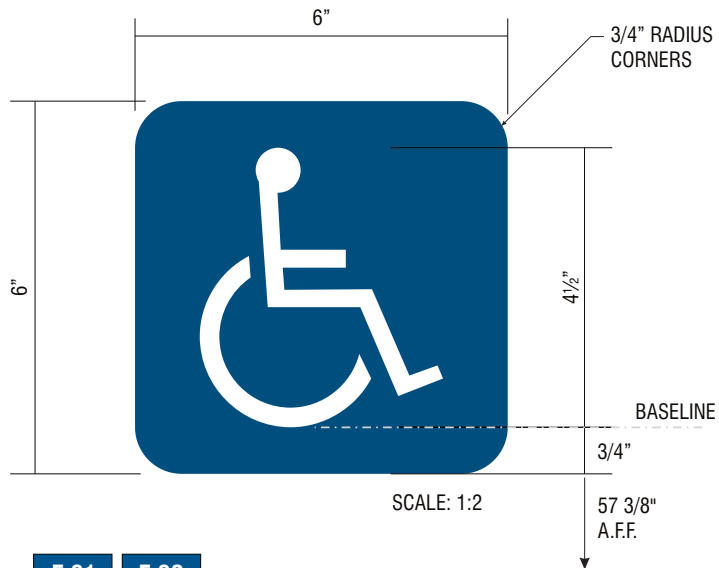
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



E.31 E.32

SIGN TYPE ADA-EP **ACCESSIBLE BUILDING ENTRANCE - A02**

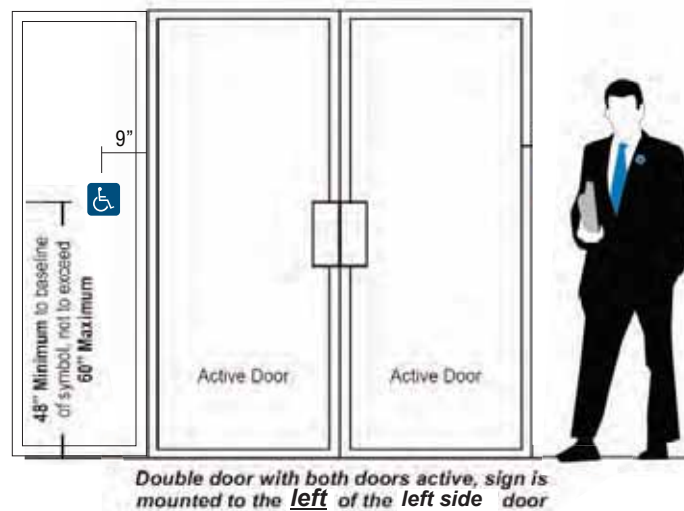
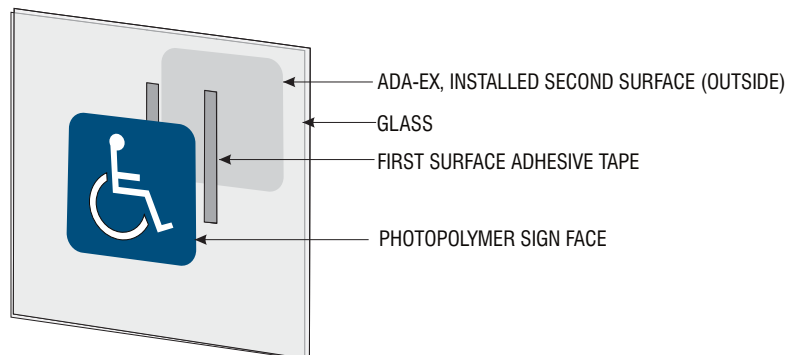
MANUFACTURE AND INSTALL TWO (2) ADA STANDARD ENTRANCE PLAQUES

FACE: 1/8" BLUE GRAVOTAC #341-501V, SATIN NON-GLARE FINISH.

ISA SYMBOL: 1/32" RAISED, BRIGHT WHITE GRAVOTAC.

BRAILLE: 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.

