



**NAPERVILLE PLANNING AND ZONING COMMISSION
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
07/05/2012 - 7:00 p.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVE MINUTES

1. Approve the minutes of the June 20, 2012 Planning and Zoning Commission meeting.

C. OLD BUSINESS

1. PZC Case # 12-1-050 Health Care Center at Monarch Landing
(Continued from the June 6, 2012 PZC meeting)
Petitioner: Naperville Senior Care, LLC, 2255 Monarch Drive,
Naperville, IL 60563
Location: Northeast corner of Route 59 and Ferry Road with a
common street address of 2255 Monarch Drive

Request: Close the public hearing and recommend approval for a preliminary plat of subdivision, a conditional use for a nursing home in OCI (Office, Commercial and Institutional District), a major change to the Monarch Landing Planned Unit Development (PUD), and a preliminary PUD plat for Lot 1B in order to develop an assistant living and nursing facility on Lot 1B of Monarch Landing.

Official Notice: Published in the Naperville Sun on May 20, 2012.

D. PUBLIC HEARINGS

1. PZC Case # 12-1-083 Sudsational (5th Avenue Properties)
Petitioner: OCP Acquisitions, LLC. dba Sudsational, 14101 W. Lambs
Lane, Libertyville, IL 60048
Location: 452-588 W. 5th Avenue

Request: Conduct the public hearing for a conditional use for an automobile repair facility in I (Industrial District) for the property

AGENDA
NAPERVILLE PLANNING AND ZONING COMMISSION
07/05/2012 - 7:00 p.m. - COUNCIL CHAMBERS
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located at 452-588 W. 5th Avenue.

Official Notice: Published in the Naperville Sun on Sunday, June 20, 2012.

- E. REPORTS AND RECOMMENDATIONS**
- F. CORRESPONDENCE**
- G. NEW BUSINESS**
- H. ADJOURNMENT**

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



**NAPERVILLE PLANNING AND ZONING COMMISSION
DRAFT MINUTES OF JUNE 20, 2012**

Call to Order

7: 00 p.m.

A. Roll Call

Present: Bruno, Coyne, Frost, Gustin, Herzog, Messer, Meyer, Trowbridge, Williams
Absent:
Student Members: Kevin Wei
Staff Present: Planning Team – Allison Laff, Ying Liu, Tim Felstrup, Clint Smith
Engineer – Andy Hynes

B. Minutes

Approve the minutes of June 6, 2012 subject to the amendment that adding “due to losing 30+ parking spaces” to the fourth bullet point under “Planning and Zoning Discussion” on Page 3.

Motion by: Gustin
Second by: Meyer

Approved
(9 to 0)

C. Old Business

D. Public Hearings

**D1.
PZC Case #12-1-075
Speedway**

The petitioner proposes to replace the face panels on two existing, nonconforming monument signs without bringing the signs into compliance with the current monument-sign regulations. In order to replace the face panels and not bring the sign into compliance, the petitioner requests a sign variance.

Tim Felstrup, Planning Services Team, gave an overview of the request.

- The red canopies are currently located on two of the existing three signs. One of the signs that have the red canopy is a conforming sign.
- The red canopies would be replaced with a shorter architectural limestone feature and the variance is not related to the height of the signs, but related to the non-conforming status of the signs.

Planning and Zoning Commission inquired about:

- Which signs have the red canopies?
- Whether the red canopies on the signs would be removed or replaced.
- Whether the variance takes the reduced height into consideration due to the removal of the canopies.
- Whether removal of the canopies should be a condition of approval for this sign variance. Staff agrees that the removal of the red canopies

should be a condition of approval.

Public Testimony: None

Planning and Zoning Commission inquired about:

- A variance to the size of the signs was previously granted for the property based on the traffic on the adjacent roads and the difficulty to see the signs. Is the petitioner seeking additional variances to the size of the signs? Staff confirmed no.

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion: None

Planning and Zoning Commission moved to recommend approval of PZC 12-1-075 for a sign variance from Section 5-4-13:1 to replace the face panels on two existing nonconforming signs located at 3004 Reflection Drive, subject to the condition that the existing red canopies on the two existing signs shall be removed.

Motion by: Trowbridge
Seconded by: Gustin

Approved
(9 to 0)

D2.
PZC Case #12-1-022
Case Name
FMC Dialysis Clinic

The petitioner requests to revoke the existing Planned Unit Development (PUD), rezone the property from R1B (Medium Density Single-Family Residence District) to OCI (Office, Commercial, and Institutional District), and obtain approval of a preliminary/final plat of subdivision in order to construct an addition and operate a medical clinic.

Ying Liu, Planning Services Team, gave an overview of the request.

Stephen E. Bolirquein, Land Focus Consulting, spoke on behalf of the petitioner.

- Gave an overview of the request.

Chad Middendorf spoke on behalf of the petitioner:

- Anticipates that 10-12 employees will work on 12 stations in the clinic.
- Due to long stays of patients, each station can typically accommodate two patients a day; therefore the total numbers of patients are low.
- A Certificate of Need has been obtained for the use.
- The clinic will typically open during normal business hours.

Planning and Zoning Commission inquired about:

- Whether a text amendment previously approved allows for medical offices along Washington Street.

- The nature and operations of the proposed clinic.
- Whether staff received any correspondence from the neighboring property owners. Staff indicated no.

Public Testimony: None

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion: None

Planning and Zoning Commission moved to recommend approval of PZC 12-1-022 to revoke the existing Planned Unit Development (PUD), rezone the property from R1B (Medium Density Single-Family Residence District) to OCI (Office, Commercial, and Institutional District), and approve a preliminary/final plat of subdivision in order to construct an addition and operate a medical clinic.

Motion by: Gustin
Seconded by: Messer

Approved
(9 to 0)

**D3.
PZC Case #12-1-039
Case Name
Water Street District
– North Phase/
South Phase**

The petitioner is requesting approval of Final PUD Plats, Final Subdivision Plats, a conditional use for a hotel, a parking deviation, approval of a sign regulations package, and related deviations for the Water Street District - North Phase/South Phase.

Commissioner Bruno recused himself due to a conflict of interest.

Allison Laff, Planning Services Team, gave an overview of the request.

Kathy West, Attorney with Dommermuth, Brestal, Cobine & West, Ltd., spoke on behalf of the petitioner:

- Reviewed the background of the petitioner, MP Water District, LLC.
- The proposed parking deck is enclosed by commercial buildings on three sides with only one exposed façade.
- Site amenities are provided including a plaza, Riverwalk improvements, and an upper level boardwalk.
- The current proposal is largely consistent with the 2010 proposal.
- Proposed changes to the 2007 PUD include inclusion of 117 Water Street in the Loggia building, addition of a hotel, addition of a floor to the hotel building, conversion of condos to apartments and an increase in the number of residential units.
- The proposed hotel will be a Holiday Inn Express. A minimum of 130 rooms is required in order for the hotel to be economically feasible. The height of the building is increased by one floor in order to accommodate the 130 rooms that are necessary.

- The 5th and 6th floors of the hotel building are set back 7' from the front wall of the building.
- The traffic generation of the development is not significantly changed from the 2007 proposal.
- The proposed Riverwalk improvement continues to the east of Main Street.
- The parking deck itself is 70' tall, but the tower at the roof is 87' tall.

Mark Sullivan, Architect with Sullivan Goulette Wilson, spoke on behalf of the petitioner:

- Reviewed the design intent and rationale for this project.
- A major consideration of the design is to engage pedestrian activities.
- The main tower element on the south side of Water Street links the south building to the Riverwalk and the north side of Water Street.
- Has reached out to the community.
- The stone towers are incorporated in order to create a rhythm of the different materials and break up the building façade.

Planning and Zoning Commission inquired about

- The number of required parking spaces for the commercial uses.
- Whether the code requirement for 1 parking space/room should be adjusted to the industry standard for 0.6 parking spaces/room for hotels. Staff indicated that each case should be reviewed on its own merits.
- Whether the parking variance is based on the specific type of hotel that is being proposed. Staff indicated that the parking study utilized comparable data specific to the size and type of the proposed hotel.
- Whether the proposed parking ratio of 1.5 spaces/unit would be still applicable if the apartments were to be converted to condos. Staff indicated that the code does not differentiate parking requirements for residential rental vs. ownership. Staff indicated that if more parking spaces are needed for the residential units, staff will work with the petitioner to reserve more spaces in the parking deck.
- How the reserved parking spaces for the apartments/hotel would be guaranteed.
- The total number of parking spaces as compared to previous proposals.
- Whether valet parking would be provided. The petitioner indicated yes, most likely for the hotel and restaurants.
- Whether additional parking spaces can be added to the basement of the garages.
- Whether staff has any concerns about changing the proposed condos to apartments. Staff indicated that there is no concern regarding the ownership structure of the residential units.
- How the development of this scale is consistent with the Water Street Vision Statement, which stated that that taller structures shall have a minimal impact on the surrounding area. Laff responded that the development is mostly surrounded by non-residential uses and is lower

in grade than the houses on Aurora Avenue, which mitigate the impact of the development on surrounding properties.

- Whether the apartments are intended for college rental similar to Naper Place. Laff clarified that the target market for the proposed apartments is young couples and seniors. The units are larger than Naper Place and also have designated parking spaces.
- Is concerned that the overhang balconies would increase the bulk of the buildings in addition to the increased height.
- Is concerned about the south elevation of the garage which appears towering over the properties along Aurora Avenue and will be visible from a distance.
- What are the building materials for the south elevation of the garage. The petitioner indicated that the south elevation will utilize precast concrete products (form liners).
- Is concerned about the height of the hotel as viewed from the Riverwalk, which sits lower. The petitioner responded that people would not be able to see the hotel from the Riverwalk.
- Whether a rooftop garden would be included to soften the look of the hotel building.
- Whether the 90' tower on the hotel building can be lowered. The petitioner responded that the tower will be the demarcation for this development and cannot be lowered.
- How far the rooftop lounge will be setback from the cornice of the 6th floor of the hotel building. The petitioner indicated that the rooftop lounge will be set 15' back from the front wall of the 6th floor.
- The design of the parapet/guardrail for the rooftop dining area.
- Why the cornice of the 4th floor of hotel building didn't follow the cornice line of the Northern Trust Building. The petitioner indicated that the 4th floor cornice line of the proposed building is lower than the Northern Trust Building and the 4th floor cornice line is carried throughout the Water Street development.
- Whether all of ground floor uses (with exception of the office building) are retail/restaurants.
- Whether the proposed brick color would match the Northern Trust Building.
- Is concerned that installing an additional traffic light at Aurora & Webster would result in more traffic back-up on Washington Street.
- Traffic impact of the project. Andy Hynes, Engineering Services Team, indicated that a comprehensive traffic study (SDTMS) was completed for the greater area in the vicinity of the subject property. The development represents some changes to the traffic study; however, the changes are not significant enough to change the result of the study.
- How vehicles will enter and exit the parking deck and the functions of the alley. Bryan Rieger, Engineer with V3 Companies of IL spoke on behalf of the petitioner and reviewed traffic movements associated with the garage.

- The location of the loading zones in the development.
- Whether it is possible to have a pedestrian bridge or underpass connecting to Naper Settlement.
- Whether pedestrians can access the elevators through the alley.
- The location of the bike racks.
- What is the vision for the signage proposal along Riverwalk. How will the canopies be lit? Bruno Bottarelli, with Marquette Companies, reviewed the signage proposal for the Riverwalk including awning signs, blade signs, and wall signs. The awnings will be lit by shepherd crook external lights.

Public Testimony:

Dan Avjean, a Naperville resident, spoke in support of the development:

- The project completes the Riverwalk.

Kathy Benson, a Naperville resident, spoke against the development:

- Recognizes that the hotel is a highly desirable use.
- Is concerned about the density of the development and the height of the buildings.
- An updated shadow study should be done to reflect the increased height.
- Appreciates the increased alley width, but feels the width is still not sufficient.
- The proposed parking ratio for the hotel (0.6 spaces/room) would be insufficient if taking the restaurant/bar and employee parking into consideration.
- Valet parking should not use parking spaces designated for the hotel.
- Requests a comparison of the available public parking spaces in the original plans and the current plans.

Bob Fischer, representing the Naperville Homeowners Confederation, spoke against the development:

- The development is far too dense.
- Is concerned about traffic congestion resulting from the development and feels that converting 30 condos to 60 apartments would only amplify the traffic problem.
- The tall buildings as proposed will canyonize Water Street and intrude upon the Riverwalk.
- The overhang canopies are not appropriate along the Riverwalk.
- The bulk of the hotel building has been significantly increased.
- The proposed box sign on the hotel tower is neither appropriate nor necessary.
- Doesn't agree with the parking variances.
- Supports the elimination of the sky bridge and widening of the alley.
- Will there be sufficient revenue generation from the TIF.
- This development is not beneficial to the city.

Barb Enwright, a Naperville resident, spoke:

- How the noise generated from the rooftop bar/restaurant would impact the residential area south of Aurora.
- Requests restricting valet parking from the neighborhood streets.

Thom Higgins, a Naperville resident, spoke against the development:

- Is against narrowing the right-of-way from 66' to 57'.
- Compares the proposed sidewalks along Water Street to the sidewalk in front of the Gap store.
- Believes that pedestrian experience will be compromised with the reduced right-of-way width.

Anissa Olley, a Naperville resident, spoke against the development:

- The 2010 proposal was never approved by the City Council. Therefore, the commission should compare the 2012 proposal with the 2007 proposal.

Dick Furstenau, a Naperville resident, spoke against the development:

- Believes that Water Street is not an appropriate location for a hotel.
- Believes that apartments need 2 parking spaces per unit.
- As part of the TIF, the Township parking lot will be removed and some spaces will be reserved in the parking deck close to the Township building. The petitioner and staff clarified there were a lot of discussion regarding the Township parking lot. However, nothing has been finalized.
- Some of the upper level setbacks were removed in the current proposal.
- Is concerned with the overhanging balconies along the Riverwalk and how they will impact the Riverwalk aesthetically.
- Suggests a height comparison drawing to illustrate the increased heights in the current proposal.

Planning and Zoning Commission inquired about

- How to prevent residents and hotel guests from parking in the public spaces in the garage. Staff indicated overnight parking is not permitted in existing city decks.
- Noted that the Township employees will be able to utilize the parking deck as well.
- Whether there would be limitation for 3-hour parking in the deck.
- How parking would be handled if the hotel is booked. The petitioner indicated that they anticipate that there will be excess parking for the apartments, which will serve as overflow parking for the hotel.
- Age brackets and parking ratio of the River Place development. Nick Ryan, with Marquette Companies, indicated that the River Place development has a parking ratio of 1.01 spaces per unit.
- Whether there will be any banquet space in the hotel. The petitioner

- indicated there will be meeting rooms but no banquet facility.
- Whether truck traffic will utilize the alley. The petitioner indicated no.
- A summary of the height changes to the buildings. The petitioner indicated that the height of the Loggia and Theatre buildings have not changed from the 2007 plan. The hotel building has increased from 83' to 90'. The height of the garage has increased slightly.
- Whether a variance is required for the box sign of the hotel. Staff indicated that a variance might be needed for the size and the location of the sign.
- Suggests red brick to serve as the background of the black box sign.

Planning and Zoning Commission Discussion: None

Planning and Zoning Commission moved to continue the case to July 18, 2012.

- A summary of the signage variances including the size for each of the known sign.
- A rendering of the Riverwalk signage.
- A summary of the calculations and the number of parking spaces that will be available to the public from outside of the Water Street overall development as well as a comparison of the numbers to the 2007 proposal.
- Information about the TIF agreement as it relates to parking.
- A rendering looking down Water Street to illustrate the overhang balconies, the canyon effect, and cornice height.
- Revised FAR taking the balconies into consideration.
- Requests the petitioner to consider lowering the height of the tower.

**D4.
PZC Case #12-1-070
1150 Muirhead Ave.**

The petitioner requests approval of a variance from Section 6-6B-7 (R1B Medium Density Single-Family Residence District: Yard Requirements) and Section 6-9-2:4.2 (Off-Street Parking Facilities) of the Municipal Code to allow construction of a bus drop-off facility in the required 30' front yard setback for the property.

Ying Liu, Planning Services Team, gave an overview of the request

Planning and Zoning Commission inquired about

- The hardship of the case. Staff indicated that the variance is requested based on the hardship that there is not a good location behind the 30' setback line to accommodate a bus drop-off lane.
- Safety is also a consideration to support the variance.

Public Testimony: None

Planning and Zoning Commission closed the public hearing.

Planning and Zoning Commission Discussion: None

Planning and Zoning Commission moved to recommend approval of PZC 12-1-070 for a variance from Section 6-6B-7 (R1B Medium Density Single-Family Residence District: Yard Requirements) and Section 6-9-2:4.2 (Off-Street Parking Facilities) of the Municipal Code to allow construction of a bus drop-off facility in the required 30' front yard setback for the property.

Motion by: Meyer
Seconded by: Williams

Approved
(9 to 0)

**E. Reports and
Recommendations**

F. Correspondence

G. New Business

H. Adjournment

10: 40 p.m.



Naperville

PLANNING AND ZONING COMMISSION AGENDA ITEM

PZC CASE: 12-1-050 **AGENDA DATE:** 7/5/2012
SUBJECT: Health Care Center at Monarch Landing
 Petitioner: Naperville Senior Care, LLC, 2255 Monarch Drive,
 Naperville, IL 60563

LOCATION: Northeast corner of Route 59 and Ferry Road with a common street address of 2255 Monarch Drive

Correspondence New Business Old Business Public Hearing

SYNOPSIS:

The petitioner requests approval of a preliminary plat of subdivision, a conditional use for a nursing home in OCI (Office, Commercial and Institutional District), a major change to the Monarch Landing Planned Unit Development (PUD), and a preliminary PUD plat for Lot 1B in order to develop an assisted living and nursing facility on Lot 1B of Monarch Landing.

PLANNING AND ZONING COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
6/6/2012	D5	The Commission opened the public hearing, requested additional information and continued the case to July 5, 2012.

ACTION REQUESTED/RECOMMENDED THIS MEETING:

Close the public hearing and recommend approval of the case.

PREPARED BY: Ying Liu, AICP, Planning Services Team

BACKGROUND:

The petitioner, Naperville Senior Care, LLC., intends to subdivide Lot 1 of Monarch Landing into two lots and develop an assisted living and nursing facility, known as Health Care Center, on the newly created Lot 1B. The proposed facility would include 124 beds, 61 surface parking spaces, and be served by two points of access: a right-in/right-out driveway onto Route 59, and access from Ferry Road through the adjacent Monarch Landing campus.

PLANNING AND ZONING COMMISSION ACTION:

The Planning and Zoning Commission opened the public hearing to consider the petitioner's request on June 6, 2012. No members of the public provided testimony. The Planning and Zoning Commission expressed concerns about the limited access for the proposed facility, which would restrict exiting traffic of the site from traveling southbound on Route 59. The commission

Health Care Center at Monarch Landing (PZC 12-1-050)

July 5, 2012

Page 2 of 3

continued the case to July 5, 2012 and requested the following additional information to be provided:

1. A copy of the traffic study.
2. An overall site plan to include the new building and the rest of the PUD.
3. The petitioner to investigate alternatives to improve internal circulation of the site to allow travelers (patients, staff, residents, and emergency vehicles) to utilize the Ferry Road entrance.
4. Information about way finding signage.

PLANNING SERVICES TEAM REVIEW:

Staff has included additional information per the Planning and Zoning Commission's requests, which are summarized below.

1. A copy of the traffic study is included in Attachment 1 of this staff report.
2. An overall site plan showing the proposed Health Care Center in the context of the existing improvements in Monarch Landing is included in Attachment 2 of this staff report.
3. The petitioner has submitted a memorandum (Attachment 3) addressing the Planning and Zoning Commission's concerns regarding site access. The memorandum noted the following:
 - Patients of the Health Care Center will reside on the site and will not generate any outpatient traffic.
 - Employees of the Health Care Center will enter and exit through the existing Ferry Road entrance and will park in the garage.
 - Given the classification of Route 59 as a Strategic Regional Arterial, a full access for the proposed development is not feasible. The proposed right-in/right-out access on Route 59 affords an additional point of access for visitors and emergency vehicles, which was not available in the original plan approved in 2005.
 - Since Monarch Landing is a gated community, vehicles would be permitted to enter the Health Care Center parking lot from Monarch Landing through a one-way drive aisle, but they would not be permitted to return through the Monarch Landing property. Access would be controlled by an unmanned gate. However, the one-way drive aisle (20' wide) is designed to accommodate two-way emergency ingress/egress and the petitioner will work with the Fire Department to design and install an Emergency Vehicle Preemption (EVP) system to allow two-way emergency vehicle access through the unmanned gate.
 - It is anticipated that the majority of the patients in the Health Care Center would be existing Monarch Landing residents. Therefore, the majority of the visitors are expected to come from the independent living component of the Monarch Landing campus. The remainder of visitors may enter the site through either the Route 59 entrance or the Ferry Road entrance, but may only exit through the Route 59 entrance to travel north. Based on the low intensity of visitor traffic associated with the proposed facility, only a small number of visitors (estimated about 10 visitors per day) may have to turn around at the Butterfield Road traffic light to travel south.

Health Care Center at Monarch Landing (PZC 12-1-050)

July 5, 2012

Page 3 of 3

The City's Engineering Department supports the proposed site layout and access. The City's Fire Department has also approved the proposed site access subject to the condition that emergency vehicles shall have unrestrained access throughout the Monarch Landing campus and that the final design of the EVP system shall be worked out in a manner acceptable to the Fire Department.

4. As the petitioner is only seeking preliminary approval for the proposed Health Care Center, information regarding way-finding signage is not available at this time. However, the petitioner is committed to work with staff during the final PUD process to design appropriate way-finding signage to address the unique access restrictions of the site.

Conditions of Approval

To address the Planning and Zoning Commission and the Fire Department's concerns regarding access and way-finding signage, staff recommends the following conditions of approval:

- The petitioner shall design and install an EVP system to allow two-way emergency vehicle access through the one-way drive aisle. The design of such system shall be subject to the Fire Department's approval at the time of final PUD approval for Lot 1B.
- The petitioner shall submit a way-finding signage packet for staff's review and approval at the time of final PUD approval for Lot 1B.

ACTION REQUESTED:

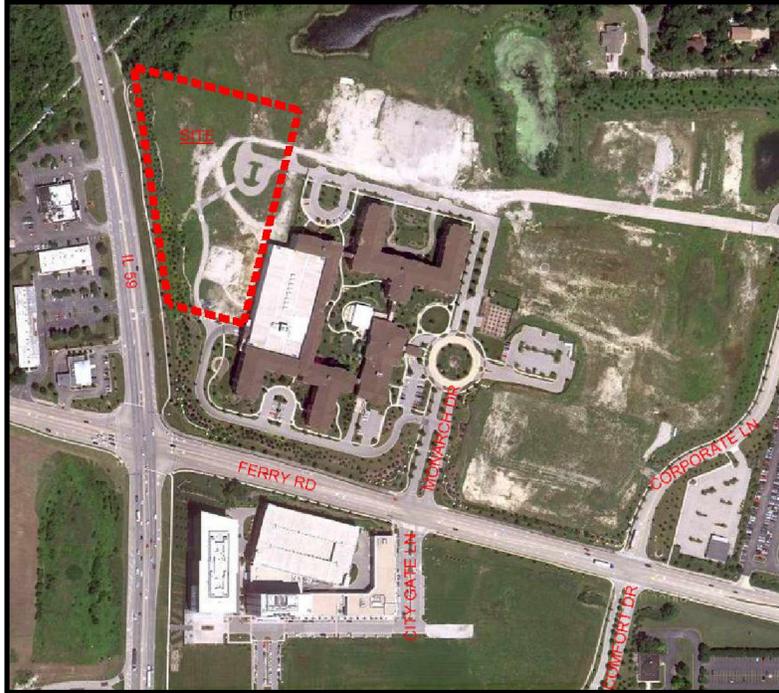
Close the public hearing and recommend approval of the case.

ATTACHMENTS:

1. Health Care Center at Monarch Landing – Traffic Study – PZC 12-1-050
2. Health Care Center at Monarch Landing – Overall Site Plan – PZC 12-1-050
3. Health Care Center at Monarch Landing – Traffic Assessment Memorandum – PZC 12-1-050
4. Health Care Center at Monarch Landing – Staff Memo from June 6, 2012 PZC Meeting – PZC 12-1-050
5. Health Care Center at Monarch Landing – June 6, 2012 PZC Minutes – PZC 12-1-050

Monarch Landing – Healthcare Center

**NAPERVILLE, ILLINOIS
DUPAGE COUNTY**



TRAFFIC IMPACT STUDY

PREPARED FOR:

Senior Care Development, LLC
500 Mamaroneck Avenue, Suite 406
Harrison, NY 10528

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 03099.TRAF
Contact: Michael J. Rechterik, P.E., PTOE

April 13, 2012

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APPENDIX A EXISTING TRAFFIC VOLUMES
APPENDIX B CAPACITY ANALYSIS WORKSHEETS (EXISTING)
APPENDIX C CAPACITY ANALYSIS WORKSHEETS (FUTURE)



I. INTRODUCTION

Senior Care Development, LLC is planning to develop a vacant property adjacent to the Monarch Landing retirement community located on the northeast corner of Illinois Route 59 (IL 59) and Ferry Road in Naperville, Illinois. A site location map is included as Figure 1. The project site is approximately 6.5 acres and the development will consist of an assisted living/memory care and skilled nursing facilities with a total of 124 beds and 61 parking spaces. The conceptual site plan is provided in Figure 2.

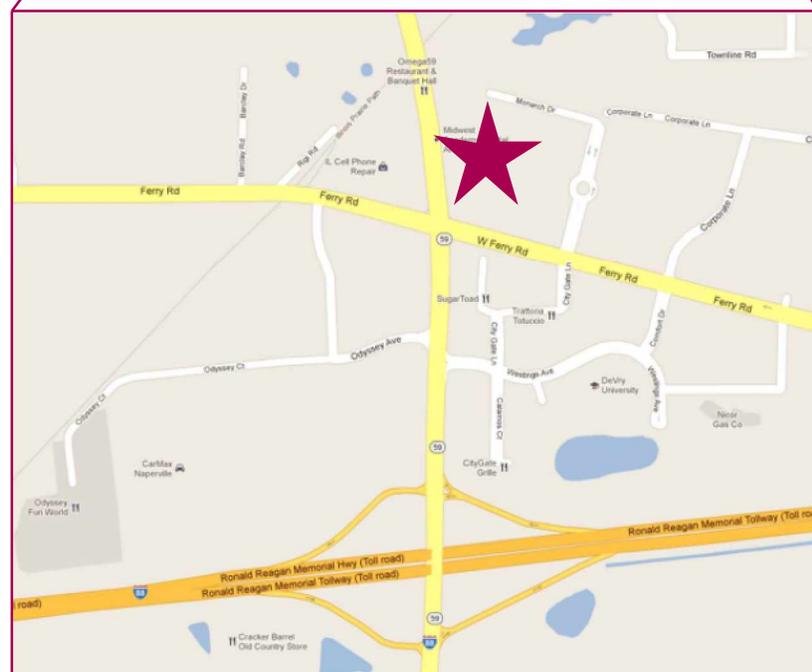
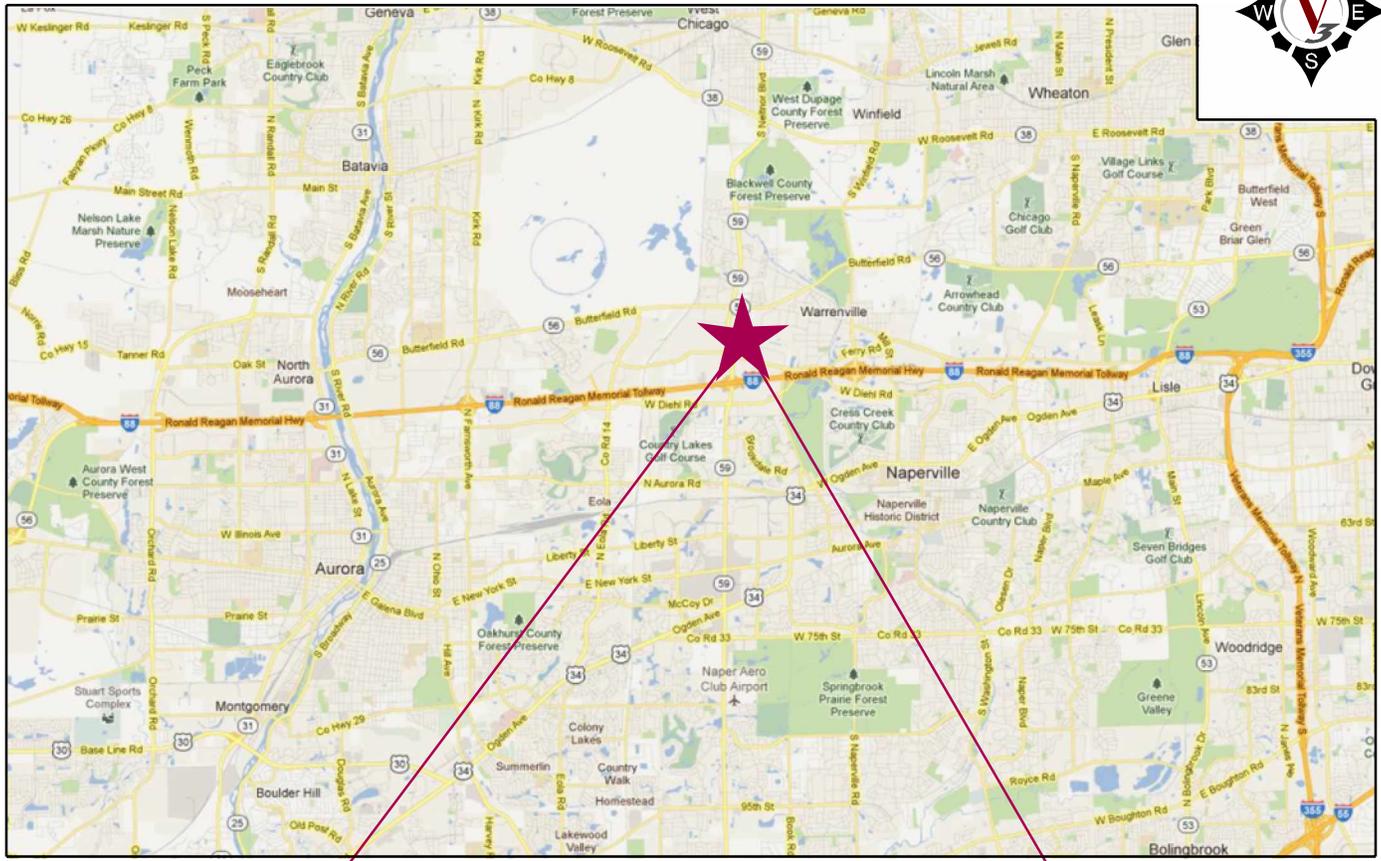
Access to the project site will be provided at two locations. A new right-in/right-out access is proposed on IL 59. In addition, a northbound only (one-way) roadway is proposed from an existing Monarch Landing internal roadway. As shown in the site plan, this roadway will provide access to the site from Ferry Road. All vehicles will be required to exit the site on IL 59.

The purpose of this report is to evaluate the anticipated traffic impacts from the proposed project. Traffic estimates were determined for the year 2018, which is five years beyond the anticipated build-out of 2013. The study area consisted of the following existing intersections:

- IL 59 and Ferry Road
- Ferry Road and Monarch Drive/City Gate Lane
- Ferry Road and Comfort Drive/Corporate Lane

This report includes a description of existing conditions, data collection and analysis, evaluation of data, and conclusions and recommendations.

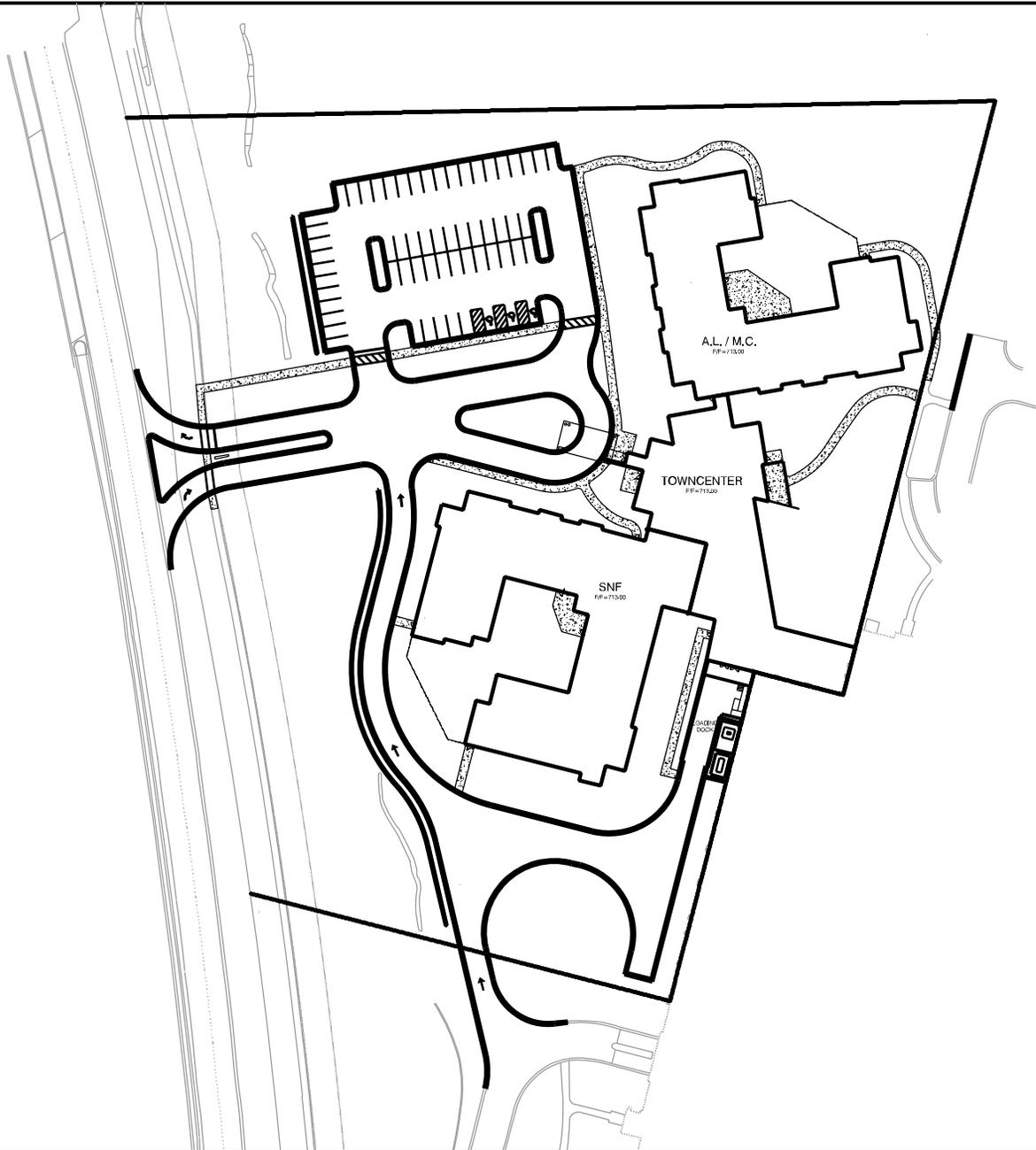




**MONARCH LANDING
HEALTHCARE CENTER
TRAFFIC IMPACT STUDY**

**FIGURE 1
LOCATION MAP**

PAGE:
2



MONARCH LANDING HEALTHCARE CENTER TRAFFIC IMPACT STUDY

FIGURE 2 PROPOSED SITE PLAN

NAPERVILLE

ILLINOIS

PAGE:

3

II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site which include residential, commercial, warehouses, and office. As previously mentioned, the site is adjacent to the Monarch Landing retirement community. Commercial property exists directly to the west of the site along the west side of IL 59. Office and commercial development is located directly south of the site south of Ferry Road. The land uses and locations are presented in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations are illustrated in Figure 4.

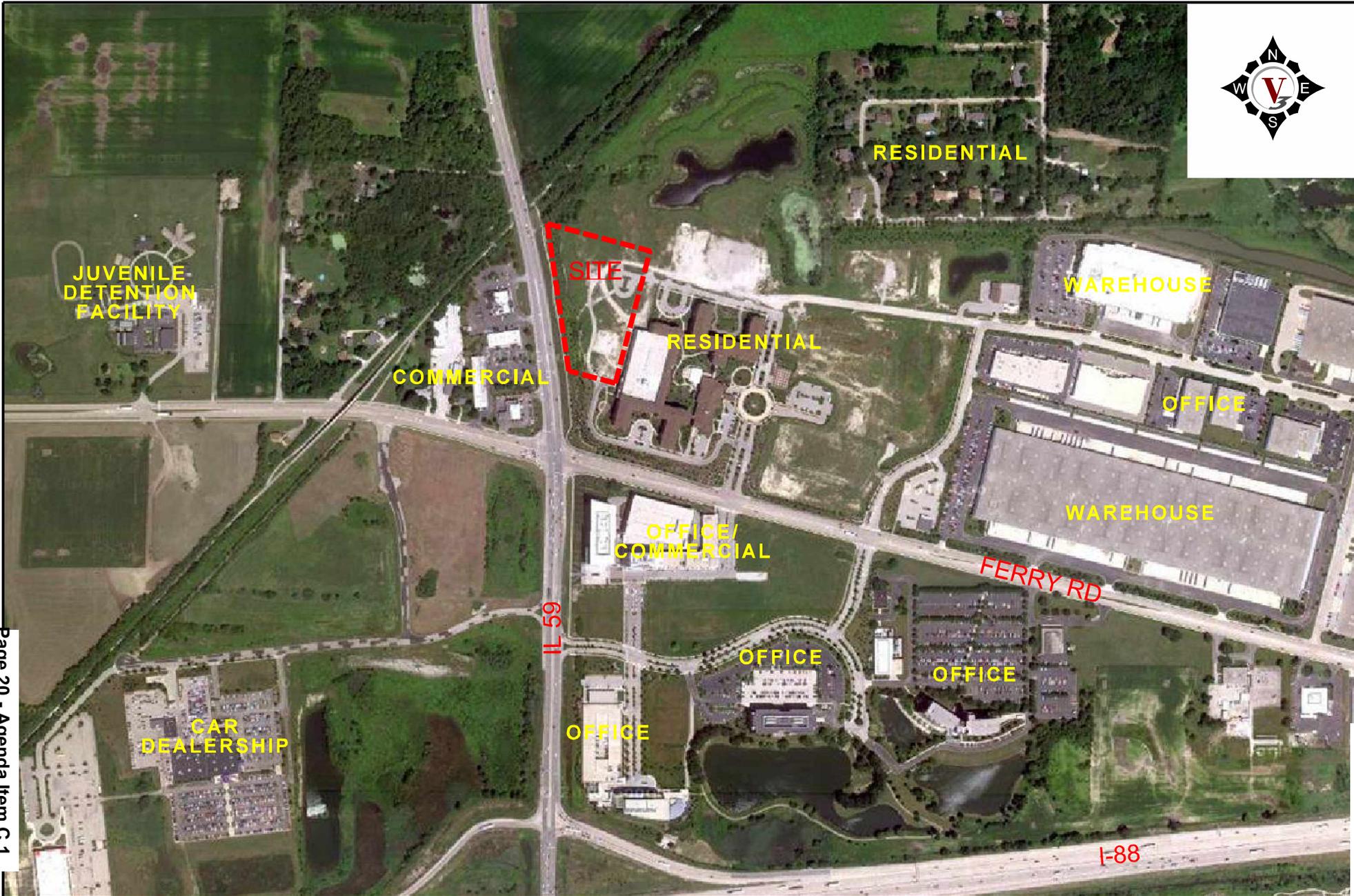
Ferry Road is a four-lane divided east-west roadway under DuPage County's jurisdiction and is located south of the site. It has two lanes in each direction and parking is prohibited. At the intersections with Monarch Drive/City Gate Lane and Comfort Drive/Corporate Lane, there are exclusive eastbound and westbound left-turn lanes. Both of these intersections are unsignalized. Curb and gutter and a sidewalk/path are located along the north and south sides of the roadway. The posted speed limit is 45 mph in the vicinity of the site.

IL 59 is a four-lane divided north-south roadway located to the west of the site. It is under the Illinois Department of Transportation's (IDOT) jurisdiction and is classified as a Strategic Regional Arterial (SRA). It has two-lanes in each direction, carries a large volume of traffic through the Naperville/Warrenville area, and provides a north-south connection between I-88 and I-90. At the signalized intersection with Ferry Road, all approaches have exclusive left and right turn lanes. There is a combination of curb and gutter and shoulders in the vicinity of the site. There is sidewalk on the east side of IL 59 with pedestrian crossings on all legs of the Ferry Road intersection. The posted speed limit is 45 mph.

Monarch Drive/City Gate Lane are primarily access drives to existing developments. Monarch Drive is currently a gated road and provides access to the Monarch Landing retirement community. It has two outbound lanes (a shared through/left-turn lane and an exclusive right-turn lane) at the approach to Ferry Road. City Gate Lane provides access to the office and retail developments south of Ferry Road and to the east of IL 59. It has an exclusive left-turn lane and a shared through/right-turn lane at the approach to Ferry Road.

Comfort Drive/Corporate Lane are also primarily access drives to surrounding developments. Comfort Drive provides access to the office developments south of Ferry Road. It has three outbound lanes (exclusive left-turn, through, and right-turn lanes) at the approach to Ferry Road. Corporate Drive is a two-lane undivided road that provides access to the office and warehouse developments north of Ferry Road. At the approach to Ferry Road, there is an exclusive left-turn lane and a shared through/right-turn lane.





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Planning and Zoning Commission - 7/5/12

**MONARCH LANDING
HEALTHCARE CENTER
TRAFFIC IMPACT STUDY**

**FIGURE 3
LAND USES**

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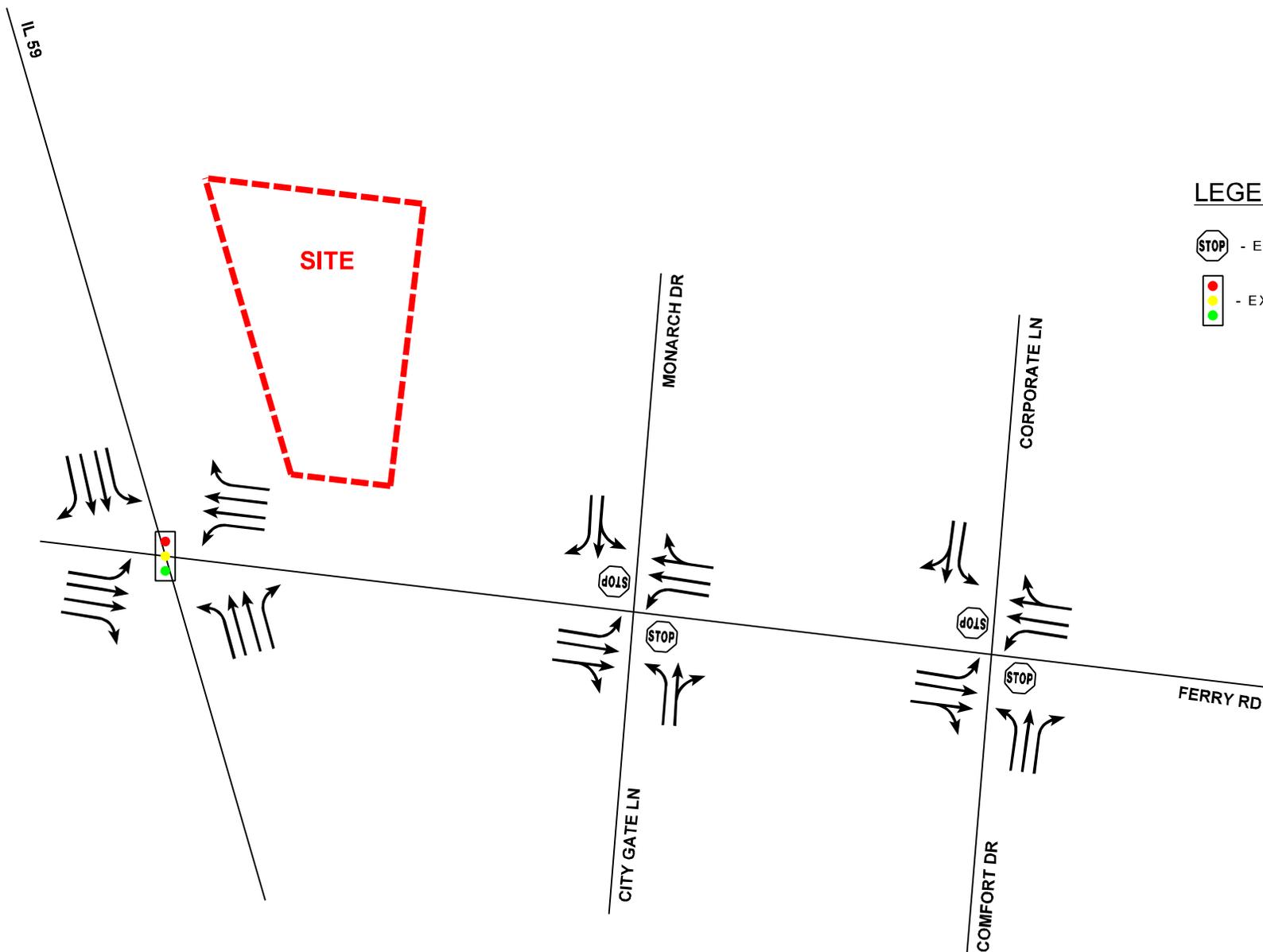
NAPERVILLE

ILLINOIS



LEGEND

-  - EXISTING STOP SIGN
-  - EXISTING TRAFFIC SIGNAL



MONARCH LANDING HEALTHCARE CENTER TRAFFIC IMPACT STUDY

FIGURE 4 EXISTING LANE CONFIGURATIONS NAPERVILLE ILLINOIS

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Traffic Volumes

To assist in the evaluation of the traffic impacts on the roadway system resulting from the proposed development, existing intersection traffic volumes were collected during the times and dates listed below:

- IL 59 and Ferry Road
 - Tuesday (4/3/2012) – 7:00 a.m. to 9:00 a.m.
 - Tuesday (4/3/2012) – 4:00 p.m. to 6:00 p.m.
- Ferry Road and Monarch Drive/City Gate Lane
 - Wednesday (4/4/2012) – 7:00 a.m. to 9:00 a.m.
 - Wednesday (4/4/2012) – 4:00 p.m. to 6:00 p.m.