INSTALL: MOUNT TO LATCH SIDE OF DOOR WITH VHB TAPE AND SILICONE.



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**JP Morgan Chase Bank
#730**

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Initial Date: 09/14/18
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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!

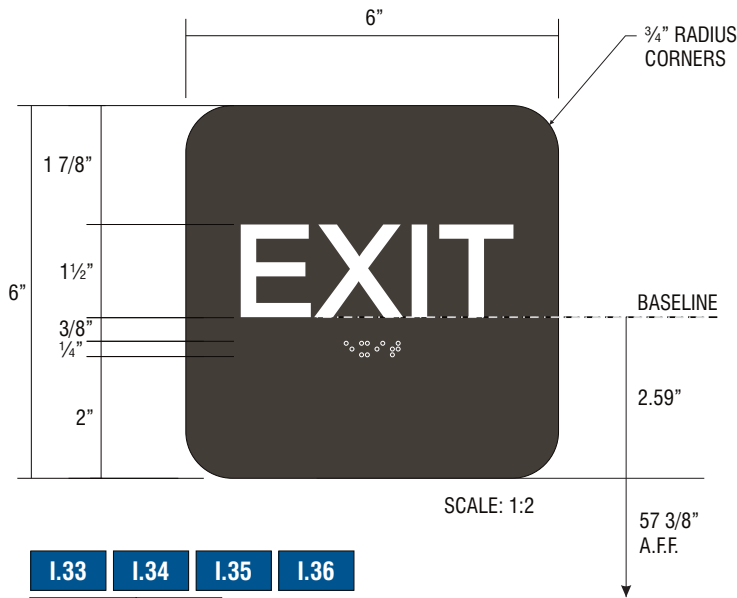
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



I.33 I.34 I.35 I.36

SIGN TYPE ADA-EX EXIT DOOR SIGNAGE - A13

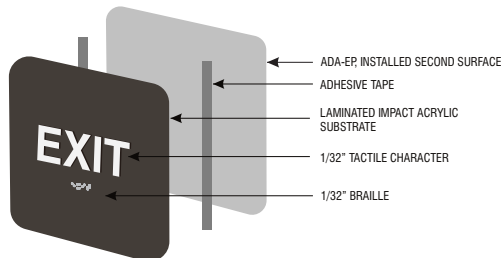
MANUFACTURE AND INSTALL FOUR (4) ADA STANDARD EXIT PLAQUES

FACE: 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.

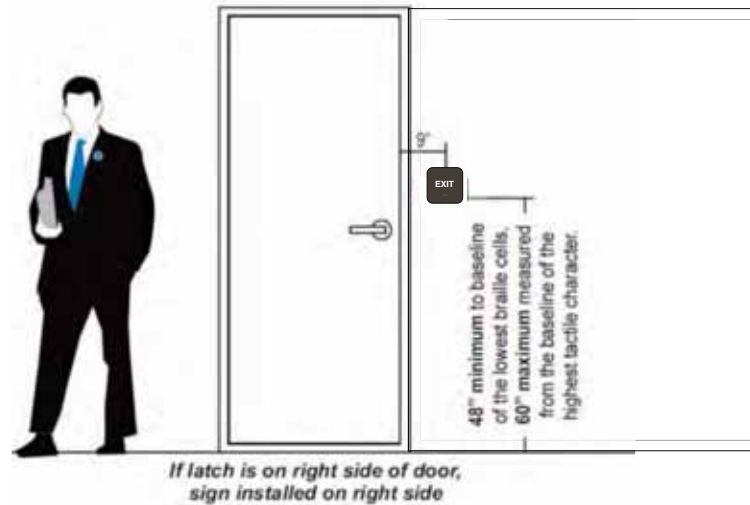
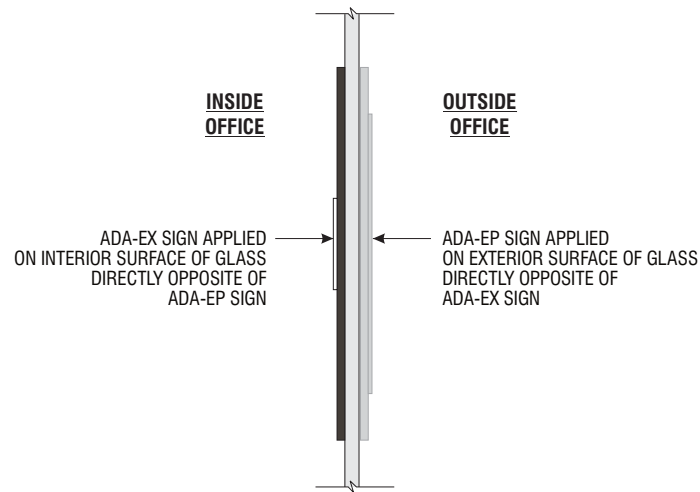
COPY: 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.