Traffic counts, dated 5/19/2010, at the intersection of Ferry Road and Comfort Drive/Corporate Lane were provided by the City of Naperville for use in the study. The traffic volumes were adjusted to reflect year 2012 conditions.

The weekday a.m. and weekday p.m. peak hours occurred between 7:15 a.m. – 8:15 a.m. and 4:30 p.m. – 5:30 p.m., respectively. The existing peak hour traffic volumes are illustrated in Figure 5. A summary of the traffic volumes in fifteen minute increments are provided in Appendix A.

Proposed Development

Land Use Development

There are not any known proposed land development projects in the vicinity of the site that will impact the study area intersections. However, it is expected that development will occur in this area in the future given the amount of undeveloped land.

Roadway Improvements

IDOT currently has a roadway improvement project planned for IL 59 from Aurora Avenue to Ferry Road including the interchange at I-88. IL 59 will be widened to three lanes in each direction and it will also include intersection improvements. Construction is currently planned for 2012-2013. For purposes of this analysis, the existing geometries at the intersection of IL 59 and Ferry Road were utilized.

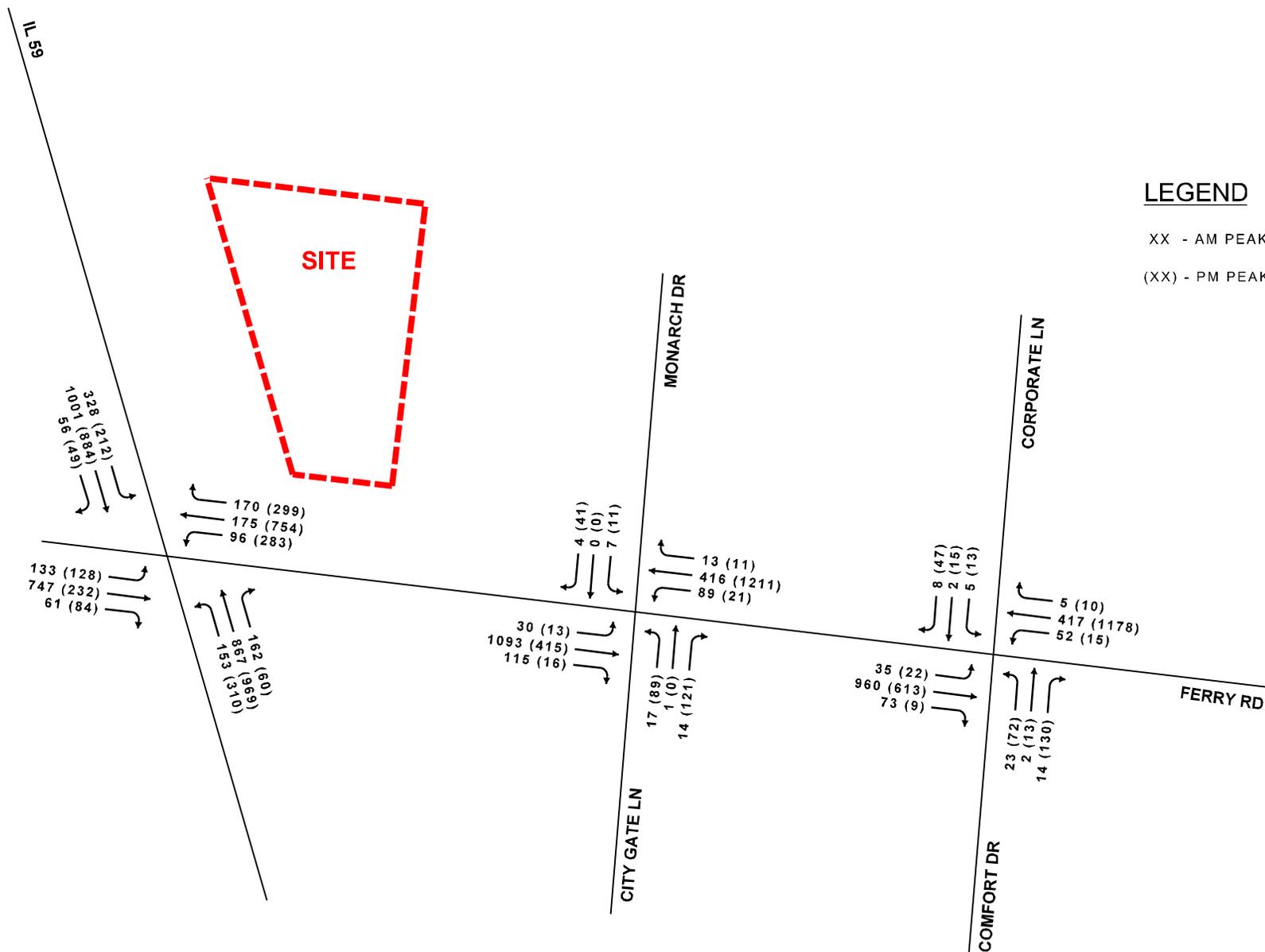




LEGEND

XX - AM PEAK HOUR VOLUME

(XX) - PM PEAK HOUR VOLUME



**MONARCH LANDING
HEALTHCARE CENTER
TRAFFIC IMPACT STUDY**

**FIGURE 5
EXISTING TRAFFIC VOLUMES**

NAPERVILLE

ILLINOIS

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III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

As stated earlier, the proposed project will consist of an assisted living/memory care and skilled nursing facilities with a total of 124 beds. Project traffic for the site was estimated using the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition. The following category was used to determine project traffic:

Assisted Living (254) – Assisted living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents, and services include dining, housekeeping, social and physical activities, medication administration and transportation. Alzheimer’s and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes.

Provided in Table 1 is the trip generation data.

**TABLE 1
TRIP GENERATION**

Land Use	Size	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Enter	Exit	Enter	Exit
Assisted Living - 254	124 Beds	15	6	19	17

The trip rates in the Trip Generation for assisted living and skilled nursing facilities land uses were comparable. To be conservative, the higher trip rate land use was used for the entire analysis which in this case is assisted living.

Trip Distribution and Assignment

The direction from which traffic will approach and depart a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and levels of congestion on the adjacent road systems.

The directional distribution of project traffic determined for this study was based on existing travel patterns in the area. Based on information received from Senior Care Development, LLC, access to the site from Monarch Drive will also be allowed through the gated entrance. The directional distribution and assignment of project traffic is illustrated in Figure 6.





LEGEND

XX - AM PEAK HOUR VOLUME

(XX) - PM PEAK HOUR VOLUME



MONARCH LANDING HEALTHCARE CENTER TRAFFIC IMPACT STUDY

FIGURE 6 PROJECT TRAFFIC VOLUMES

NAPERVILLE

ILLINOIS

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Background Traffic Volumes

Background traffic volumes were estimated for the year 2018, which is five years beyond the anticipated build-out of 2013. These volumes account for future (non-project related) growth in the area. A conservative growth rate of 1.0% per year was applied to the existing traffic volumes. The background traffic volumes are illustrated in Figure 7.

Future Traffic Volumes

To obtain future year 2018 traffic volumes, the project traffic volumes were added to the background traffic volumes. Figure 8 depicts the future traffic volumes for the year 2018.

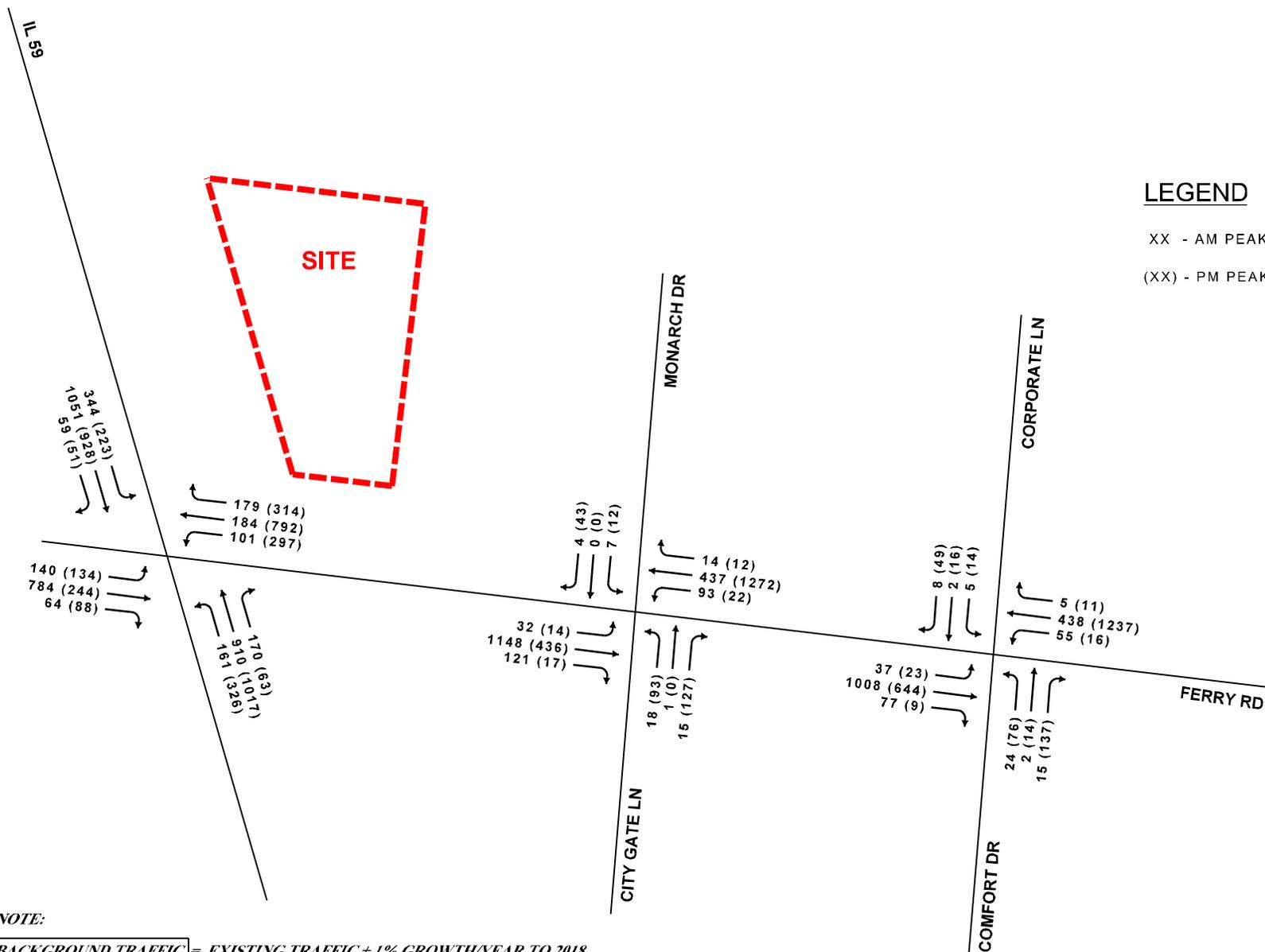




LEGEND

XX - AM PEAK HOUR VOLUME

(XX) - PM PEAK HOUR VOLUME



NOTE:

BACKGROUND TRAFFIC = EXISTING TRAFFIC + 1% GROWTH/YEAR TO 2018
(FIGURE 5)

**MONARCH LANDING
HEALTHCARE CENTER
TRAFFIC IMPACT STUDY**

**FIGURE 7
BACKGROUND TRAFFIC VOLUMES
NAPERVILLE
ILLINOIS**

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LEGEND

XX - AM PEAK HOUR VOLUME

(XX) - PM PEAK HOUR VOLUME



NOTE:

FUTURE TRAFFIC = PROJECT TRAFFIC + BACKGROUND TRAFFIC
 (FIGURE 6) (FIGURE 7)

**MONARCH LANDING
 HEALTHCARE CENTER
 TRAFFIC IMPACT STUDY**

**FIGURE 8
 FUTURE TRAFFIC VOLUMES**

NAPERVILLE

ILLINOIS

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IV. TRAFFIC ANALYSIS

Capacity Analysis

The operation of a facility is based on level of service (LOS) calculations using analytical methods defined in the Transportation Research Board's Highway Capacity Manual, 2000 Edition. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and the perception of motorists. There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst. In general, the various LOS are defined as follows:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speed is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.
- LOS D represents high-density, but stable flow. Speed and freedom to maneuver are restricted and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form.



The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided below.

<u>LOS</u>	<u>Average Control Delay (sec/veh)</u>	
	<u>Signalized</u>	<u>Unsignalized</u>
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Typically, various state and local governments adopt standards varying between LOS C and LOS E, depending on the area’s size and roadway characteristics. Based on our past experience in the City of Naperville and DuPage County, a LOS D or better has been the accepted operating standards. For purposes of this analysis, a LOS D has been assumed to be the threshold.

A capacity analysis was performed for the existing and future traffic conditions using the Highway Capacity Software (HCS+). Existing signal timings were obtained from the field. LOS evaluations were performed at the following study intersections:

- IL 59 and Ferry Road
- Ferry Road and Monarch Drive/City Gate Lane
- Ferry Road and Comfort Drive/Corporate Lane
- IL 59 and Project Driveway

Reported in Table 2 are the weekday a.m. and weekday p.m. peak hour capacity analysis results. Supporting analysis worksheets from HCS+ for the existing and future traffic conditions are provided in Appendices B and C, respectively.



**TABLE 2
PEAK HOUR LOS SUMMARY**

Intersection	Approach	Existing				Future			
		Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Ferry Road & Illinois Route 59	EB	D	45.4	D	37.0	D	48.3	D	38.6
	WB	C	31.0	D	52.2	C	31.7	E	59.0
	NB	C	27.3	C	30.3	C	30.5	D	47.7
	SB	C	29.4	C	33.4	D	37.2	D	41.1
Ferry Road & Monarch Drive / City Gate Lane *	NB	D	25.8	C	17.6	D	28.5	C	19.5
	SB	C	18.5	C	17.7	C	19.9	C	19.1
Ferry Road & Corporate Lane / Comfort Drive *	NB	C	23.2	C	19.9	D	28.7	C	22.1
	SB	C	15.3	C	21.5	C	18.3	C	23.5
Project Driveway & Illinois Route 59 *	WB					B	12.7	B	14.4

*Unsignalized Intersection

A review of Table 2 indicates that all intersection approaches operate at a LOS D or better under existing and future traffic conditions except for the westbound approach at IL 59 and Ferry during the p.m. peak hour (future conditions only). Post development, the LOS for these intersections will be similar to existing conditions. The increase in delay is mainly attributed to the background (non-project) traffic projected for the year 2018. Monarch Landing Healthcare Center accounts for less than a half percent of the total traffic traveling through the intersection of IL 59 and Ferry Road.

V. CONCLUSIONS AND RECOMMENDATIONS

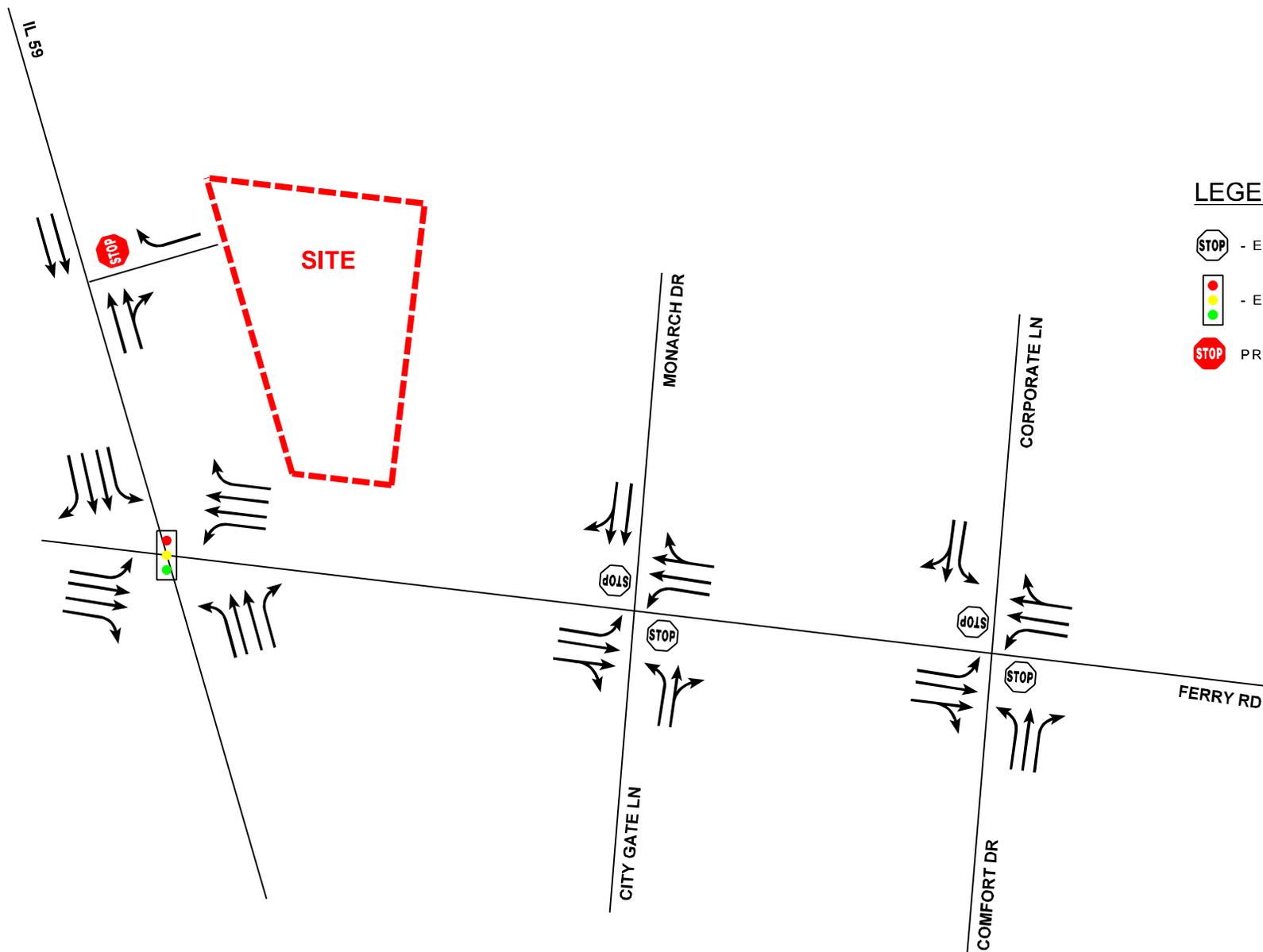
This study analyzed the traffic impacts for the proposed development consisting of an assisted living/memory care and skilled nursing facilities with a total of 124 beds. A new right-in/right-out access is proposed on IL 59. A capacity analysis was performed for the existing and future traffic conditions for the weekday a.m. and weekday p.m. peak hours. Traffic was estimated to the year 2018, which is five years beyond the anticipated community build-out of 2013.

Based on the results of the traffic analysis, the Monarch Landing Healthcare Center will add minimal traffic to the surrounding roadway system. The future lane configurations and recommended traffic control for the study area intersections are provided in Figure 9.



LEGEND

-  - EXISTING STOP SIGN
-  - EXISTING TRAFFIC SIGNAL
-  PROPOSED STOP SIGN



MONARCH LANDING
HEALTHCARE CENTER
TRAFFIC IMPACT STUDY

FIGURE 9
FUTURE LANE CONFIGURATIONS
NAPERVILLE ILLINOIS

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APPENDIX A EXISTING TRAFFIC VOLUMES



V3 Companies

7325 Janes Avenue
Woodridge, IL 60517

Project: Monarch Landing
Location: Naperville, IL
Weather: Dry
Counted by: V3

File Name : IL 59 - Ferry - AM
Site Code : 00001111
Start Date : 4/3/2012
Page No : 1

Groups Printed- Cars - Single Unit Trucks - Trailer Trucks

Start Time	IL 59 Northbound					IL 59 Southbound					Ferry Rd Eastbound					Ferry Rd Westbound					Int. Total
	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	
07:00 AM	25	215	36	0	276	71	195	7	0	273	21	123	17	0	161	17	26	28	0	71	781
07:15 AM	34	199	29	0	262	76	235	13	0	324	36	176	12	0	224	13	40	46	0	99	909
07:30 AM	45	223	39	0	307	81	261	14	0	356	33	184	13	0	230	31	51	54	0	136	1029
07:45 AM	51	220	51	0	322	96	239	16	0	351	40	206	17	0	263	28	57	34	0	119	1055
Total	155	857	155	0	1167	324	930	50	0	1304	130	689	59	0	878	89	174	162	0	425	3774
08:00 AM	23	225	43	0	291	75	266	13	0	354	24	181	19	0	224	24	27	36	0	87	956
08:15 AM	36	224	41	0	301	80	235	14	1	330	22	153	15	1	191	19	28	25	1	73	895
08:30 AM	30	211	34	0	275	75	219	12	0	306	17	164	33	0	214	11	39	29	0	79	874
08:45 AM	29	209	33	0	271	91	212	12	0	315	9	126	18	1	154	16	19	35	0	70	810
Total	118	869	151	0	1138	321	932	51	1	1305	72	624	85	2	783	70	113	125	1	309	3535
Grand Total	273	1726	306	0	2305	645	1862	101	1	2609	202	1313	144	2	1661	159	287	287	1	734	7309
Apprch %	11.8	74.9	13.3	0		24.7	71.4	3.9	0		12.2	79	8.7	0.1		21.7	39.1	39.1	0.1		
Total %	3.7	23.6	4.2	0	31.5	8.8	25.5	1.4	0	35.7	2.8	18	2	0	22.7	2.2	3.9	3.9	0	10	
Cars	251	1557	291	0	2099	624	1679	84	1	2388	181	1292	117	2	1592	147	278	278	1	704	6783
% Cars	91.9	90.2	95.1	0	91.1	96.7	90.2	83.2	100	91.5	89.6	98.4	81.2	100	95.8	92.5	96.9	96.9	100	95.9	92.8
Single Unit Trucks	7	37	5	0	49	18	51	8	0	77	12	13	7	0	32	5	6	9	0	20	178
% Single Unit Trucks	2.6	2.1	1.6	0	2.1	2.8	2.7	7.9	0	3	5.9	1	4.9	0	1.9	3.1	2.1	3.1	0	2.7	2.4
Semi-Trailer Trucks	15	132	10	0	157	3	132	9	0	144	9	8	20	0	37	7	3	0	0	10	348
% Semi-trailer Trucks	5.5	7.6	3.3	0	6.8	0.5	7.1	8.9	0	5.5	4.5	0.6	13.9	0	2.2	4.4	1	0	0	1.4	4.8

V3 Companies

7325 Janes Avenue
Woodridge, IL 60517

Project: Monarch Landing
Location: Naperville, IL
Weather: Dry
Counted by: V3

File Name : IL 59 - Ferry - PM
Site Code : 00002222
Start Date : 4/3/2012
Page No : 1

Groups Printed- Cars - Single Unit Trucks - Trailer Trucks

Start Time	IL 59 Northbound					IL 59 Southbound					Ferry Rd Eastbound					Ferry Rd Westbound					Int. Total
	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	
04:00 PM	44	251	15	0	310	35	215	19	0	269	35	52	21	0	108	54	130	56	0	240	927
04:15 PM	50	273	20	0	343	53	255	25	0	333	19	58	10	1	88	57	151	66	0	274	1038
04:30 PM	71	235	8	0	314	39	216	14	0	269	28	62	26	0	116	84	181	81	1	347	1046
04:45 PM	79	248	17	0	344	59	227	14	0	300	22	57	20	0	99	68	183	64	0	315	1058
Total	244	1007	60	0	1311	186	913	72	0	1171	104	229	77	1	411	263	645	267	1	1176	4069
05:00 PM	79	245	13	1	338	62	209	6	0	277	40	52	26	0	118	75	177	70	4	326	1059
05:15 PM	81	241	22	0	344	52	232	15	0	299	38	61	12	1	112	56	213	84	0	353	1108
05:30 PM	61	259	22	0	342	56	239	23	0	318	17	44	14	0	75	52	179	78	0	309	1044
05:45 PM	57	214	24	0	295	56	208	21	0	285	24	40	8	0	72	44	121	52	1	218	870
Total	278	959	81	1	1319	226	888	65	0	1179	119	197	60	1	377	227	690	284	5	1206	4081
Grand Total	522	1966	141	1	2630	412	1801	137	0	2350	223	426	137	2	788	490	1335	551	6	2382	8150
Apprch %	19.8	74.8	5.4	0		17.5	76.6	5.8	0		28.3	54.1	17.4	0.3		20.6	56	23.1	0.3		
Total %	6.4	24.1	1.7	0	32.3	5.1	22.1	1.7	0	28.8	2.7	5.2	1.7	0	9.7	6	16.4	6.8	0.1	29.2	
Cars	497	1849	133	1	2480	409	1676	125	0	2210	216	423	126	2	767	482	1326	536	6	2350	7807
% Cars	95.2	94	94.3	100	94.3	99.3	93.1	91.2	0	94	96.9	99.3	92	100	97.3	98.4	99.3	97.3	100	98.7	95.8
Single Unit Trucks	5	27	1	0	33	3	27	6	0	36	3	2	4	0	9	2	3	11	0	16	94
% Single Unit Trucks	1	1.4	0.7	0	1.3	0.7	1.5	4.4	0	1.5	1.3	0.5	2.9	0	1.1	0.4	0.2	2	0	0.7	1.2
Semi-Trailer Trucks	20	90	7	0	117	0	98	6	0	104	4	1	7	0	12	6	6	4	0	16	249
% Semi-trailer Trucks	3.8	4.6	5	0	4.4	0	5.4	4.4	0	4.4	1.8	0.2	5.1	0	1.5	1.2	0.4	0.7	0	0.7	3.1

V3 Companies

7325 Janes Avenue
Woodridge, IL 60517

Project: Monarch Landing
Location: Naperville, IL
Weather: Dry
Counted by: V3

File Name : Ferry - Monarch - AM
Site Code : 00001111
Start Date : 4/4/2012
Page No : 1

Groups Printed- Cars - Single Unit Trucks - Trailer Trucks

Start Time	City Gate Ln Northbound					Monarch Dr Southbound					Ferry Rd Eastbound					Ferry Rd Westbound					Int. Total
	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	
07:00 AM	3	0	1	0	4	2	0	1	0	3	4	224	20	0	248	7	79	0	0	86	341
07:15 AM	4	0	5	0	9	2	0	1	0	3	3	237	18	0	258	10	118	0	0	128	398
07:30 AM	2	1	3	0	6	2	0	2	0	4	4	302	22	1	329	25	105	2	0	132	471
07:45 AM	6	0	3	0	9	1	0	0	0	1	14	306	45	0	365	35	108	10	0	153	528
Total	15	1	12	0	28	7	0	4	0	11	25	1069	105	1	1200	77	410	12	0	499	1738
08:00 AM	5	0	3	0	8	2	0	1	0	3	9	248	30	1	288	19	85	1	0	105	404
08:15 AM	6	0	5	0	11	1	0	2	0	3	7	214	27	0	248	18	95	1	0	114	376
08:30 AM	6	1	0	0	7	2	0	1	0	3	8	195	27	0	230	10	85	3	0	98	338
08:45 AM	5	0	4	0	9	3	0	4	0	7	5	208	13	0	226	12	89	4	1	106	348
Total	22	1	12	0	35	8	0	8	0	16	29	865	97	1	992	59	354	9	1	423	1466
Grand Total	37	2	24	0	63	15	0	12	0	27	54	1934	202	2	2192	136	764	21	1	922	3204
Apprch %	58.7	3.2	38.1	0		55.6	0	44.4	0		2.5	88.2	9.2	0.1		14.8	82.9	2.3	0.1		
Total %	1.2	0.1	0.7	0	2	0.5	0	0.4	0	0.8	1.7	60.4	6.3	0.1	68.4	4.2	23.8	0.7	0	28.8	
Cars	36	2	22	0	60	15	0	12	0	27	54	1898	200	2	2154	134	725	21	1	881	3122
% Cars	97.3	100	91.7	0	95.2	100	0	100	0	100	100	98.1	99	100	98.3	98.5	94.9	100	100	95.6	97.4
Single Unit Trucks	1	0	2	0	3	0	0	0	0	0	0	23	2	0	25	2	28	0	0	30	58
% Single Unit Trucks	2.7	0	8.3	0	4.8	0	0	0	0	0	0	1.2	1	0	1.1	1.5	3.7	0	0	3.3	1.8
Semi-Trailer Trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	11	0	0	11	24
% Semi-trailer Trucks	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0	1.4	0	0	1.2	0.7

V3 Companies

7325 Janes Avenue
Woodridge, IL 60517

Project: Monarch Landing
Location: Naperville, IL
Weather: Dry
Counted by: V3

File Name : Ferry - Monarch - PM
Site Code : 00333333
Start Date : 4/4/2012
Page No : 1

Groups Printed- Cars - Single Unit Trucks - Trailer Trucks

Start Time	City Gate Ln Northbound					Monarch Dr Southbound					Ferry Rd Eastbound					Ferry Rd Westbound					Int. Total
	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	LT	TH	RT	Peds	App. Total	
04:00 PM	25	0	15	0	40	5	0	5	0	10	8	105	5	1	119	3	246	2	0	251	420
04:15 PM	14	0	12	0	26	0	0	7	0	7	0	91	4	0	95	2	235	5	0	242	370
04:30 PM	31	0	47	0	78	1	0	6	0	7	2	90	1	0	93	8	302	4	0	314	492
04:45 PM	12	0	23	0	35	1	0	6	0	7	3	111	5	0	119	2	306	3	0	311	472
Total	82	0	97	0	179	7	0	24	0	31	13	397	15	1	426	15	1089	14	0	1118	1754
05:00 PM	34	0	28	0	62	5	0	11	0	16	3	111	4	0	118	5	303	1	1	310	506
05:15 PM	12	0	23	0	35	4	0	18	1	23	5	103	6	0	114	6	300	3	0	309	481
05:30 PM	13	0	19	0	32	4	0	3	0	7	2	117	5	0	124	2	246	5	0	253	416
05:45 PM	5	0	10	0	15	1	0	2	0	3	1	82	7	1	91	0	207	1	0	208	317
Total	64	0	80	0	144	14	0	34	1	49	11	413	22	1	447	13	1056	10	1	1080	1720
Grand Total	146	0	177	0	323	21	0	58	1	80	24	810	37	2	873	28	2145	24	1	2198	3474
Apprch %	45.2	0	54.8	0		26.2	0	72.5	1.2		2.7	92.8	4.2	0.2		1.3	97.6	1.1	0		
Total %	4.2	0	5.1	0	9.3	0.6	0	1.7	0	2.3	0.7	23.3	1.1	0.1	25.1	0.8	61.7	0.7	0	63.3	
Cars	144	0	175	0	319	21	0	56	1	78	24	794	36	2	856	25	2109	24	1	2159	3412
% Cars	98.6	0	98.9	0	98.8	100	0	96.6	100	97.5	100	98	97.3	100	98.1	89.3	98.3	100	100	98.2	98.2
Single Unit Trucks	2	0	2	0	4	0	0	2	0	2	0	4	1	0	5	3	21	0	0	24	35
% Single Unit Trucks	1.4	0	1.1	0	1.2	0	0	3.4	0	2.5	0	0.5	2.7	0	0.6	10.7	1	0	0	1.1	1
Semi-Trailer Trucks	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	15	0	0	15	27
% Semi-trailer Trucks	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	1.4	0	0.7	0	0	0.7	0.8

City of Naperville

400 S. Eagle Street
Naperville, Illinois, 60540

Great Service All -The-Time

File Name : Ferry and Comfort 2010

Site Code : 20100146

Start Date : 5/19/2010

Page No : 1

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:45	5	0	0	0	5	0	44	1	0	45	1	0	1	0	2	4	69	4	0	77	129
Total	5	0	0	0	5	0	44	1	0	45	1	0	1	0	2	4	69	4	0	77	129
06:00	1	0	0	0	1	0	42	2	0	44	0	1	1	1	3	2	89	1	0	92	140
06:15	1	0	1	0	2	0	60	3	0	63	0	0	0	0	0	8	143	4	0	155	220
06:30	0	0	0	0	0	2	68	5	0	75	0	0	0	0	0	10	156	2	0	168	243
06:45	0	0	0	0	0	0	51	5	0	56	1	0	1	0	2	12	169	0	0	181	23
Total	2	0	1	0	3	2	221	15	0	238	1	1	2	1	5	32	557	7	0	596	84
07:00	3	0	3	3	9	2	67	10	0	79	1	0	1	0	2	15	193	4	0	212	30
07:15	1	0	1	0	2	2	64	0	0	66	4	0	7	0	11	13	192	5	0	210	28
07:30	0	0	0	0	0	2	88	6	0	96	3	0	3	0	6	16	204	5	0	225	32
07:45	3	0	3	0	6	0	69	12	0	81	3	0	4	0	7	13	175	3	0	191	28
Total	7	0	7	3	17	6	288	28	0	322	11	0	15	0	26	57	764	17	0	838	120
08:00	2	0	0	0	2	0	112	23	0	135	1	1	4	0	6	16	197	15	0	228	37
08:15	4	0	0	2	6	20	88	24	0	132	2	0	1	1	4	14	150	15	0	179	32
08:30	2	0	0	0	2	2	79	21	0	102	1	0	2	0	3	4	139	10	0	153	26
08:45	2	0	0	0	2	0	63	16	0	79	2	0	4	0	6	9	147	16	0	172	25
Total	10	0	0	2	12	22	342	84	0	448	6	1	11	1	19	43	633	56	0	732	121
09:00	3	0	2	0	5	0	56	9	0	65	4	1	2	0	7	5	121	5	0	131	208
09:15	1	0	0	0	1	0	51	1	0	52	2	0	7	0	9	4	104	8	0	116	178
09:30	4	0	0	0	4	0	60	4	0	64	4	0	1	0	5	4	77	5	0	86	159
09:45	6	0	0	2	8	0	69	4	0	73	2	0	2	2	6	2	84	3	0	89	176
Total	14	0	2	2	18	0	236	18	0	254	12	1	12	2	27	15	386	21	0	422	721
10:00	3	0	0	0	3	2	57	4	0	63	1	0	8	0	9	2	79	2	0	83	158
10:15	1	0	0	0	1	0	70	3	0	73	0	0	4	0	4	0	71	1	0	72	150
10:30	3	1	0	0	4	0	75	0	0	75	5	0	1	0	6	0	73	2	0	75	160
10:45	2	0	0	0	2	0	83	4	0	87	5	0	0	0	5	3	61	2	0	66	160
Total	9	1	0	0	10	2	285	11	0	298	11	0	13	0	24	5	284	7	0	296	628
11:00	3	0	0	1	4	0	78	3	0	81	14	0	2	0	16	0	90	4	0	94	195
11:15	6	0	0	0	6	0	89	5	0	94	9	0	7	0	16	4	86	1	0	91	207
11:30	15	0	0	0	15	1	101	1	0	103	12	0	3	0	15	1	81	7	0	89	222
11:45	13	0	0	0	13	0	113	0	0	113	24	0	9	6	39	2	78	8	0	88	253
Total	37	0	0	1	38	1	381	9	0	391	59	0	21	6	86	7	335	20	0	362	877

Planning and Zoning Commission - 7/5/2012 - 38

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City of Naperville

400 S. Eagle Street
Naperville, Illinois, 60540

Great Service All -The-Time

File Name : Ferry and Comfort 2010

Site Code : 20100146

Start Date : 5/19/2010

Page No : 2

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00	13	0	0	1	14	1	87	8	0	96	19	0	8	0	27	7	96	5	0	108	245
12:15	6	0	1	1	8	0	83	7	0	90	12	0	2	0	14	5	72	5	0	82	194
12:30	3	3	2	0	8	1	98	14	0	113	12	8	5	1	26	5	112	10	0	127	274
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	3	3	2	30	2	268	29	0	299	43	8	15	1	67	17	280	20	0	317	713
13:00	5	0	1	1	7	2	79	16	0	97	19	0	4	0	23	6	81	7	0	94	221
13:15	6	0	0	0	6	0	70	10	0	80	12	0	3	0	15	1	92	7	0	100	201
13:30	2	0	0	0	2	0	84	6	0	90	7	0	2	0	9	4	80	6	0	90	191
13:45	6	0	1	2	9	1	63	5	0	69	2	0	7	0	9	1	77	8	0	86	17
Total	19	0	2	3	24	3	296	37	0	336	40	0	16	0	56	12	330	28	0	370	78
14:00	8	0	0	0	8	1	91	2	0	94	8	0	6	0	14	3	73	4	1	81	19
14:15	3	0	1	0	4	0	132	10	0	142	7	0	7	0	14	3	78	3	0	84	24
14:30	12	0	1	0	13	2	132	5	0	139	7	0	8	0	15	0	95	7	0	102	26
14:45	11	0	2	0	13	1	172	3	0	176	5	0	8	1	14	0	105	8	0	113	31
Total	34	0	4	0	38	4	527	20	0	551	27	0	29	1	57	6	351	22	1	380	102
15:00	9	0	1	2	12	2	121	4	0	127	13	0	13	0	26	0	63	4	0	67	23
15:15	2	0	0	0	2	0	138	11	0	149	15	0	7	0	22	1	78	4	0	83	25
15:30	4	0	0	0	4	0	219	6	0	225	12	0	16	0	28	1	119	4	0	124	38
15:45	12	0	0	0	12	0	185	1	0	186	11	0	10	0	21	1	136	4	0	141	36
Total	27	0	1	2	30	2	663	22	0	687	51	0	46	0	97	3	396	16	0	415	122
16:00	29	0	0	0	29	0	236	9	0	245	26	0	13	0	39	1	126	3	0	130	443
16:15	10	0	0	0	10	1	246	1	0	248	18	0	6	0	24	3	130	0	0	133	415
16:30	18	0	0	0	18	0	280	3	0	283	46	0	18	0	64	2	148	7	0	157	522
16:45	14	12	3	0	29	0	246	5	0	251	27	10	12	0	49	2	116	2	0	120	449
Total	71	12	3	0	86	1	1008	18	0	1027	117	10	49	0	176	8	520	12	0	540	1829
17:00	3	0	4	0	7	2	205	2	0	209	12	0	12	0	24	2	113	2	0	117	357
17:15	2	0	3	0	5	6	211	2	0	219	19	0	15	0	34	1	113	6	0	120	378
17:30	14	0	1	0	15	0	231	2	0	233	38	0	11	1	50	1	100	0	0	101	399
17:45	6	1	0	0	7	0	170	3	0	173	30	0	9	1	40	2	135	1	0	138	358
Total	25	1	8	0	34	8	817	9	0	834	99	0	47	2	148	6	461	9	0	476	1492
18:00	3	0	0	1	4	0	144	2	0	146	18	0	6	0	24	7	140	2	0	149	323
18:15	4	0	0	0	4	0	170	2	0	172	6	0	1	0	7	0	215	1	0	216	399
18:30	3	0	0	0	3	1	113	3	0	117	9	0	5	1	15	0	143	1	0	144	279
18:45	2	1	1	0	4	0	81	0	0	81	6	0	3	0	9	0	117	0	0	117	211
Total	12	1	1	1	15	1	508	7	0	516	39	0	15	1	55	7	615	4	0	626	1212

Planning and Zoning Commission - 7/5/2012 - 39

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City of Naperville

400 S. Eagle Street
Naperville, Illinois, 60540

Great Service All -The-Time

File Name : Ferry and Comfort 2010

Site Code : 20100146

Start Date : 5/19/2010

Page No : 3

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
19:00	1	0	0	0	1	0	71	2	0	73	3	1	3	0	7	1	73	1	0	75	156
19:15	2	0	0	2	4	0	65	1	0	66	2	0	2	0	4	0	58	3	0	61	135
19:30	2	0	1	0	3	0	58	0	0	58	3	0	2	1	6	1	43	0	0	44	111
19:45	0	0	2	0	2	0	64	1	0	65	3	0	2	0	5	0	38	1	0	39	111
Total	5	0	3	2	10	0	258	4	0	262	11	1	9	1	22	2	212	5	0	219	513
Grand Total	299	18	35	18	370	54	6142	312	0	6508	528	22	301	16	867	224	6193	248	1	6666	14411
Apprch %	80.8	4.9	9.5	4.9		0.8	94.4	4.8	0		60.9	2.5	34.7	1.8		3.4	92.9	3.7	0		
Total %	2.1	0.1	0.2	0.1	2.6	0.4	42.6	2.2	0	45.2	3.7	0.2	2.1	0.1	6	1.6	43	1.7	0	46.3	

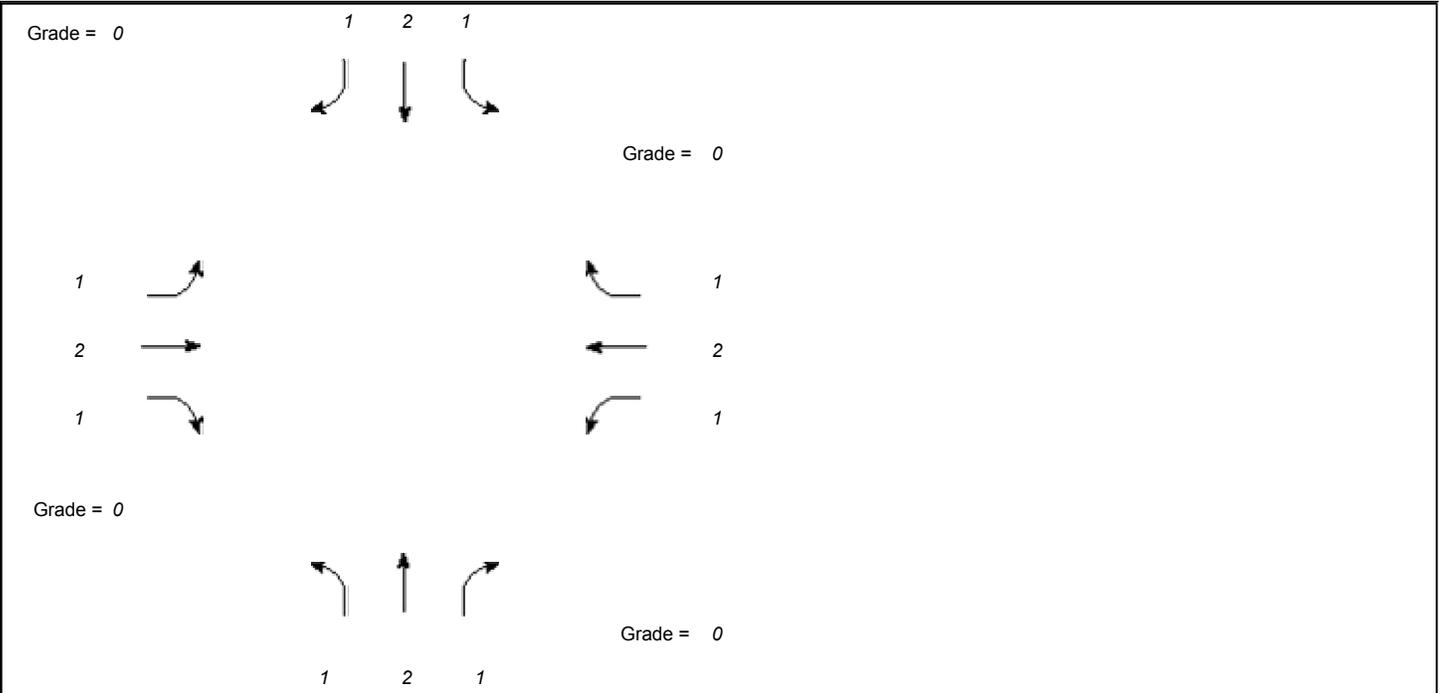
APPENDIX B CAPACITY ANALYSIS WORKSHEETS (EXISTING)