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



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Willowbrook
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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

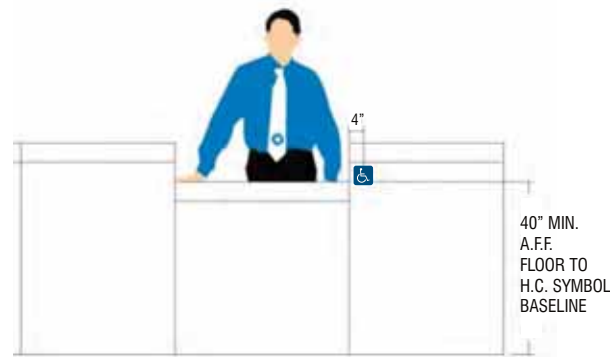
Project ID: CHASE_730_1

Revision: R15 - 02.15.21



FRONT VIEW

SCALE: 3/8" = 1"



TYPICAL INSTALLATION - NO BULLET-RESISTANT GLASS

SCALE: 1/2" = 1'-0"

1.37

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.



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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!

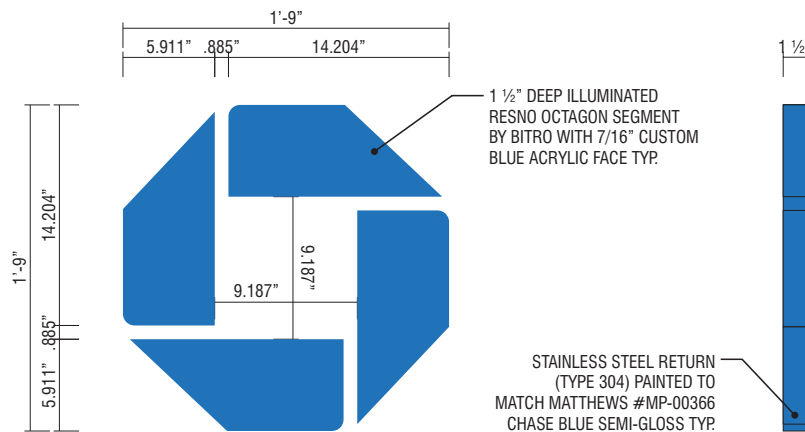
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



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.



TYPICAL INTERIOR ELEVATION

NOT TO SCALE



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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