FULL REPORT

General Information		Site Information	
Analyst	JWB	Intersection	Ferry and IL 59
Agency or Co.	V3 Companies	Area Type	All other areas
Date Performed	4/13/2012	Jurisdiction	IDOT
Time Period	AM Peak Hour	Analysis Year	2012

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	133	747	61	96	175	170	153	867	162	328	1001	56
% Heavy Veh	10	2	20	8	3	3	8	10	5	3	10	17
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		
	Excl. Left	EW Perm	03	04	Excl. Left	SB Only	NS Perm	08				
Timing	G = 7.0	G = 30.0	G =	G =	G = 7.0	G = 6.0	G = 49.0	G =				
	Y = 3	Y = 6	Y =	Y =	Y = 3	Y = 3	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

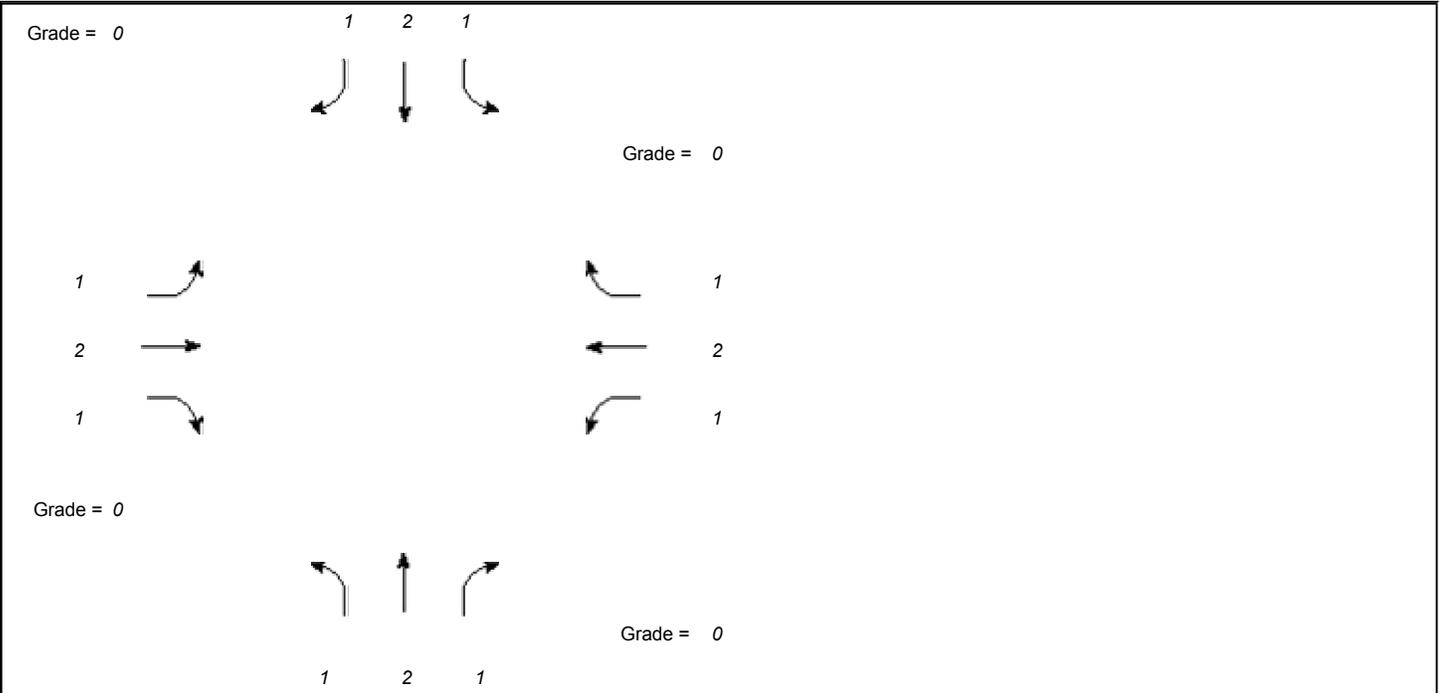
VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Volume Adjustment												
	EB			WB			NB			SB		
	LT	TH	RT									
Volume	133	747	61	96	175	170	153	867	162	328	1001	56
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	140	786	64	101	184	179	161	913	171	345	1054	59
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	140	786	64	101	184	179	161	913	171	345	1054	59
Proportion of LT or RT	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000
Saturation Flow Rate												
Base Satflow	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Number of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
f_w	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}	0.909	0.980	0.833	0.926	0.971	0.971	0.926	0.909	0.952	0.971	0.909	0.855
f_g	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_p	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{bb}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_a	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LU}	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.546	0.546	--	0.111	0.111	--	0.203	0.203	--	0.166	0.166	--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Secondary Adjusted Satflow	943	2038	--	195	411	--	356	701	--	307	576	--

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	140	786	64	101	184	179	161	913	171	345	1054	59
Satflow Rate	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.36	0.25	0.36	0.36	0.25	0.43	0.47	0.41	0.52	0.59	0.48	0.59
Lane Group Capacity	379	933	482	157	924	679	242	1414	795	375	1673	816
v/c Ratio	0.37	0.84	0.13	0.64	0.20	0.26	0.67	0.65	0.22	0.92	0.63	0.07
Flow Ratio	0.06	0.21	0.05	0.06	0.05	0.11	0.06	0.26	0.11	0.13	0.30	0.04
Critical Lane Group	Y	Y	N	N	N	N	N	N	N	Y	N	N
Sum Flow Ratios	0.76											
Lost Time/Cycle	18.00											
Critical v/c Ratio	0.90											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	140	786	64	101	184	179	161	913	171	345	1054	59
Lane Group Capacity	379	933	482	157	924	679	242	1414	795	375	1673	816
v/c Ratio	0.37	0.84	0.13	0.64	0.20	0.26	0.67	0.65	0.22	0.92	0.63	0.07
Green Ratio	0.36	0.25	0.36	0.36	0.25	0.43	0.47	0.41	0.52	0.59	0.48	0.59
Uniform Delay d_1	28.5	42.8	25.9	29.7	35.5	21.8	19.9	28.5	15.8	22.2	23.0	10.5
Delay Factor k	0.11	0.38	0.11	0.22	0.11	0.11	0.24	0.22	0.11	0.44	0.21	0.11
Incremental Delay d_2	0.6	7.1	0.1	8.7	0.1	0.2	6.8	1.0	0.1	27.4	0.8	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	29.1	49.8	26.1	38.4	35.6	22.0	26.6	29.6	15.9	49.6	23.8	10.5
Lane Group LOS	C	D	C	D	D	C	C	C	B	D	C	B
Approach Delay	45.4			31.0			27.3			29.4		
Approach LOS	D			C			C			C		
Intersection Delay	32.7			Intersection LOS						C		

FULL REPORT

General Information		Site Information	
Analyst	JWB	Intersection	Ferry and IL 59
Agency or Co.	V3 Companies	Area Type	All other areas
Date Performed	4/13/2012	Jurisdiction	IDOT
Time Period	PM Peak Hour	Analysis Year	2012

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	128	232	84	283	754	299	310	969	60	212	884	49
% Heavy Veh	10	2	20	8	3	3	8	10	5	3	10	17
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		
	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 9.0	G = 28.0	G =	G =	G = 8.0	G = 5.0	G = 49.0	G =				
	Y = 3	Y = 6	Y =	Y =	Y = 3	Y = 3	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Volume Adjustment												
	EB			WB			NB			SB		
	LT	TH	RT									
Volume	128	232	84	283	754	299	310	969	60	212	884	49
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	135	244	88	298	794	315	326	1020	63	223	931	52
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	135	244	88	298	794	315	326	1020	63	223	931	52
Proportion of LT or RT	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000
Saturation Flow Rate												
Base Satflow	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Number of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
f_w	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}	0.909	0.980	0.833	0.926	0.971	0.971	0.926	0.909	0.952	0.971	0.909	0.855
f_g	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_p	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{bb}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_a	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LU}	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.118	0.118	--	0.476	0.476	--	0.159	0.159	--	0.209	0.209	--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Secondary Adjusted Satflow	203	439	--	837	1760	--	281	552	--	385	722	--

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	135	244	88	298	794	315	326	1020	63	223	931	52
Satflow Rate	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.36	0.23	0.42	0.36	0.23	0.35	0.59	0.47	0.60	0.47	0.41	0.53
Lane Group Capacity	183	871	561	362	863	549	352	1644	923	274	1414	736
v/c Ratio	0.74	0.28	0.16	0.82	0.92	0.57	0.93	0.62	0.07	0.81	0.66	0.07
Flow Ratio	0.07	0.07	0.07	0.07	0.21	0.20	0.13	0.29	0.04	0.07	0.27	0.04
Critical Lane Group	Y	N	N	N	Y	N	Y	N	N	N	N	N
Sum Flow Ratios	0.79											
Lost Time/Cycle	18.00											
Critical v/c Ratio	0.93											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	135	244	88	298	794	315	326	1020	63	223	931	52
Lane Group Capacity	183	871	561	362	863	549	352	1644	923	274	1414	736
v/c Ratio	0.74	0.28	0.16	0.82	0.92	0.57	0.93	0.62	0.07	0.81	0.66	0.07
Green Ratio	0.36	0.23	0.42	0.36	0.23	0.35	0.59	0.47	0.60	0.47	0.41	0.53
Uniform Delay d_1	30.6	37.7	21.8	37.9	44.9	31.7	23.3	23.4	10.0	36.0	28.7	13.6
Delay Factor k	0.30	0.11	0.11	0.36	0.44	0.17	0.44	0.20	0.11	0.35	0.23	0.11
Incremental Delay d_2	14.6	0.2	0.1	14.2	14.9	1.5	29.9	0.7	0.0	17.0	1.1	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	45.1	37.9	22.0	52.1	59.8	33.2	53.2	24.2	10.0	53.0	29.9	13.6
Lane Group LOS	D	D	C	D	E	C	D	C	B	D	C	B
Approach Delay	37.0			52.2			30.3			33.4		
Approach LOS	D			D			C			C		
Intersection Delay	38.7			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	MJR	Intersection	Ferry and Monarch/City Gate					
Agency/Co.	V3 Companies	Jurisdiction	DuPage					
Date Performed	4/13/2012	Analysis Year	2012					
Analysis Time Period	AM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>		North/South Street: <i>Monarch Dr/City Gate Ln</i>						
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>						
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	30	1093	115	89	416	13		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	31	1150	121	93	437	13		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	17	1	14	7	0	4		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	17	1	14	7	0	4		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L		TR	LT		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	LT		R
v (veh/h)	31	93	17		15	7		4
C (m) (veh/h)	1107	542	132		416	199		813
v/c	0.03	0.17	0.13		0.04	0.04		0.00
95% queue length	0.09	0.61	0.43		0.11	0.11		0.01
Control Delay (s/veh)	8.3	13.0	36.3		14.0	23.7		9.4
LOS	A	B	E		B	C		A
Approach Delay (s/veh)	--	--	25.8			18.5		
Approach LOS	--	--	D			C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	MJR			Intersection	Ferry and Monarch/City Gate		
Agency/Co.	V3 Companies			Jurisdiction	DuPage		
Date Performed	4/13/2012			Analysis Year	2012		
Analysis Time Period	PM Peak Hour						
Project Description <i>Monarch Landing Healthcare Center</i>							
East/West Street: <i>Ferry Rd</i>				North/South Street: <i>Monarch Dr/City Gate Ln</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	13	415	16	21	1211	11	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	13	436	16	22	1274	11	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	<i>Raised curb</i>						
RT Channelized			0				0
Lanes	1	2	0	1	2	0	
Configuration	L	T	TR	L	T	TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	89	0	121	11	0	41	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	93	0	127	11	0	43	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	1	0	0	1	1	
Configuration	L		TR	LT		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	L		TR	LT	R
v (veh/h)	13	22	93		127	11	43
C (m) (veh/h)	536	1105	250		812	133	472
v/c	0.02	0.02	0.37		0.16	0.08	0.09
95% queue length	0.07	0.06	1.64		0.55	0.27	0.30
Control Delay (s/veh)	11.9	8.3	27.7		10.3	34.5	13.4
LOS	B	A	D		B	D	B
Approach Delay (s/veh)	--	--	17.6			17.7	
Approach LOS	--	--	C			C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information						
Analyst	MJR	Intersection	Ferry and Comfort/Corporate					
Agency/Co.	V3 Companies	Jurisdiction	DuPage					
Date Performed	4/13/2012	Analysis Year	2012					
Analysis Time Period	AM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>			North/South Street: <i>Comfort Dr/Corporate Ln</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	35	960	73	52	417	5		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	36	1010	76	54	438	5		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	23	2	14	5	2	8		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	24	2	14	5	2	8		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	1	1	1	0		
Configuration	L	T	R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L		TR
v (veh/h)	36	54	24	2	14	5		10
C (m) (veh/h)	1113	638	169	188	538	252		448
v/c	0.03	0.08	0.14	0.01	0.03	0.02		0.02
95% queue length	0.10	0.28	0.48	0.03	0.08	0.06		0.07
Control Delay (s/veh)	8.3	11.2	29.8	24.4	11.9	19.6		13.2
LOS	A	B	D	C	B	C		B
Approach Delay (s/veh)	--	--	23.2			15.3		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	MJR			Intersection	Ferry and Comfort/Corporate			
Agency/Co.	V3 Companies			Jurisdiction	DuPage			
Date Performed	4/13/2012			Analysis Year	2012			
Analysis Time Period	PM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>				North/South Street: <i>Comfort Dr/Corporate Ln</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	22	613	9	15	1178	10		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	23	645	9	15	1240	10		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0					0
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	72	13	130	13	15	47		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	75	13	136	13	15	49		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0					0
Lanes	1	1	1	1	1	0		
Configuration	L	T	R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L		TR
v (veh/h)	23	15	75	13	136	13		64
C (m) (veh/h)	553	929	199	150	713	131		327
v/c	0.04	0.02	0.38	0.09	0.19	0.10		0.20
95% queue length	0.13	0.05	1.64	0.28	0.70	0.32		0.71
Control Delay (s/veh)	11.8	8.9	33.6	31.3	11.2	35.5		18.7
LOS	B	A	D	D	B	E		C
Approach Delay (s/veh)	--	--	19.9			21.5		
Approach LOS	--	--	C			C		

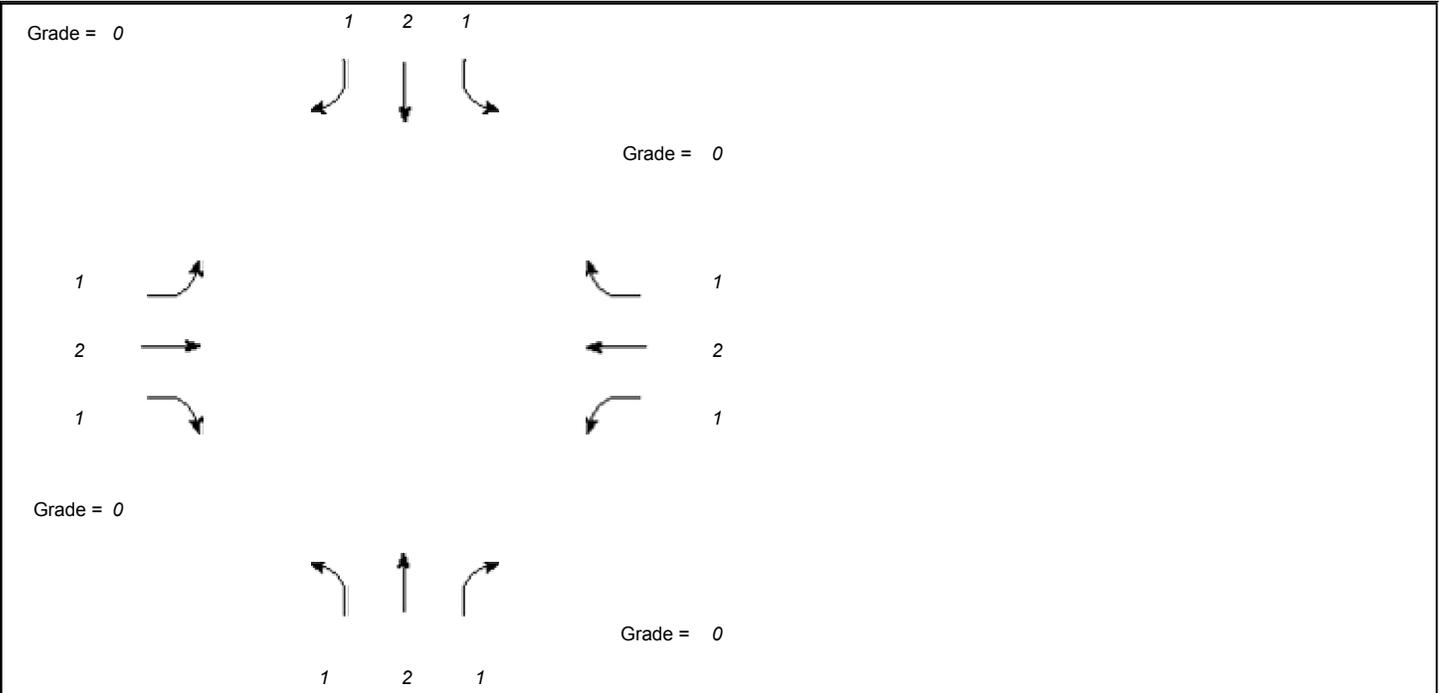
APPENDIX C CAPACITY ANALYSIS WORKSHEETS (FUTURE)



FULL REPORT

General Information		Site Information	
Analyst	JWB	Intersection	Ferry and IL 59
Agency or Co.	V3 Companies	Area Type	All other areas
Date Performed	4/13/2012	Jurisdiction	IDOT
Time Period	AM Peak Hour	Analysis Year	2018

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	142	784	64	101	184	179	161	915	170	348	1051	59
% Heavy Veh	10	2	20	8	3	3	8	10	5	3	10	17
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		
	Excl. Left	EW Perm	03	04	Excl. Left	SB Only	NS Perm	08				
Timing	G = 7.0	G = 30.0	G =	G =	G = 7.0	G = 6.0	G = 49.0	G =				
	Y = 3	Y = 6	Y =	Y =	Y = 3	Y = 3	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

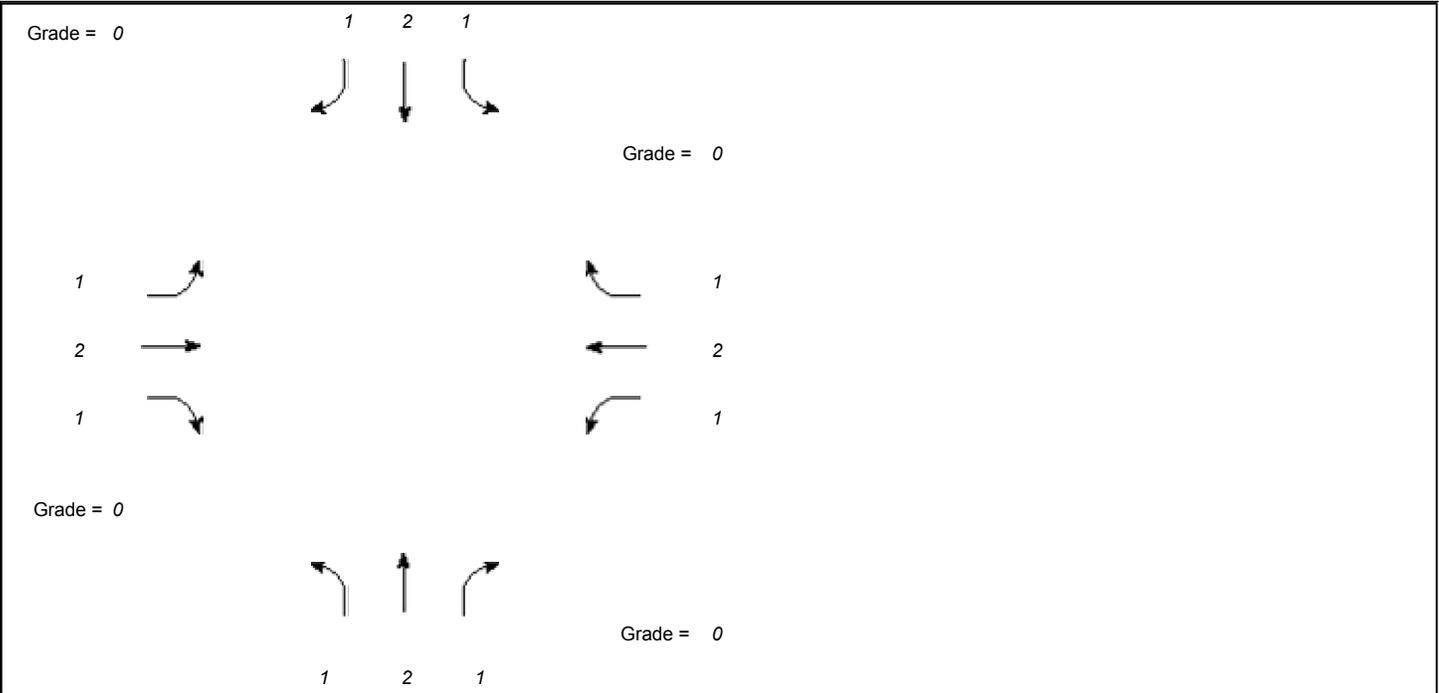
VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Volume Adjustment												
	EB			WB			NB			SB		
	LT	TH	RT									
Volume	142	784	64	101	184	179	161	915	170	348	1051	59
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	149	825	67	106	194	188	169	963	179	366	1106	62
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	149	825	67	106	194	188	169	963	179	366	1106	62
Proportion of LT or RT	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000
Saturation Flow Rate												
Base Satflow	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Number of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
f_w	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}	0.909	0.980	0.833	0.926	0.971	0.971	0.926	0.909	0.952	0.971	0.909	0.855
f_g	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_p	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{bb}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_a	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LU}	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.536	0.536	--	0.111	0.111	--	0.182	0.182	--	0.148	0.148	--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Secondary Adjusted Satflow	925	1999	--	195	411	--	320	629	--	272	511	--