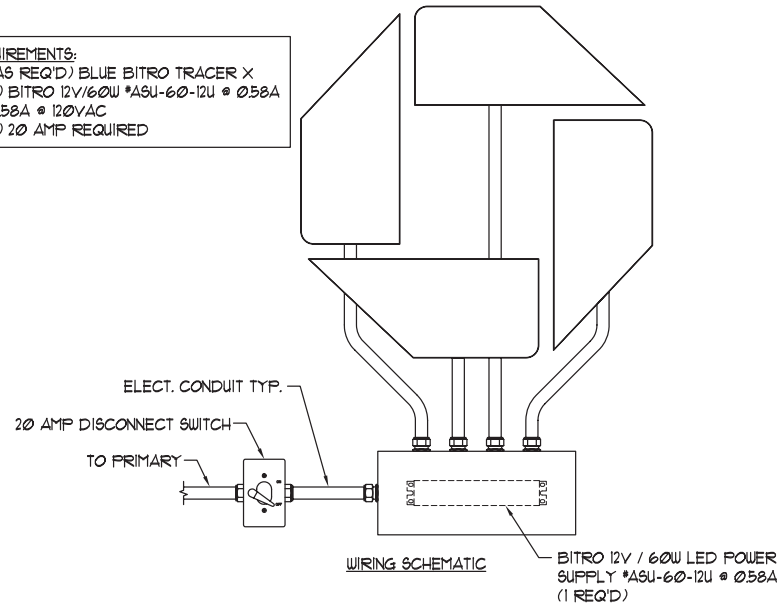
Project ID: CHASE_730_1

Revision: R15 - 02.15.21

Page: 36

DRC Page 36

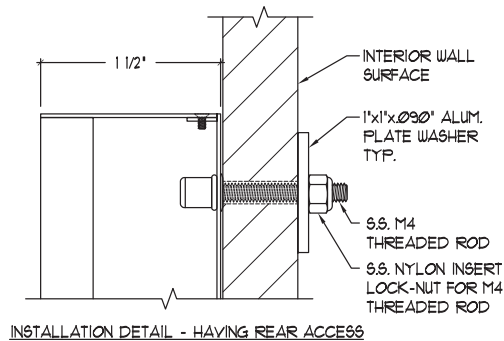
ELECTRICAL REQUIREMENTS:
 LED: (AS REQ'D) BLUE BITRO TRACER X
 POWER SUPPLY: (1) BITRO 12V/60W *ASU-60-12U @ 0.58A
 TOTAL LOAD: 0.58A @ 120VAC
 CIRCUITS: (1) 20 AMP REQUIRED



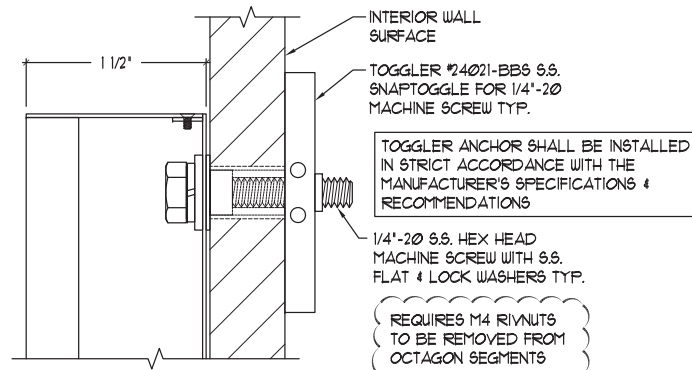
INTERIOR APPLICATION ONLY

ALL EXPOSED FASTENER HEADS SHALL BE PAINTED TO MATCH THE EXTERIOR CABINET FINISH

OCTAGON SHALL BE WIRED TO A REMOTELY MOUNTED POWER SUPPLY



INSTALLATION DETAIL - HAVING REAR ACCESS



INSTALLATION DETAIL - NO REAR ACCESS



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 Designer: bjones
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CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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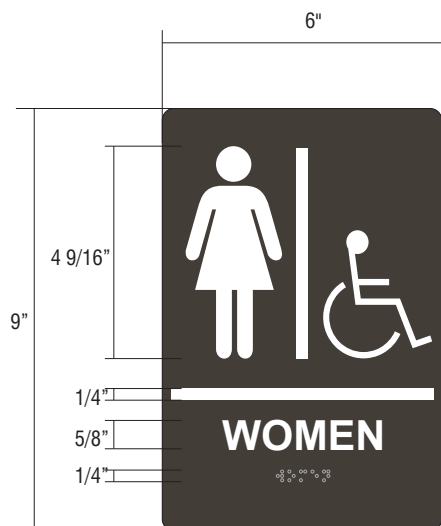
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



FRONT VIEW

SCALE: 3/8" = 1"