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	149	825	67	106	194	188	169	963	179	366	1106	62
Satflow Rate	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.36	0.25	0.36	0.36	0.25	0.43	0.47	0.41	0.52	0.59	0.48	0.59
Lane Group Capacity	374	933	482	157	924	679	228	1414	795	359	1673	816
v/c Ratio	0.40	0.88	0.14	0.68	0.21	0.28	0.74	0.68	0.23	1.02	0.66	0.08
Flow Ratio	0.06	0.22	0.05	0.06	0.05	0.12	0.06	0.28	0.12	0.13	0.32	0.04
Critical Lane Group	Y	Y	N	N	N	N	N	N	N	Y	N	N
Sum Flow Ratios	0.90											
Lost Time/Cycle	18.00											
Critical v/c Ratio	1.06											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	149	825	67	106	194	188	169	963	179	366	1106	62
Lane Group Capacity	374	933	482	157	924	679	228	1414	795	359	1673	816
v/c Ratio	0.40	0.88	0.14	0.68	0.21	0.28	0.74	0.68	0.23	1.02	0.66	0.08
Green Ratio	0.36	0.25	0.36	0.36	0.25	0.43	0.47	0.41	0.52	0.59	0.48	0.59
Uniform Delay d_1	29.1	43.3	26.0	30.2	35.6	21.9	34.1	29.1	15.9	27.5	23.5	10.5
Delay Factor k	0.11	0.41	0.11	0.25	0.11	0.11	0.30	0.25	0.11	0.50	0.24	0.11
Incremental Delay d_2	0.7	10.1	0.1	10.9	0.1	0.2	12.2	1.4	0.1	52.5	1.0	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	29.8	53.4	26.1	41.1	35.7	22.1	46.3	30.4	16.0	80.0	24.5	10.5
Lane Group LOS	C	D	C	D	D	C	D	C	B	F	C	B
Approach Delay	48.3			31.7			30.5			37.2		
Approach LOS	D			C			C			D		
Intersection Delay	37.2			Intersection LOS						D		

FULL REPORT

General Information		Site Information	
Analyst	JWB	Intersection	Ferry and IL 59
Agency or Co.	V3 Companies	Area Type	All other areas
Date Performed	4/13/2012	Jurisdiction	IDOT
Time Period	PM Peak Hour	Analysis Year	2018

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	136	244	88	297	792	314	326	1023	63	228	1051	59
% Heavy Veh	10	2	20	8	3	3	8	10	5	3	10	17
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		
	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 9.0	G = 28.0	G =	G =	G = 8.0	G = 5.0	G = 49.0	G =				
	Y = 3	Y = 6	Y =	Y =	Y = 3	Y = 3	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Volume Adjustment												
	EB			WB			NB			SB		
	LT	TH	RT									
Volume	136	244	88	297	792	314	326	1023	63	228	1051	59
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	143	257	93	313	834	331	343	1077	66	240	1106	62
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	143	257	93	313	834	331	343	1077	66	240	1106	62
Proportion of LT or RT	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000
Saturation Flow Rate												
Base Satflow	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Number of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
f_w	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}	0.909	0.980	0.833	0.926	0.971	0.971	0.926	0.909	0.952	0.971	0.909	0.855
f_g	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_p	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{bb}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_a	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LU}	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.118	0.118	--	0.463	0.463	--	0.099	0.099	--	0.185	0.185	--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Secondary Adjusted Satflow	203	439	--	815	1712	--	175	344	--	342	641	--

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Monarch Landing Healthcare Center</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	143	257	93	313	834	331	343	1077	66	240	1106	62
Satflow Rate	1641	3733	1346	1671	3697	1568	1671	3462	1538	1752	3462	1380
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.36	0.23	0.42	0.36	0.23	0.35	0.59	0.47	0.60	0.47	0.41	0.53
Lane Group Capacity	183	871	561	356	863	549	303	1644	923	257	1414	736
v/c Ratio	0.78	0.30	0.17	0.88	0.97	0.60	1.13	0.66	0.07	0.93	0.78	0.08
Flow Ratio	0.07	0.07	0.07	0.07	0.23	0.21	0.13	0.31	0.04	0.07	0.32	0.04
Critical Lane Group	Y	N	N	N	N	N	Y	N	N	N	N	N
Sum Flow Ratios	1.12											
Lost Time/Cycle	12.00											
Critical v/c Ratio	1.25											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	143	257	93	313	834	331	343	1077	66	240	1106	62
Lane Group Capacity	183	871	561	356	863	549	303	1644	923	257	1414	736
v/c Ratio	0.78	0.30	0.17	0.88	0.97	0.60	1.13	0.66	0.07	0.93	0.78	0.08
Green Ratio	0.36	0.23	0.42	0.36	0.23	0.35	0.59	0.47	0.60	0.47	0.41	0.53
Uniform Delay d_1	31.1	37.9	21.9	39.3	45.5	32.1	34.1	24.0	10.0	43.4	30.9	13.7
Delay Factor k	0.33	0.11	0.11	0.41	0.47	0.19	0.50	0.23	0.11	0.45	0.33	0.11
Incremental Delay d_2	19.4	0.2	0.1	21.4	22.7	1.9	92.2	1.0	0.0	38.6	2.9	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	50.4	38.1	22.1	60.8	68.2	34.0	126.3	25.0	10.1	82.0	33.8	13.7
Lane Group LOS	D	D	C	E	E	C	F	C	B	F	C	B
Approach Delay	38.6			59.0			47.7			41.1		
Approach LOS	D			E			D			D		
Intersection Delay	48.3			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JWB			Intersection	Ferry and Monarch/City Gate			
Agency/Co.	V3 Companies			Jurisdiction	DuPage			
Date Performed	4/13/2012			Analysis Year	2018			
Analysis Time Period	AM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>				North/South Street: <i>Monarch Dr/City Gate Ln</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	36	1148	121	93	437	18		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	37	1208	127	97	460	18		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0				0	
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18	1	15	7	0	4		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	18	1	15	7	0	4		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	1	1	0	0	1	1		
Configuration	L		TR	LT		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	LT		R
v (veh/h)	37	97	18		16	7		4
C (m) (veh/h)	1081	513	118		398	180		798
v/c	0.03	0.19	0.15		0.04	0.04		0.01
95% queue length	0.11	0.69	0.52		0.13	0.12		0.02
Control Delay (s/veh)	8.4	13.6	40.9		14.4	25.8		9.5
LOS	A	B	E		B	D		A
Approach Delay (s/veh)	--	--	28.5			19.9		
Approach LOS	--	--	D			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JWB			Intersection	Ferry and Monarch/City Gate			
Agency/Co.	V3 Companies			Jurisdiction	DuPage			
Date Performed	4/13/2012			Analysis Year	2018			
Analysis Time Period	PM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>				North/South Street: <i>Monarch Dr/City Gate Ln</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	19	436	17	22	1272	18		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	20	458	17	23	1338	18		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0				0	
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	93	0	127	12	0	43		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	97	0	133	12	0	45		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L		TR	LT		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	LT		R
v (veh/h)	20	23	97		133	12		45
C (m) (veh/h)	503	1083	228		799	119		450
v/c	0.04	0.02	0.43		0.17	0.10		0.10
95% queue length	0.12	0.07	1.98		0.59	0.33		0.33
Control Delay (s/veh)	12.5	8.4	32.0		10.4	38.6		13.9
LOS	B	A	D		B	E		B
Approach Delay (s/veh)	--	--	19.5			19.1		
Approach LOS	--	--	C			C		

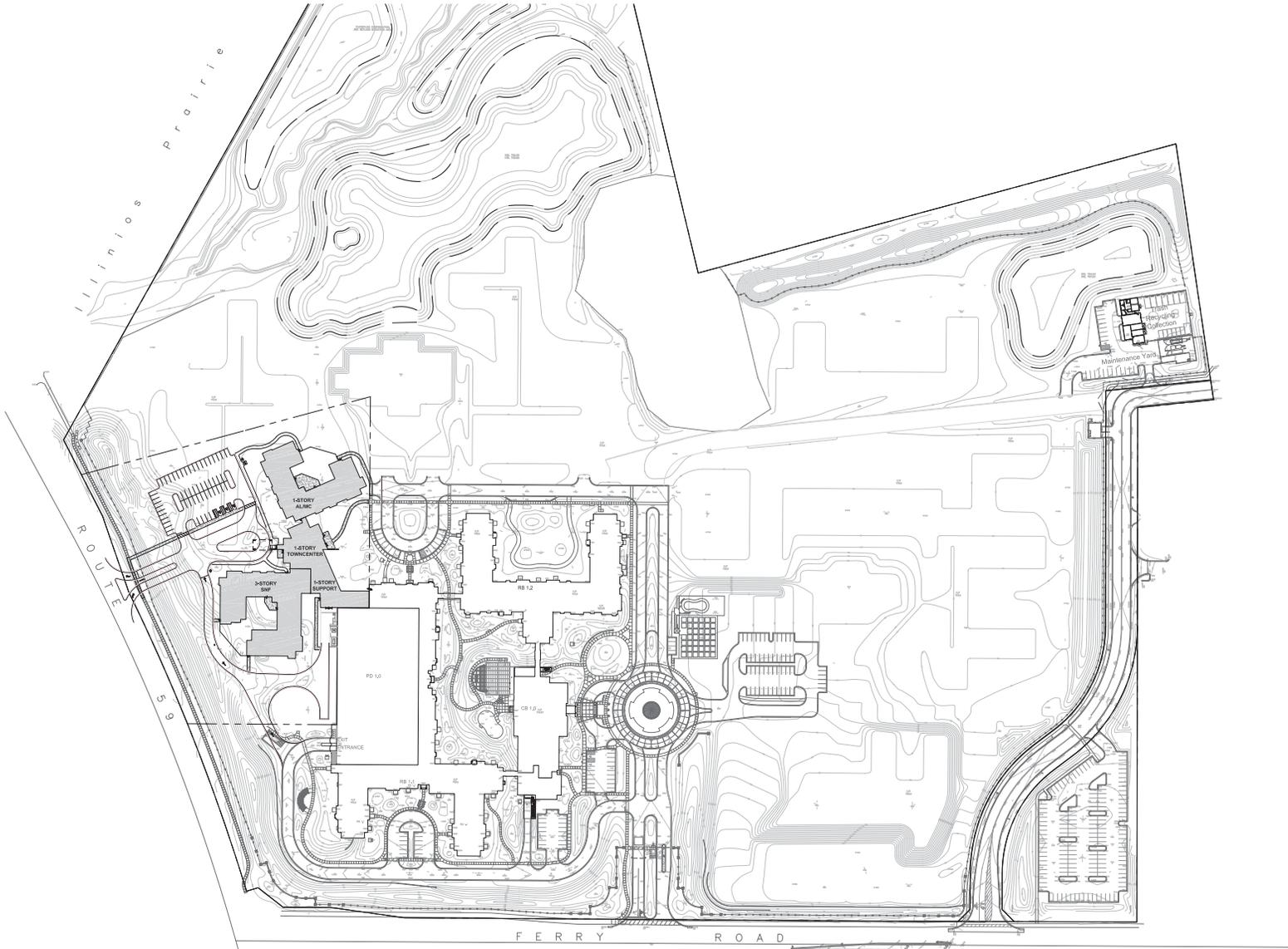
TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JWB			Intersection	Ferry and Comfort/Corporate			
Agency/Co.	V3 Companies			Jurisdiction	DuPage			
Date Performed	4/13/2012			Analysis Year	2018			
Analysis Time Period	AM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>				North/South Street: <i>Comfort Dr/Corporate Ln</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	37	1008	77	55	442	5		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	38	1061	81	57	465	5		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0					0
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	76	14	137	14	16	49		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	80	14	144	14	16	51		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0					0
Lanes	1	1	1	1	1	0		
Configuration	L	T	R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L		TR
v (veh/h)	38	57	80	14	144	14		67
C (m) (veh/h)	1088	608	149	174	518	174		384
v/c	0.03	0.09	0.54	0.08	0.28	0.08		0.17
95% queue length	0.11	0.31	2.66	0.26	1.13	0.26		0.62
Control Delay (s/veh)	8.4	11.5	54.2	27.5	14.6	27.5		16.3
LOS	A	B	F	D	B	D		C
Approach Delay (s/veh)	--	--	28.7			18.3		
Approach LOS	--	--	D			C		

TWO-WAY STOP CONTROL SUMMARY

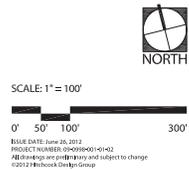
General Information		Site Information						
Analyst	JWB	Intersection	Ferry and Comfort/Corporate					
Agency/Co.	V3 Companies	Jurisdiction	DuPage					
Date Performed	4/13/2012	Analysis Year	2018					
Analysis Time Period	PM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Ferry Rd</i>			North/South Street: <i>Comfort Dr/Corporate Ln</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	23	644	9	16	1243	11		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	24	677	9	16	1308	11		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	76	14	137	14	16	49		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	80	14	144	14	16	51		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	1	1	1	0		
Configuration	L	T	R	L		TR		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L		TR
v (veh/h)	24	16	80	14	144	14		67
C (m) (veh/h)	520	904	183	137	698	118		304
v/c	0.05	0.02	0.44	0.10	0.21	0.12		0.22
95% queue length	0.14	0.05	2.01	0.33	0.77	0.39		0.83
Control Delay (s/veh)	12.3	9.1	39.1	34.2	11.5	39.6		20.2
LOS	B	A	E	D	B	E		C
Approach Delay (s/veh)	--	--	22.1			23.5		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JWB			Intersection	IL 59 and Proj. Driveway		
Agency/Co.	V3 Companies			Jurisdiction	IDOT		
Date Performed	4/13/2012			Analysis Year	2018		
Analysis Time Period	AM Peak Hour						
Project Description <i>Monarch Landing Healthcare Center</i>							
East/West Street: <i>Project Driveway</i>				North/South Street: <i>IL 59</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1229	7		1458		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	1293	7	0	1534	0	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	<i>Raised curb</i>						
RT Channelized			0				0
Lanes	0	2	0	0	2	0	
Configuration		T	TR		T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						6	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	6	
Percent Heavy Vehicles	2	0	0	2	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration					R		
v (veh/h)					6		
C (m) (veh/h)					473		
v/c					0.01		
95% queue length					0.04		
Control Delay (s/veh)					12.7		
LOS					B		
Approach Delay (s/veh)	--	--	12.7				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JWB			Intersection	IL 59 and Proj. Driveway			
Agency/Co.	V3 Companies			Jurisdiction	IDOT			
Date Performed	4/13/2012			Analysis Year	2018			
Analysis Time Period	PM Peak Hour							
Project Description <i>Monarch Landing Healthcare Center</i>								
East/West Street: <i>Project Driveway</i>				North/South Street: <i>IL 59</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		1466	8		1207			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	1543	8	0	1270	0		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration		T	TR		T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						17		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	17		
Percent Heavy Vehicles	2	0	0	2	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					17			
C (m) (veh/h)					401			
v/c					0.04			
95% queue length					0.13			
Control Delay (s/veh)					14.4			
LOS					B			
Approach Delay (s/veh)	--	--	14.4					
Approach LOS	--	--	B					



Site Plan
Monarch Landing - Healthcare Center
 Naperville, Illinois



SCALE: 1" = 100'
 0' 50' 100' 300'

 DATE: June 26, 2012
 PROJECT NUMBER: 09-000003-01-02
 ARCHITECTS ARE CONSULTANTS AND SUBJECT TO CHANGE
 ©2012 Hitchcock Design Group



TRAFFIC ASSESSMENT

DATE: June 21, 2012

TO: Senior Care Development, LLC

FROM: Michael J. Rechterik, P.E., PTOE

CC: V3 File

RE: Monarch Landing – Healthcare Center
Naperville, IL

Senior Care Development, LLC (SCD) is planning to develop a vacant property adjacent to the Monarch Landing retirement community located on the northeast corner of Illinois Route 59 (IL 59) and Ferry Road in Naperville, Illinois. The project site is approximately 6.5 acres and the development will consist of a 124 bed healthcare center providing both assisted living/memory care and a skilled nursing facility. Access to the project site will be provided at two locations. A new right-in/right-out access is proposed on IL 59. In addition, a northbound only (one-way) roadway is proposed from an existing Monarch Landing internal roadway.

A traffic impact study was prepared for the project addressing the traffic impacts this project will have on the surrounding roadways of IL 59 and Ferry Road during the weekday commuter a.m. and p.m. peak hours. The City of Naperville approved the traffic impact study on May 18, 2012. It is our understanding that at the City's Planning and Zoning Commission meeting on June 6, 2012, there were some concerns regarding campus access/circulation and operations. This traffic assessment memorandum is an addendum to the approved traffic impact study. The following items are addressed in greater detail in this memorandum:

- Campus use and operation
- Visitor, employee, and emergency traffic
- On site traffic circulation

Campus Use and Operation:

The proposed skilled nursing facility will consist of 96 total beds. Approximately 48 beds will be dedicated to long-term care and approximately 48 beds will be dedicated to in-patient rehabilitation services. SCD anticipates a 10%-15% demand factor for Monarch Landing residents. In other words, SCD anticipates that the existing five hundred Monarch Landing residents can reasonably be anticipated to account for 50-75 of the 96 skilled nursing facility beds (subject to increase with new Monarch Landing independent living units). The average length of stay in the healthcare center is approximately 3 ½ weeks. No outpatient rehabilitation services will be provided in the healthcare center.

Page 2 of 3
Senior Care Development, LLC
Traffic Assessment
June 21, 2012

The proposed assisted living facility will consist of 28 total beds. All of the beds will be available for memory care and assisted living services. SCD anticipates an approximately 7%-10% demand factor for Monarch Landing residents. A portion of this demand will be met by home healthcare services. The assisted living facility is considered to be long term care.

The combined healthcare center (skilled nursing and assisted living) will operate 24 hours a day and 7 days a week. The vast majority of patients will be Monarch Landing residents. Patients of the facility will not be driving a vehicle. Therefore, it is anticipated that the vehicular traffic entering and exiting the site will be employees and visitors with emergency calls also contributing to the vehicular traffic on site.

Visitor, Employee, and Emergency Traffic:

SCD expects that the healthcare center will create and sustain approximately 100 jobs. All employee parking will be accommodated in the adjacent parking deck. Accordingly, all employee ingress will occur via Ferry Drive. Egress will occur via Ferry Drive and IL 59. SCD anticipates the healthcare employee schedule to be the following:

- 6:00 a.m. to 2:00 p.m.
- 2:00 p.m. to 10:00 p.m.
- 10:00 p.m. to 6:00 a.m.

The majority of healthcare employees (approximately 60%) will work the 6:00 a.m. to 2:00 p.m. shift. However, there is some overlap of employees needed during the shift changes. It is important to note that the shift schedule does not coincide with the weekday a.m. and p.m. commuter traffic on Diehl Road and IL 59 thus minimizing the impacts this facility has on the public roadways during these times.

To understand the volume of visitors and emergency calls, SCD provided data from two comparable continuing care retirement community (CCRC) facilities. Meadow Ridge is located in Redding, Connecticut and has 62 healthcare center beds. Sedgebrook is located in Lincolnshire, Illinois and has 132 beds. Based on historic data, Meadow Ridge averages 12 visitors per day while Sedgebrook averages 35 visitors per day. Accordingly, we anticipate that the proposed healthcare center will generate 24-35 visitors on a daily basis. However, the majority of these visitors are expected to come from the independent living component of the CCRC and will thereby generate no vehicular traffic for the facility.

Based on historic analysis, Meadow Ridge generates approximately 16 emergency vehicle calls per month and Sedgebrook generates approximately 6 emergency vehicle calls per month. SCD anticipates that the proposed healthcare facility will operate in a similar manner and can be expected to generate between 6 and 16 emergency vehicle trips per month.



Page 3 of 3
Senior Care Development, LLC
Traffic Assessment
June 21, 2012

On Site Traffic Circulation:

IL 59 is classified as a Strategic Regional Arterial and under the jurisdiction of the Illinois Department of Transportation (IDOT). Given this classification, a full access driveway for this site is not feasible. The IL 59 right-in/right-out access provides an additional point of access for visitors and emergency vehicles and has been conceptually approved by IDOT.

As noted above, employees of the healthcare center will enter the site exclusively from Ferry Road and park exclusively in the secured parking garage located south of the healthcare center. Employee egress from the site will occur via Ferry Road or IL 59, depending on the destination of the employee.

Visitors will enter the site from either Ferry Road or IL 59. Visitors entering through the Ferry Road access will be directed through the campus utilizing a one-way access road and will be directed to park in the healthcare center visitor parking lot. All egress from the healthcare center visitor parking lot will occur via IL 59 and will be directed northbound due to the right-in/right-out configuration dictated by IDOT. Therefore, visitors wanting to travel south, east, or west would need to first travel north to Butterfield Road or another east/west roadway before heading in the desired direction. The traffic impact study estimated that approximately 25% of the traffic will come from the north (therefore 75% come from the south, east, and west). We anticipate that approximately 10 vehicles a day will be inconvenienced to varying degree as a result of the forced northbound egress (30 visitors a day/ 50% of visitors from CCRC community x 75% inconvenienced).

Under the existing campus configuration, all emergency vehicles enter the site via Ferry Road. Given the proposed healthcare center access, emergency vehicles will be afforded a second primary point of access via IL 59. Given the mountable median on IL 59 at the proposed access, it is possible that southbound emergency vehicles on IL 59 could also enter the site using this access. Emergency vehicles will have unrestrained access around the campus. The proposed one-way (northbound) circulation road that provides internal circulation to the healthcare center is designed to accommodate two-way emergency vehicle traffic. The City of Naperville's Fire Department has acknowledged that this access is a benefit since it provides an additional access to the property in the event of an emergency.

END OF MEMORANDUM





Naperville

PLANNING AND ZONING COMMISSION AGENDA ITEM

PZC CASE: 12-1-050 **AGENDA DATE:** 6/6/2012
SUBJECT: Health Care Center at Monarch Landing
 Petitioner: Naperville Senior Care, LLC, 2255 Monarch Drive,
 Naperville, IL 60563

LOCATION: Northeast corner of Route 59 and Ferry Road with a common street address of 2255 Monarch Drive

Correspondence New Business Old Business Public Hearing

SYNOPSIS:

The petitioner requests approval of a preliminary plat of subdivision, a conditional use for a nursing home in OCI (Office, Commercial and Institutional District), a major change to the Monarch Landing Planned Unit Development (PUD), and a preliminary PUD plat for Lot 1B in order to develop an assisted living and nursing facility on Lot 1B of Monarch Landing.