1.42

SIGN TYPE ADA-RRW-A-G **FOR RESTROOMS THAT ARE ACCESSIBLE - A09**

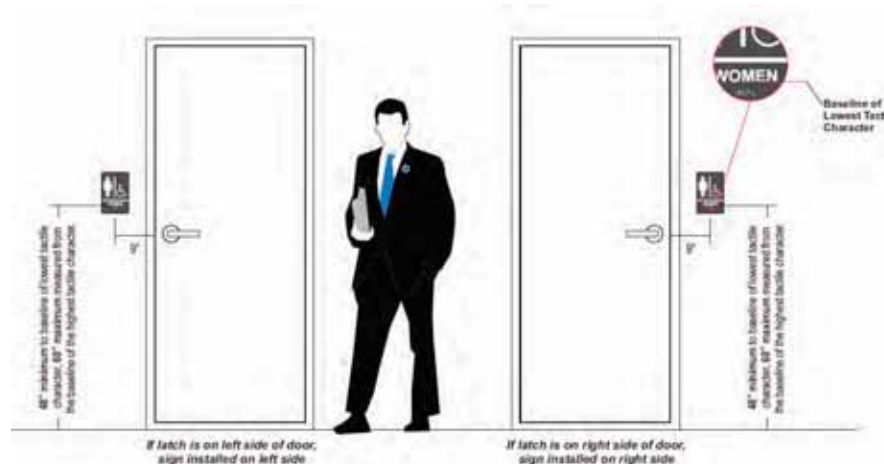
MANUFACTURE AND INSTALL ONE (1) ADA WOMEN RESTROOM SIGN

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.



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Designer: biones
Scale: As noted

CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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electrical to sign location -
RESPONSIBILITY OF OTHERS!

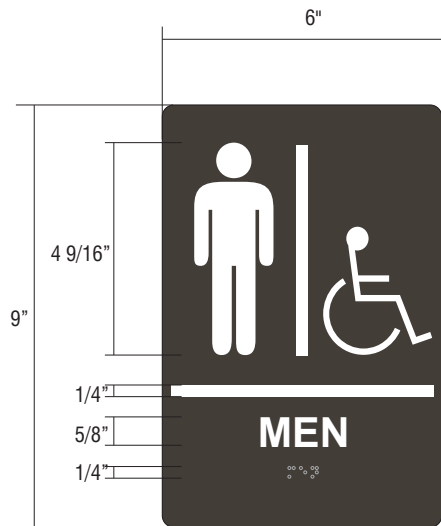
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



FRONT VIEW

SCALE: 3/8" = 1"

I.43

SIGN TYPE ADA-RRM-A-G **FOR RESTROOMS THAT ARE ACCESSIBLE - A09**

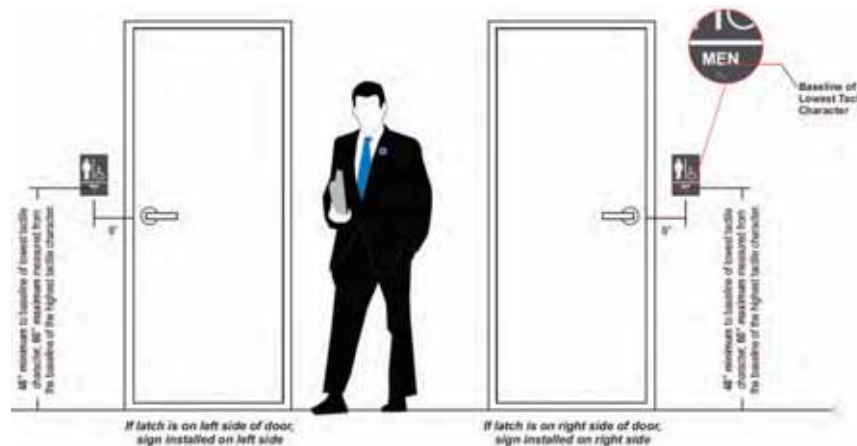
MANUFACTURE AND INSTALL ONE (1) ADA MEN RESTROOM SIGN

FACE: 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.