PLANNING AND ZONING COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A	N/A	N/A

ACTION REQUESTED/RECOMMENDED THIS MEETING:

Conduct the public hearing.

PREPARED BY: Ying Liu, AICP, Planning Services Team

EXISTING ZONING, LAND USE, AND LOCATION:

The subject property, known as Lot 1 in Monarch Landing, consists of 75.7 acres and is located at the northeast corner of Route 59 and Ferry Road with a common street address of 2255 Monarch Drive. The property is zoned OCI (Office, Commercial and Institutional District) with a conditional use for the Monarch Landing Planned Unit Development (PUD) and was approved for a continuing care retirement community including both independent and assisted living units. To date, the Monarch Landing campus has been partially developed with 367 independent living units and a community building.

PLANNING SERVICES TEAM REVIEW:

The petitioner, Naperville Senior Care, LLC, proposes to develop an assisted living and nursing facility, known as Health Care Center, on the west end of the Monarch Landing campus along Route 59. The proposed facility would include 124 beds and 61 surface parking spaces and would be attached to an existing Monarch Landing residential building through a walkway.

Health Care Center at Monarch Landing (PZC 12-1-050)

June 6, 2012

Page 2 of 3

Preliminary Plat of Subdivision

The petitioner requests approval of a preliminary plat of subdivision in order to subdivide Lot 1 of Monarch Landing into two lots. Lot 1B would accommodate the proposed Health Care Center and Lot 1A would accommodate the remainder of Lot 1 including the existing residential and community buildings.

Conditional Use and Major Change to the PUD

A nursing home, known as Renaissance Gardens, was originally approved as part of the Monarch Landing development to include 160 beds on Ferry Road east of Monarch Drive. The petitioner proposes to relocate the nursing home to the newly created Lot 1B on Route 59 and reduce the number of beds from the 160 to 124 beds. The relocated facility, renamed as Health Care Center, would require a conditional use for a nursing home in the OCI district and a major change to the Monarch Landing PUD in order to establish revised development details for the facility on Lot 1B. The preliminary PUD plat fully complies with the City's zoning regulations. Staff finds that the proposed facility is essential to creating a continuing care retirement community as originally intended for the Monarch Landing PUD. The petitioner has provided responses to the criteria for a major change to the PUD (Attachment 7). Staff concurs with the petitioner's findings.

The petitioner plans to seek another major change to the Monarch Landing PUD to establish revised development details for Lot 1A through a separate process. Such future phase would provide information regarding the planned use for the vacated Renaissance Gardens site as well as the integration between of the Health Care Center and the remainder of the Monarch Landing campus.

Building Elevations

The proposed Health Care Center consists of two buildings connected through a common reception area and shared amenities. The north building (AL) is a single-story memory care and assisted-living facility that is residentially styled with a pitched roof and detailed articulations. The south building (SNF) is a three-story skilled nursing facility that exhibits an institutional building style with a flat roofline and simplified design. The central common area (TC, Town Center) is a one-story building that provides linkage between the north and south buildings through the use of material, color and massing variations that bring together the different scales and geometries of the buildings it connects.

The primary building materials for the Health Care Center include brick and fiber cement panels (i.e., a durable cement-based material). The aggregate percentage of face brick for all facades of the Health Care Center is 60.5%. Fiber cement panels of different sizes are used on the remainder of the facades to complement the different scales of the three building components.

The overall Health Care Center seeks to be compatible with the existing Monarch Landing residential buildings through the use of matching materials and colors, building modulations, projecting bays, and scale of fenestration. The south building (SNF) also provides a transition to the existing garage building that has a flat roofline. Staff finds that the proposed Health Care Center is consistent with the Building Design Guidelines.

Health Care Center at Monarch Landing (PZC 12-1-050)

June 6, 2012

Page 3 of 3

Landscaping

The preliminary landscape plan complements the existing Monarch Landing campus by providing similar landscaping improvements throughout Lot 1B. Staff finds that the landscape plan generally complies with the City's landscape ordinance. Staff will work with the petitioner to address a few minor revisions in order to achieve full technical compliance before proceeding to the City Council.

ACTION REQUESTED:

Conduct the public hearing.

ATTACHMENTS:

1. Health Care Center at Monarch Landing – Application – PZC 12-1-050
2. Health Care Center at Monarch Landing – Petition – PZC 12-1-050
3. Health Care Center at Monarch Landing – Legal Description – PZC 12-1-050
4. Health Care Center at Monarch Landing – Preliminary Subdivision Plat – PZC 12-1-050
5. Health Care Center at Monarch Landing – Preliminary PUD Plat – PZC 12-1-050
6. Health Care Center at Monarch Landing – Landscape Plan – PZC 12-1-050
7. Health Care Center at Monarch Landing – Building Elevations – PZC 12-1-050
8. Health Care Center at Monarch Landing – Approved Preliminary PUD Plat for Monarch Landing – PZC 12-1-050

**CITY OF NAPERVILLE
T.E.D. BUSINESS GROUP
PETITION FOR DEVELOPMENT APPROVAL**

Development Name (should be consistent with plat): Monarch Landing Health Care Center

Development Address: 2255 Monarch Drive, Naperville, Illinois 60563

P.I.N. Number(s): 04-34-306-024; 07-03-104-002; 07-03-104-003

Date of Submission: April 5, 2012

I. APPLICANT:

Naperville Senior Care, LLC
Name Corporation

2255 Monarch Drive
Street

Naperville Illinois 60563 (630) 355-4600
City State Zip Code Telephone Number

Rosanova & Whitaker, Ltd. (Russell Whitaker), Attorney (630) 355-4600
Primary Contact Person Relationship to Applicant Telephone Number

(630) 352-3610 russ@rw-attorneys.com
Fax Number E-Mail Address

II. OWNER OF THE PROPERTY:

Naperville Senior Care, LLC
Name
2255 Monarch Drive, Naperville, Illinois 60563
Address

III. APPLICANT'S/PETITIONER'S STAFF:

Attorney: Rosanova & Whitaker, Ltd. Telephone Number: (630) 355-4600
Email Address: russ@rw-attorneys.com Fax Number: (630) 352-3610
Address: 23 W. Jefferson Ave., Suite 200, Naperville, Illinois 60540

Engineer: Kimley-Horn and Associates (Andy Heinen) Telephone Number: (630)487-5553

IV. ACTION REQUESTED (Check applicable boxes and complete corresponding Exhibits):

- | | | | |
|---------------|--|---------------|--|
| <u> X </u> | Annexation (See Section V below) (Amendment to Existing Annexation Agreement) | <u> </u> | Subdivision Waiver / Deviation to Platted Setback Line |
| <u> </u> | Rezoning from <u> </u> to <u> </u> | <u> </u> | Zoning Variance |
| <u> X </u> | Preliminary PUD Plat | <u> </u> | Final PUD Plat |
| <u> X </u> | Major change to a Planned Unit Development | <u> </u> | Minor Change to a Planned Unit Development |
| <u> X </u> | Preliminary Plat of Subdivision | <u> X </u> | PUD Deviation (Zoning or Subdivision) |
| <u> X </u> | Conditional Use | <u> </u> | Final Plat of Subdivision |
| <u> </u> | Minor Change to a Conditional Use | <u> </u> | Major Change to a Conditional Use |
| <u> </u> | Site Plan Review | <u> </u> | Landscape Variance |
| <u> </u> | Sign Variance | <u> </u> | Plat of Easement / Vacation / Dedication (circle all that apply) |
| <u> </u> | Temporary Use | | |

V. ANNEXATION

Is this development within the City limits?

- | | |
|---------------|--|
| <u> X </u> | Yes. |
| <u> </u> | Under review by another governmental agency and requires review due to 1.5 mile jurisdictional requirements. |
| <u> </u> | No, <i>requesting annexation</i> |

Are there electors living on the property:

Yes No

If yes, did they sign the Petition for Annexation?

Yes No

VI. SITE DATA

1. General description of site conditions (Including existing site improvements, (i.e., buildings, parking, landscaping, etc.): The Property is improved with 367 residential units and recreational facilities associated with Phase I approvals for the Monarch Landing Continuing Care Retirement Community.
2. Existing Utility Services (water, sewer, electricity): Naperville water, sewer and electric.
3. Existing zoning on the Site: OCI-PUD
4. Existing Land Use: Residential
5. Acreage & Square Footage of the site: Approximately 80 acres (62 acres Naperville)
6. List Controlling Ordinances and agreements (zoning, annexation ordinances, SIA, site plans, preliminary/final PUD plats, etc.): See attached Exhibit A

VII. PROPOSED DEVELOPMENT:

1. Type of Development (check all that apply):

Residential Commercial Office
 Industrial Other: Institutional

2. Proposed Zoning: OCI-PUD (No change)

Description of Proposal: (Including proposed land use, type of use, hours of operation, number of parking spaces, and all Exhibits mandated by the request (see Page 2, Section IV for Exhibit information) – attach additional pages if necessary):

Applicant proposes the development of a health care center (skilled nursing/assisted living/memory care) to complement existing independent living units and fulfill the intent of original development approvals to create a continuing care retirement community. Applicant also seeks a 4-year extension of the Temporary Use for overflow parking as approved by Ord. 06-228

3. Description of Building (Including number of buildings, a square footage of each building and use, maximum height, façade materials):

Applicant proposes two buildings. A single-story masonry building will house the assisted living and memory care components along with support services for the overall health care center. A three-story masonry building will house the skilled nursing component. The two buildings are connected and share a common reception area and support services. The buildings are integrated into the campus with a direct connection to an existing independent living building and parking structure.

4. Describe all requested Variances / Deviations from the underlying zoning regulations (i.e., parking, setbacks, density, height/bulk, etc.) **NOTE:** Complete this section as well as Exhibit 5 – attach additional pages if necessary:

Applicant seeks two deviations. First, Applicant seeks a deviation from the OCI yard requirements to permit direct pedestrian connection to existing buildings. Second, Applicant seeks a deviation to recognize an agreement with the Naperville Park District regarding impact fees.

5. Describe all requested waivers from the Subdivision Regulations: (i.e., R.O.W., widths, easements, etc.):

None.

6. Deviations from the Landscaping Regulations:

None.

7. General Land Use Data:

	Residntl.	Comrc.	Office	Indst.	R.O.W.	Park	School	Private	Other*	Total
No. of Acres										
% of Total										

*Please explain:

Exclusive of Lot 1B: Footprint: 52,386 S.F. Total Building: 92,777 S.F. (124 Beds)

Parking: 61 Spaces (312 Required) Pervious (Landscaped Area): 56.8%

8. Development Densities: NOT APPLICABLE

	Number of Units	Gross Acres	Gross Density	Modified Gross Acres	Modified Gross Density	Building Square Footage	Minimum Lot Size	Maximum Lot Size	Average Lot Size
Single-Family						N/A			
Townhome						N/A			
Duplex						N/A			
Apartment						N/A			
Comrc.				N/A	N/A	N/A			
Office				N/A	N/A	N/A			
Industrial				N/A	N/A	N/A			

Gross Acres = land designated for land use type including right-of-way

Gross Density = number of units divided by gross acres

Modified Gross Acres = residential acreage including internal right-of-way, detention facilities, school/park dedications and open space areas.

Modified Gross Density = number of units divided by modified gross acres.

VIII. SCHOOL AND PARK DONATION REQUIREMENTS (calculation tables must be attached):

1. Required School Donation of ---- acres will be met by a _____
Not applicable per annexation agreement.
2. Required Park Donation of _____ acres will be met by a deviation requested pursuant to terms of agreement with Park District.

IX. PRIVATE FACILITIES

1. Private open space and recreational facilities include:

See attached Exhibit B

Which will be maintained by: The City of Naperville
 Homeowners Association
 X Other (Campus Operator)

2. Outlots and/or detention/retention facilities include (size, number and location)

Which will be maintained by: The City of Naperville
 Homeowners Association
 X Other (Campus Operator)

3. Detention, retention, open space/recreation and school uses within the development:

	Private -- Homeowners Association (acres)*	Public -- To be Dedicated (acres)	Other (acres)*	Total (acres)
Open Space*	None	None	42 Acres	42 Acres
a. Park Site			---	
b. Common Areas*				
c. Private Facility				
Sub-Total				
School Site			---	
Total			42 acres	42 Acres

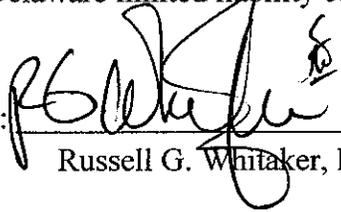
*Please Explain:

No substantive change to existing PUD approvals.

Note: Please provide a brief explanation of the type of private facility, common area, open space, or other acreage included in the development. (Private facilities would include facilities such as clubhouses or private swim clubs. Other could include detention /facilities or outlots for landscape buffers, subdivision identification signage or similar purposes.)

Respectfully Submitted,

NAPERVILLE SENIOR CARE, LLC,
a Delaware limited liability company

By: 
Russell G. Whitaker, III, its attorney

STATE OF ILLINOIS)
COUNTY OF DUPAGE)
CITY OF NAPERVILLE)

The foregoing Petition was acknowledged before me by RUSSELL G. WHITAKER, III, attorney for Applicant, NAPERVILLE SENIOR CARE, LLC, a Delaware limited liability company, on this 5th day of April, 2012.




Connie S. Kubajak, NOTARY PUBLIC

EXHIBIT A
CONTROLLING ORDINANCES AND AGREEMENTS

ORDINANCES

1. 81-139: Zoning is made ORI District and Owners shall comply with Annexation Agreement.
2. 96-188: Authorization for execution of the First Amendment to the Annexation Agreement.
3. 04-164: Authorization for execution of the Second Amendment to the Annexation Agreement.
4. 05-025: Revision of Second Amendment to the Annexation Agreement.
5. 05-040: Intergovernmental Agreement between Naperville and Warrenville regarding provision of city services to Monarch Landing.
6. 05-041: The property is rezoned to OCI District.
7. 05-042: Approval of conditional use for PUD to allow for a continuing-care retirement community; Deviations regarding parking, private streets, roadway geometry and lighting, school donation, a sidewalk on only one side of International Drive, a zero setback where a building crosses a municipal boundary, building height, lot area, and limited use of Lot 2; Approval of unit mix for park donation; Approval of Preliminary PUD and Preliminary Plat of Subdivision; Approval of Landscape Plans; Approval of Preliminary Building Elevations; and Granting of conditional use for PUD.
8. 05-053: Vacation of the Internationale Drive Right-of-Way and a portion of the Corporate Lane Right-of-Way; Approval of a Plat of Easement grant for the Monarch Landing property.
9. 05-056: Intergovernmental Agreement between Naperville and Warrenville regarding the Fire Protection District.
10. 05-058: Approval of Final Subdivision Plat for Monarch Landing; Transportation Impact Fees are assessed for the property and will be calculated and collected prior to issuance of an occupancy permit.
11. 05-059: Approval of Minor Change to the PUD – shift in residential buildings to east, addition of bridge connection between buildings, overland flow route for stormwater management; Approval of Final PUD of Monarch Landing – Phase 1; Owner’s Acknowledgement and Acceptance.
12. 05-106: Authorization for execution of Third Amendment to the Annexation Agreement.
13. 05-151: Approval of a minor change to building elevations to reduce roof slope on the residential buildings in Phase I Neighborhood 1 and future phases; Approval of building elevations; and Denial of request to reduce exterior face brick.

14. 06-010: Approval of modifications of Final Building Elevations from 05-059 and 05-042 re percentage face brick per façade to allow for bay windows on north and east elevations and elimination of the pedestrian bridge connecting Building 1.2 with Building 3.1 in Neighborhood 3.
15. 06-122: Approval of a minor change to the PUD Phase I Monarch Landing allowing modifications to the maintenance yard and building and Elevations and Site Plan approved.
16. 06-228: Approval of a temporary use for parking of up to 79 vehicles, granted for a period of 4 years; Any extension of the temporary use requires approval by the City Council.
17. 07-052: Replaces 05-42 with respect to Preliminary Plat for Phase II & III; Major change to the approved Preliminary PUD for Phases II & III to replace the separate elevated parking decks with underground parking below the residential buildings, and a modification in the exterior building materials (allows Hardiplank).
18. 08-180: Approves a major change to the Final PUD for Phases II and III to create a new phase for proposed extended care facility Renaissance Gardens; Approved Preliminary PUD; Approves Preliminary Landscape Plans; and Approves Elevations.

RESOLUTIONS

07-037: Acceptance of Hearing Officer's Report and Recommendation regarding request for a credit for private open space; Recommendation that City Council grant a credit of 5.58 acres and Petitioner should pay a cash donation to Park District of \$2,435,940.00.

EXHIBIT B
PRIVATE OPEN SPACE AND RECREATIONAL FACILITIES

Amenities:

Restaurant and Café Dining
Private Dining Room
Swimming Pool
Fitness Center
Locker Room Facilities
Onsite Commercial Bank with ATM
Medical Center – Dedicated Physician and Medical Staff
Computer Lab
Gardenscapes
Pet Park
Chef's Garden
Billiard and Game Room
Outdoor Walking Areas
Putting Green
Patio
Full Service Transportation
Interior Design Studio and Full Service Design Consultation Services
Woodshop
Treasure Chest Resale Shop
Internal Television Channel/Station – Channel 950
24/7 Security Provided by Certified EMT's
Gatehouse Entry Manned 24/7
Car Wash
Indoor Parking Garage
Worship Center
Library
Music Classroom
Creative Arts Studio
Easy Access to Prairie Path for Bike Club
Onsite Outpatient Rehab Therapy Area/Department
The Monarch Club – A Day Program for Individuals With Memory Impairment
Onsite Home Health Care – Private Duty and Medicare Certified

STATE OF ILLINOIS)
)
COUNTY OF DUPAGE)
)
CITY OF NAPERVILLE)

**PETITION TO THE NAPERVILLE CITY COUNCIL AND PLAN COMMISSION
FOR ENTITLEMENTS REGARDING MONARCH LANDING**

THE UNDERSIGNED Petitioner, Naperville Senior Care, LLC, a Delaware limited liability company (hereinafter “the Petitioner”) respectfully petitions the City of Naperville for entitlements under the Naperville Municipal Code (the “Code”) for the property commonly known as Monarch Landing (the “Property”), which property is legally described on Exhibit A and is generally located at the northeast corner of Route 59 and Ferry Road in the Cities of Naperville and Warrenville, Illinois. The Petitioner seeks the following entitlements: 1) Amendment of the Annexation Agreement for the Property; 2) approval of a Major Change to the existing Planned Unit Development and Preliminary Planned Unit Development Plat with the specified deviations to facilitate the development of a health care center on the Property; 3) approval of a conditional use for a “convalescent and nursing home” for the Property; 4) re-subdivision of the Property to create an separate lot of record for the health care center; 5) a temporary use for a 79 space special event parking lot; and 6) such other relief as may be deemed necessary to facilitate the development of the Property according to the proposed planned unit development plat attached as Exhibit B, all pursuant to the appropriate provisions of the Naperville Municipal Code, as amended (hereinafter the “Code”).

In support of this Petition, the Petitioner represents to the City of Naperville as follows:

1. The Petitioner, Naperville Senior Care, LLC, 2255 Monarch Drive, Naperville, Illinois 60563, is the owner of the Property.

2. The Property consists of approximately 80 acres. Approximately 62 acres of the Property are located in the City of Naperville with the remainder of the property being located in the City of Warrenville. All of the Property is located in DuPage County, Illinois.

3. The Property is governed by an annexation agreement approved pursuant to Ordinance 05-106 and titled Third Amendment to Annexation Agreement, recorded in the office of the Recorder of DuPage County as document number R2005-205044 (the “Annexation Agreement”).

4. The existing land uses surrounding the Property are as follows:

- a. North: R1A/O-1 (Warrenville) – Residential & Vacant
- b. East: ORI (Naperville) – Industrial
- c. South: OCI (Naperville) – Commercial
- d. West: B-4/R-2 (Warrenville) – Commercial/Residential

5. The Property was previously rezoned from ORI (Office Research and Light Industrial) district to the OCI (Office Commercial and Institutional) district pursuant to Ordinance No. 05-41.

6. The Property is entitled pursuant to the terms of a preliminary planned unit development first approved by the City of Naperville in 2005 pursuant to Ordinances 05-025 (Annexation Agreement) and 05-042 (Conditional Use for a Planned Unit Development and Preliminary Planned Unit Development), as subsequently amended from time-to-time (“Preliminary PUD”).

7. The Preliminary PUD approved a continuing care retirement community (“CCRC”) with 1,650 total independent living units, extensive open space, recreational amenities and a 160 bed extended care facility.

8. The Property is improved pursuant to the Final Planned Unit Development Plat of Monarch Landing, Phase 1, approved pursuant to Ordinances 05-059 and 06-010. Phase 1 improvements generally include 367 independent living units, 52,000 square feet of community buildings, recreational amenities, extensive open space improvements and approximately 943 parking spaces.

9. The Petitioner seeks an amendment to the Annexation Agreement to allow the major change to the Preliminary PUD proposed herein, and as depicted on Exhibit B. The Annexation Agreement attaches approved planned unit development plans thereto and any modification of those plans dictates an amendment to the Annexation Agreement. Additional detail regarding the proposed major change is outlined below.

10. The Petitioner seeks an amendment to the Annexation Agreement to modify the Park Donation set forth in the Annexation Agreement in accord with a separate agreement with the Naperville Park District, a copy of which is attached as Exhibit C.

11. The Petitioner seeks an amendment to the Annexation Agreement to modify the transportation impact fee payments set forth in the Annexation Agreement. The proposed amendment would eliminate the transportation impact fee payments in accord with existing City ordinance.

12. The Petitioner seeks a major change to the Preliminary PUD, specifically including Ord. 08-180, which approved a major change for an extended care facility, to relocate, redesign and reduce the approved 160 bed extended care facility (aka the Renaissance Gardens).