COPY: 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.

BRAILLE: 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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Designer: biones
Scale: As noted

CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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I.44

SIGN TYPE ADA-EEX EMERGENCY EXIT

PERMANENT EMERGENCY EXIT DOOR SIGNAGE - A13E

MANUFACTURE AND INSTALL ONE (1) DOOR IDENTIFICATION PLAQUE

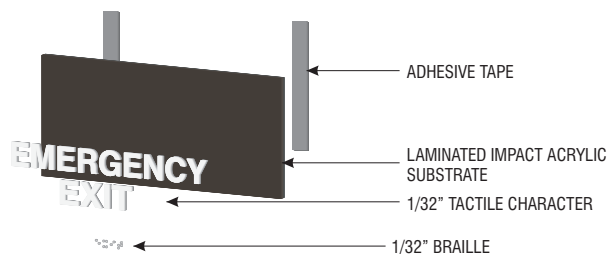
FACE: 1/8" GRAVOTAC CHARCOAL GREY, SATIN NON-GLARE FINISH.

COPY: 1/32" RAISED, BRIGHT WHITE GRAVOTAC. HELVETICA REGULAR TT FONT.

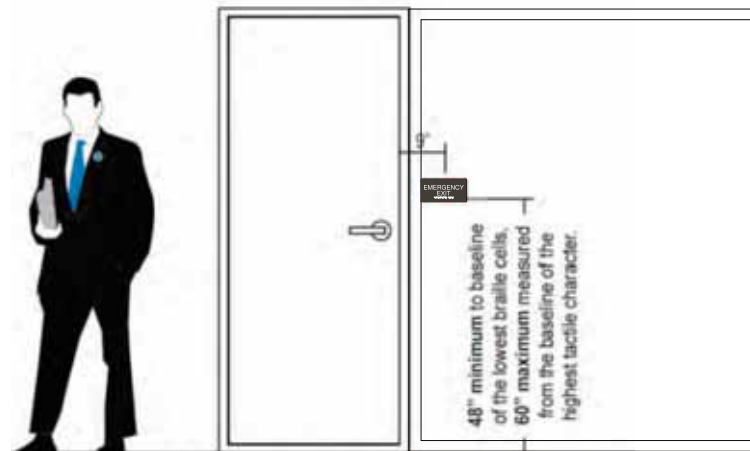
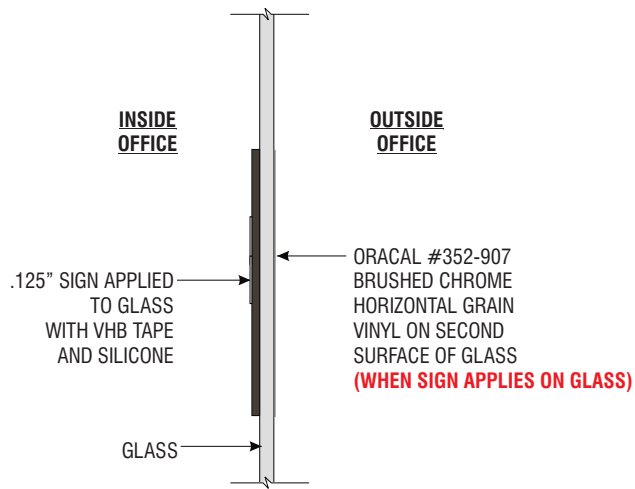
BRILLE: GRADE II STANDARD, 1/32" RAISED CLEAR BEAD, MAXIMUM 1/16" DIA.

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



Signtech

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CUSTOMER APPROVAL

Customer Signature _____ Date _____
COPY, COLORS & SIZES

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RESPONSIBILITY OF OTHERS!

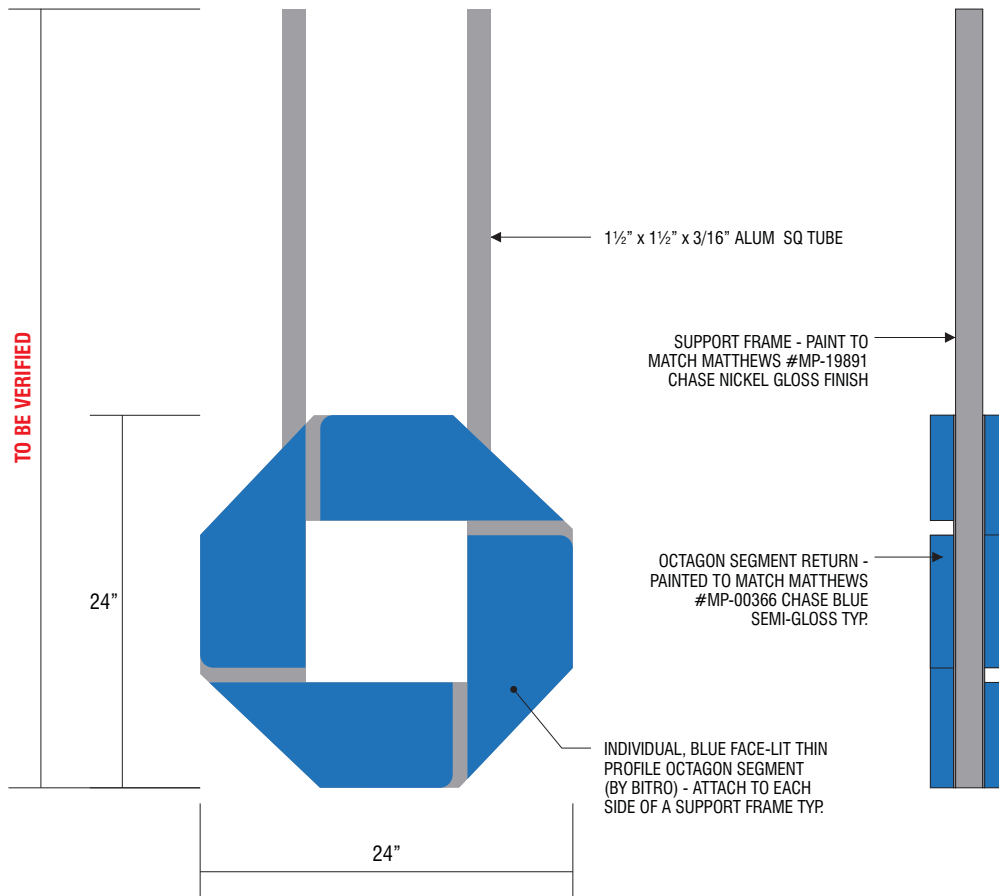
Customer Signature _____ Date _____

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Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



ELEVATION SCALE: 1 1/2" = 1'-0"

I.45 SIGN TYPE OCT-TP-H-24 ATTACHMENTS TO BE VERIFIED

MANUFACTURE AND INSTALL ONE (1) INTERNALLY-ILLUMINATED CEILING-HUNG BLUE BITRO OCTAGON

General Notes:

1. Design is based on a 5 psf lateral load for interior applications per IBC 2015, Seismic Design Category D. The customer's building engineer is to determine the adequacy of the supporting structure.
2. Extruded aluminum shapes shall be 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy. Aluminum plate shall be 5052-H34 alloy.
3. All welds shall be made using 5356 filler for aluminum by persons qualified in accordance with AWS standards within the past two years.
4. All fasteners shall be stainless steel or zinc coated to prevent corrosion.
5. 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.
6. 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.
7. 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



4444 Federal Blvd. San Diego CA 92102
Phone: (619) 527-6100 / Fax: (619) 527-6111
signtech.com



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 _____

This design is the exclusive property of Signtech and cannot be reproduced in whole or in part, without their prior written approval.

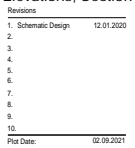
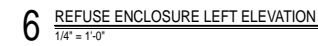
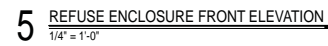
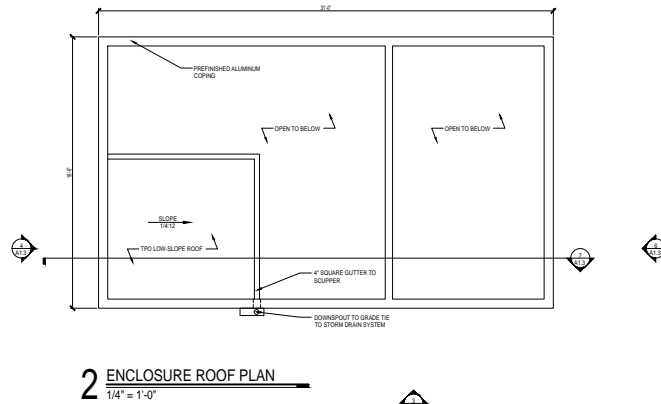
Drawing Number: 18-01613

Project ID: CHASE_730_1

Revision: R15 - 02.15.21



Attachment 12
Vacuum & Vending Enclosure Plans, Elevations, Section
(1 Sheet)





Attachment 13
List of Requested Waivers



To Be Provided On or Before March 3, 2021 Plan Commission Meeting



Attachment 14
Market Study Memo
(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 – 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



Attachment 15
Tax Impact Study Memo
(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', is positioned above the company name.

GW Properties



Attachment 16

Village of Willowbrook Review Letters for Third Submittal
(10 pages)



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

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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Chief of Police

Robert Schaller

Director of Finance

Carrie Dittman

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)

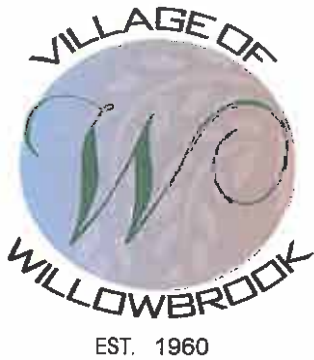
Total SSA requested: 307.43 SF.

Signage for Lot 3

24. The total sign surface area for Lot 3 is calculated as follows:



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This is considered an outlot to a three-lot PUD and therefore business site frontage shall be based on business site frontage. Therefore, $(99'-8" + 85.36' + 67.49' + 76.3') \times 1.25 = 411.03$ 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.



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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.



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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 or 630.920.2233.

Sincerely,

Ann Choi
Village Planner

Cc: Brian Pabst
Michael S. Mertens
Dan Lynch
Roy Giuntoli



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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

February 22, 2021

Village of Willowbrook
835 Midway Drive
Willowbrook, IL 60527

Attention: Ann Choi

Subject: 735 Plainfield Road – Final Engineering and PUD
2nd Submittal
(CBBEL Project No. 900144.H160)

Dear Ann:

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

1. 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.
2. 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.
3. 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.
4. Section 9-13-5.B.12 provides for preliminary landscape plans. We will defer review of these drawings to the Village Planner.
5. Sections 9-13-5.B.14 – 17 provides for various studies to be provided. We presume these are being reviewed by others.

General Comments

1. A permit will be required from Du Page County Division of Transportation for work within the Plainfield Road right of way.
2. A permit will be required from Du Page County Public Works for the proposed sanitary sewer and connections.
3. 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.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel Lynch". The signature is fluid and cursive, with a large initial "D" and "L".

Daniel L. Lynch, PE, CFM
Head, Municipal Engineering Department

Cc Brian Pabst
 Mike Mertens
 Roy Guintoli
 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



625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

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.

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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@kimley-horn.com
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". The signature is fluid and cursive.

Lawrence P. Link
Director
Bureau of Fire Prevention
lawrencelink@tristatefd.com
630-654-6284



Attachment 17
Standards for Special Uses
(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 18
Standards for Planned Unit Developments
(1 page)

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 properties.*
- 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 stormwater management proposed on-site will conform to current municipal stormwater ordinances.*
- A. 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.*
- B. 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.*
- 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.*



Attachment 19
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.*