13. The proposed major change to the Preliminary PUD meets the requirements for a major change under the Naperville Municipal Code, and is appropriate based upon the following factors:

- a. *The design of the planned unit development presents an innovative and creative approach to the development of land and living environments.*

The rezoning of the Property and approval of the Preliminary PUD were premised on the development of the Property as a continuing care retirement community. A continuing care retirement community (“CCRC”) is a unique model in which diverse care is provided in a single campus setting. This structure provides seniors and loved ones with security in knowing that a continuum of care, from independent and assisted living to memory care and skilled nursing, are provided in a single campus setting. This model provides many benefits to seniors and their family members. For example, by providing a continuum of care the CCRC model obviates the difficulties and stress of moving residents at an advanced age or condition. It also allows couples requiring different levels of care to remain in the same community with close and regular contact. Accordingly, the unique CCRC component of the proposed development was a primary driver in the City’s zoning entitlements.

Phase 1 of the Monarch Landing planned unit development included the development of independent living units and associated recreational amenities. Approximately 367 units were constructed in Phase 1 and approximately 500 residents now live in the existing Phase 1 improvements. Associated with these independent living units is over 52,000 square feet of community buildings, almost 45,000 square feet of sidewalk and many acres of outdoor recreational gardens and natural habitat. However, due to economic conditions, Phase 1 was never completed and construction of essential future phases associated with the creation of a CCRC never commenced.

The proposed major change relocates, redesigns and downsizes the extended care facility approved in the Preliminary PUD. The proposed Monarch Landing Healthcare Center (“Healthcare Center”) consists of two buildings connected through a common reception area and shared core facilities. The northernmost building is a single-story memory care and assisted-living facility. The southern building is a separate three-story skilled nursing facility. In total, the Healthcare Center includes 124 beds in approximately 93,000 square feet of proposed building. These phase 2 healthcare center improvements are essential to the function and overall concept-and-intent of the Property as a CCRC.

b. The planned unit development meets the requirements and standards of the planned unit development regulations.

The proposed Major Change to the Planned Unit Development will allow the Petitioner to utilize the Property to an extent that is compatible with the surrounding environment and consistent with original development approvals. The proposed planned unit development meets the requirements and standards of the planned unit development regulations as follows:

- (i) Ownership and Control: The Property is wholly owned by Petitioner and thereby meets the ownership and control requirements.
- (ii) Area, Lot Width, Yard, and Height/Bulk Requirements: The proposed Healthcare Center complies with the area, lot width and height/bulk requirements of the OCI district. The Petitioner seeks a departure under the PUD regulations to reduce the yard requirements to permit a pedestrian connection between the existing improvements and the proposed Healthcare Center.

- (iii) Outdoor Common Area and Site Amenities Requirements: The Healthcare Center accommodates approximately 50% outdoor common area. This includes common courtyards areas centrally located within the respective skilled nursing facility and the assisted living/memory care facility. Moreover, the Healthcare Center is part of the larger Monarch Landing CCRC which included 42 acres of Code defined "open space." The courtyard amenities and open space facilities of the larger campus combine to exceed the PUD requirements and more importantly, meet the unique needs of the campus residents.
- (iv) Park and School Sites: The school donation was addressed as part of the original comprehensive approvals for Monarch Landing. Petitioner seeks a deviation from park donation requirements as set forth in additional detail in paragraph 19.
- (v) Landscaping, Screening, and Tree Preservation: A landscape plan has been submitted in compliance with the City's requirements for landscaping and screening on the Subject Property.
- (vi) Lighting: The proposed development will comply with the City's exterior lighting regulations.
- (vii) Pedestrian and Bicycle Circulation: The proposed Healthcare Center includes both internal and external pedestrian connections to interconnect campus improvements. No new bicycle connection or amenity is provided as part of the Healthcare Center plan.

- (viii) Public Improvements: Proposed public improvements conform to the regulations and design standards of Title 7 of the Code.
- (ix) Principle Structures: Monarch Landing was approved to permit the development of multiple campus structures on a single zoning lot. Here, Petitioner proposes to subdivide the property to create a separate zoning lot for the Healthcare Center to facilitate financing of the development.
- (x) Relationship to Adjoining Land: The proposed Health Care Center use is consistent with original preliminary planned unit development approvals for Monarch Landing. The original planned unit development approvals included a 160 bed, 135,000 square foot extended care center. The proposed Healthcare Center accommodates 124 beds in approximately 92,000 square feet. The proposed relocation of the Healthcare Center brings the facility in closer proximity to existing residential and community buildings and improves interconnectivity of the campus.

c. The physical design of the planned unit development efficiently utilizes the land and adequately provides for transportation and public facilities while preserving the natural features of the site.

The proposed major change adequately addresses campus ingress/egress while preserving natural features of the Property. Monarch Landing was originally conceptualized as a gated community with a single point of access via Ferry Road. This restricted access facilitated campus security and adequately addressed campus needs due to the “closed” nature of the campus, wherein services were not provided to the broader community. However, under new ownership, the scale of the overall campus will be significantly reduced with corresponding reductions in independent living units and the anticipated number of campus residents. As a

result, the Petitioner proposes to down size the Healthcare Center from 160 to 124 beds. Along with this down-sizing, the Petitioner also proposes to open the Healthcare Center to the general public in addition to serving Monarch Landing residents. To facilitate these important changes the Petitioner proposes to relocate the Healthcare center from the originally approved location along Ferry Road to a more prominent location with Route 59 frontage. The proposed location does not negatively impact sensitive wetland areas located in the northernmost part of the campus. In fact, the approved preliminary planned unit development for Monarch Landing depicts a six-story independent living building in the proposed location of the Healthcare Center. The proposed relocation serves a multitude of purposes. First, the prominent location and Route 59 frontage appropriately addresses the public population that the Health Care Center will now serve. The proposed Route 59 access facilitates ingress/egress to the Healthcare Center while maintaining the feel of a gated community for the balance of the Campus. Most importantly, the relocation integrates the Healthcare Center into existing campus improvements and facilitates efficient campus operation by providing direct pedestrian access between the various components of the Campus.

d. Open Space, outdoor common area, and recreational facilities are provided.

Open space, outdoor common areas, and recreational facilities originally provided as part of the comprehensive Monarch Landing Campus improvements will not be negatively affected. The proposed Healthcare Center reduces the total footprint of the originally approved Renaissance Gardens. Moreover, the proposed location of the Healthcare Center was originally conceptualized for a multi-story residential building with a large parking structure. Accordingly, the overall plan for Monarch Landing appropriately addresses open space, outdoor common area and the recreational needs of Campus residents.

- e. *The modifications in design standards from the subdivision control regulations and the waivers in bulk regulations from the zoning regulations fulfill the intent of those regulations.*

The Petitioner does not seek any modifications in design standards from the subdivision control regulations or waivers in bulk regulations from the zoning regulations.

- f. *The planned unit development is compatible with the adjacent properties and nearby land uses.*

The proposed major change is consistent with the intent of the approved preliminary planned unit development and is compatible with adjacent properties and nearby land uses. The proposed relocation of the Healthcare Center merely replaces a proposed residential building with the Healthcare Center. The original preliminary planned unit development approved a six-story residential building in this location. The proposed three-story Healthcare Center is compatible and in harmony with the existing development, while offering additional health care services to Naperville residents and surrounding communities.

- g. *The planned unit development fulfills the objectives of the comprehensive plan and planning policies of the City.*

The proposed major change is consistent with the existing planned unit development, the City's zoning map, prior approvals for the Property and thereby fulfills the planning policies of the City.

14. Under the City's zoning ordinance, the proposed Healthcare Center is classified as a "convalescent or nursing home." A "convalescent or nursing home" is permitted only as a conditional use in the City's OCI zoning district. Accordingly, Petitioner hereby seeks approval of a conditional use to permit development of a Healthcare Center in the City's OCI zoning district.

15. The Petitioner's proposal meets the standards for a conditional use as follows:

a. The establishment, maintenance or operation of the conditional use will not be detrimental to, or endanger the public health, safety and general welfare; and

The proposed conditional use for a “convalescent and nursing home” is consistent with the general welfare as it is necessary to permit development of the Property according to the Preliminary PUD as a continuing care retirement community.

The Preliminary PUD approved conceptual plans for Monarch Landing in 2005. An essential element of the Preliminary PUD was a 160 bed or approximately 133,000 square foot “extended care facility” specifically called out in the plans. This “extended care facility” was essential to the overall concept of the Preliminary PUD as it facilitated the advanced health care services necessary to serve residents and create a “continuing care retirement community.” In 2008, the City approved a major change (Ord. No. 08-180) and Preliminary PUD for the extended care facility. However, existing entitlements omit consideration of a conditional use necessary to operate an “extended care facility” on the Property. Petitioner now seeks to confirm the conditional use to permit the services originally conceptualized for the “extended care facility at a superior location along Route 59 frontage.”

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

The conditional use will not be injurious to the use and enjoyment of property in the area nor will it impair property values. Monarch Landing was approved as a continuing care retirement community in 2005. The extended care component was affirmed via a major change approved in 2008. Accordingly, the use was already considered and approved as part of the Preliminary PUD. Moreover, other property in the immediate vicinity of the Property has

continued to develop with complimentary uses in the interim as Monarch Landing has been marketed as a continuing care retirement community.

c. The establishment of the conditional use will not impede the normal and orderly development and improvement of the adjacent property for uses permitted in the district.

The conditional use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

Property to the north and east of Monarch Landing is all located in the City of Warrenville and zoned for residential and commercial use respectively. The residential property is significantly buffered by an extensive area of wetlands with natural landscape enhancements. Approximately 13 acres immediately north of Monarch Landing is currently under consideration by the City of Warrenville for redevelopment as a residential subdivision which from a land use perspective is an appropriate transition. Given the existing entitlements for Monarch Landing, the proposed development exemplifies the compatibility of the uses. The commercial property in the City of Warrenville is improved with a restaurant, small scale retail uses and a bank. The commercial property is separated by a divided highway within the one hundred foot Route 59 right-of-way. Accordingly, the proposed conditional use will not impede orderly development of the residential property or redevelopment of commercial property located in the City of Warrenville.

The property immediately south and east of Monarch Landing is located in the City of Naperville. The property to the east is part of the Prairie Point industrial development and is currently improved with a large footprint of an industrial building. The industrial building is appropriately separated from the residential and health care components of Monarch Landing. In addition, the property immediately adjacent to the industrial building is utilized as a maintenance

yard and surface parking lot. The property to the south of Monarch Landing was developed as City Gate Centre. The Petitioner proposes to relocate the Healthcare Center to the Route 59 frontage north of existing Monarch Landing improvements. The proposed location of the Health Carecenter will minimize any perceived impact on City Gate Centre.

16. The Petitioner seeks a deviation to reduce the OCI district yard requirements so as to permit the direct connection of the proposed Healthcare Center to the existing parking deck and independent living structures located immediately south and east of the proposed Health Care Center.

17. The proposed deviation meets the requirements for a deviation under the Naperville Municipal Code and is appropriate based upon the following factors:

- a. The requested deviation will not undermine the intent and purpose of the underlying zoning district;*

The OCI district yard requirements are intended to create appropriate separation between adjacent properties. Here, the Petitioner proposes to subdivide the property to create a lot of record to facilitate the financing of the Healthcare Center. The proposed lots will be commonly owned and operated as integral components of the Monarch Landing campus. The need for separation between buildings/uses is obviated by the common ownership of the property and integrated operation of the Campus. Accordingly, the proposed deviation will not undermine the intent and purpose of the district yard requirements.

- a. The requested deviation will not be a detriment to the provision of municipal services and infrastructure; and*

The proposed deviation will not impact the provision of municipal services. The utility infrastructure required to serve both the Healthcare Center and the balance of the Monarch

campus is provided on-site and appropriate Village easements are provided for the installation, operation and maintenance of said infrastructure.

- b. will contribute to a planned unit development which offers a superior level of design, amenity enhancement, and environmental benefits.*

The proposed deviation facilitates the direct connection of the Healthcare Center to the existing parking structure and adjacent residential building. This type of connection is consistent with existing improvements which include climate controlled pedestrian links between the various 700,000 square feet of buildings on the campus. This level of amenity and convenience reflects a superior level of design consistent with the Preliminary PUD approvals.

18. The Petitioner seeks a deviation to waive any park impact fees that may be due for the proposed Health Care Center.

19. The proposed deviation meets the requirements for a deviation under the Naperville Municipal Code and is appropriate based upon the following factors:

- a. The requested deviation will not undermine the intent and purpose of the underlying zoning district;*

The subdivision ordinance requires payment of a park district impact fee to “serve the immediate and future needs of the residents of the development...” In April of 2005, a park district impact fee of \$1,964,107.92 was paid to the City of Naperville. In October of 2010, the Naperville Park District (the “District”) and Erickson Retirement Communities, LLC (“Erickson”) entered into a Settlement Agreement, a copy of which is attached hereto as Exhibit C, accepting the April 2005 payment as full satisfaction of the required park impact fee under the Preliminary PUD. In accord with this Settlement Agreement, the Petitioner hereby seeks a deviation to eliminate any park impact fee that may otherwise be due under the City’s

subdivision ordinance. The deviation will not undermine the spirit and intent of the City's Subdivision Ordinance as it is consistent with the terms of the Settlement Agreement which provides adequate funding for the immediate and future needs of the residents of Monarch Landing.

- c. The requested deviation will not be a detriment to the provision of municipal services and infrastructure; and*

The proposed deviation will not impact the provision of municipal or District services. In accord with the Settlement Agreement, a park impact fee of \$1,964,107.92 was paid to the District. The District has adjudged this fee to adequately provide services to the residents of Monarch Landing.

- d. will contribute to a planned unit development which offers a superior level of design, amenity enhancement, and environmental benefits.*

The proposed deviation is consistent with the high level of resident amenity provided at Monarch Landing and the negotiated terms of development with the District.

20. The Petitioner seeks a temporary use pursuant to Section 6-2-11 of the Naperville Municipal Code to permit the continued use and operation of a temporary parking lot for special events.

21. The temporary use would permit the continued use of the 79 space lot depicted on Exhibit B and located immediately east of the main campus entrance, which lot was originally approved as a temporary use pursuant to Ord. No. 06-228.

22. Petitioner hereby requests that the temporary use be permitted for a period of four years.

WHEREFORE, by reason of the foregoing, the undersigned Petitioner requests the City Council and Plan Commission take the necessary steps to: 1) grant an Annexation Agreement

Amendment for the Property; 2) grant a Major Change to the existing Planned Unit Development and Preliminary Planned Unit Development Plat with the specified deviations to facilitate the development of a health care center on the Property; 3) grant a conditional use for a “convalescent and nursing home” for the Property; 4) grant a re-subdivision of the Property to create an separate lot of record for the health care center; and 5) grant such other relief as may be deemed necessary to facilitate the development of the Property according to the proposed planned unit development plat submitted herewith.

RESPECTFULLY SUBMITTED this 5th day of April, 2012.

PETITIONER:

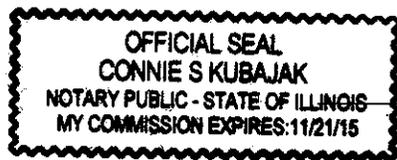
NAPERVILLE SENIOR CARE, LLC,
a Delaware limited liability company

By: 
Rošanova & Whitaker, Ltd.
Attorneys for Petitioner

State of Illinois)
) ss.
County of DuPage)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that Russell G. Whitaker III, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that he signed and delivered the said instrument as his free and voluntary act for the uses and purposes therein set forth.

Given under my hand and official seal this 5th day of April, 2012.

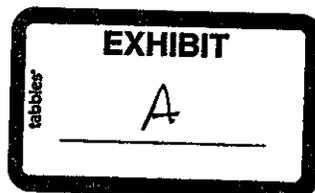


Connie S. Kubajak

Notary Public

LEGAL DESCRIPTION FOR MONARCH LANDING:

LOT 1 IN MONARCH LANDING, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 2005 AS DOCUMENT NUMBER R2005-102300, IN DUPAGE COUNTY, ILLINOIS.



PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT MONARCH LANDING HEALTH CENTER

TAX PARCEL NUMBERS (PIN)

- 04-34-305-014
- 04-34-305-020
- 04-34-305-021
- 04-34-305-022
- 07-03-10-001
- 07-03-10-002
- 07-03-10-003
- 07-03-10-004
- 07-03-10-005
- 07-03-10-006
- 07-03-10-007
- 07-03-10-008
- 07-03-10-009
- 07-03-10-010
- 07-03-10-011
- 07-03-10-012

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DEWAKE) SS
CITY OF MONARCH)
I, CLARENCE J. HARRIS, Mayor of the City of Monarch, Illinois, do hereby certify that the following is a true and correct copy of the resolution of the City Council of the City of Monarch, Illinois, adopted at a meeting held on the 1st day of August, 2012, at Monarch, Illinois, and that the same is hereby published for the information of the public.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DEWAKE) SS
CITY OF MONARCH)
I, CLARENCE J. HARRIS, Mayor of the City of Monarch, Illinois, do hereby certify that the following is a true and correct copy of the resolution of the City Council of the City of Monarch, Illinois, adopted at a meeting held on the 1st day of August, 2012, at Monarch, Illinois, and that the same is hereby published for the information of the public.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

NAPERVILLE PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DEWAKE) SS
I, _____, Chairman of the Naperville Planning and Zoning Commission, do hereby certify that the following is a true and correct copy of the resolution of the Naperville Planning and Zoning Commission, adopted at a meeting held on the 1st day of August, 2012, at Naperville, Illinois, and that the same is hereby published for the information of the public.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

STATEMENT OF COMMUNITY DEVELOPMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DEWAKE) SS
I, _____, Director of the Department of Community Development, hereby certify that the following is a true and correct copy of the resolution of the Department of Community Development, adopted at a meeting held on the 1st day of August, 2012, at Naperville, Illinois, and that the same is hereby published for the information of the public.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

NOTARY PUBLIC CERTIFICATE

ORDER UNDER MY HAND AND NOTARIAL SEAL
THIS _____ DAY OF _____, A.D. 2012
NOTARY PUBLIC SIGNATURE
PRINT NAME
MY COMMISSION EXPIRES ON MONTH DATE YEAR



DATE	04/02/12
SCALE	N/A
DESIGNED BY	NJC
DRAWN BY	NJC
CHECKED BY	NJC
DATE	

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

Kimley-Horn and Associates, Inc.
200 WEST WADSWORTH DRIVE, SUITE 2125, CHICAGO, IL 60606
PHONE: 312-726-9600 FAX: 312-726-9601
WWW.KIMLEY-HORN.COM

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT

MONARCH LANDING, NAPERVILLE/WARRENVILLE, IL

SHEET NUMBER 5 OF 5

Prepared by and return to
Derke J. Price
Ancel Glink
1111 E. Warrenville Road
Naperville, IL 60563

SETTLEMENT AGREEMENT

THIS SETTLEMENT AGREEMENT, entered into this 3rd day of October, 2010, between NAPERVILLE CAMPUS, LLC AND ERICKSON RETIREMENT COMMUNITIES, LLC (hereafter collectively referred to as "Campus") and THE NAPERVILLE PARK DISTRICT, an Illinois municipal corporation, ("Park District") set forth as follows:

WHEREAS, Campus is the Owner and Developer of an age restricted continuing care retirement community approved as a PUD by the City of Naperville by Ordinance No. 05-042 (the "Campus PUD"); and

WHEREAS, the Campus PUD provided for 1,476 independent living units; and

WHEREAS, the Park District and Campus have stipulated to a population generation figure of 1.26 people per dwelling unit; and

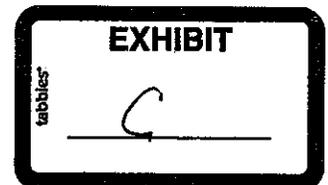
WHEREAS, on April 11, 2005, Campus paid to City of Naperville the sum of \$1,964,107.92 as its donation and said amount was paid over to the Park District by the City of Naperville on June 16, 2005; and

WHEREAS, following a hearing before the City of Naperville, the City of Naperville, in Ordinance No. 07-037, determined the amount of credit Campus was to receive for open space provided for in the Campus PUD; and

WHEREAS, as a result of the stipulation and the ruling by the City of Naperville, the amount of the land/cash donation due to the Park District was \$2,435,940.00; and

WHEREAS, Campus has constructed Neighborhood #1 as identified on the Campus PUD, which represents approximately 35% of the independent living units, resulting in a donation amount due for Neighborhood #1 of approximately \$853,000.00; and

WHEREAS, the parties desire to resolve the present over-donation from Campus by agreeing that the Park District shall keep the full original payment in exchange for a full release of Campus from any further donation requirements (absent a change to the



PUD permitting an increase in the number of independent living units, in which case the parties agree to apply the formulas set forth in the stipulation and the City's ruling on the open space issue to calculate the amount due for those additional units only).

NOW THEREFORE, IN CONSIDERATION OF THE VARIOUS UNDERTAKINGS OF THE PARTIES, IT IS HEREBY AGREED BY AND BETWEEN THE PARTIES AS FOLLOWS:

1. **RECITALS.** The foregoing recitals shall be considered a part of this Settlement Agreement, and this Settlement Agreement shall be construed to effect the intent of the parties as set forth in the Recitals.

2. **DONATION SETTLEMENT.** Campus agrees to release, and the Park District agrees to accept, \$1,964,107.92 as the full donation due to the Naperville Park District for all development set forth in the Campus PUD. In the sole event that Campus successfully amends the Campus PUD to add independent living units to a total greater than 1,476, then Campus shall have an additional obligation to the Park District for the number of units added in excess of 1,476. The additional obligation shall be calculated using the 1.26 population generation factor and the decision of the City of Naperville concerning open space credits.

3. **COSTS.** Each party shall pay its own costs, including attorney's fees.

4. **ENFORCEMENT.** The parties agree that this Agreement concerns a unique subject matter, and therefore may enforce this Agreement in the event of a breach by filing an action for specific performance. Either party may also exercise any other rights it may have at law or in equity. The successful party in any action or suit to enforce this Agreement shall be entitled to recover its costs, including reasonable attorneys' fees incurred in such action or suit.

5. **ENTIRE AGREEMENT.** This Agreement represents the entire Agreement of the parties to resolve the matters set forth in the recitals, and no oral statement or prior negotiations shall modify the terms of this Agreement. This Agreement shall be construed under the laws of the State of Illinois.

6. **AUTHORITY.** Campus represents that the undersigned on its behalf has the authority to enter into this Agreement. The Park District represents that it has authorized and directed the undersigned to sign this Agreement on its behalf.

WHEREFORE, the parties hereto have hereunto set their hands and seals on the below-indicated dates.

NAPERVILLE CAMPUS, LLC
By: Erickson Retirement Communities,
LLC, Its Member

By: *Paul Faltus*
Date: 10/31/10

NAPERVILLE PARK DISTRICT

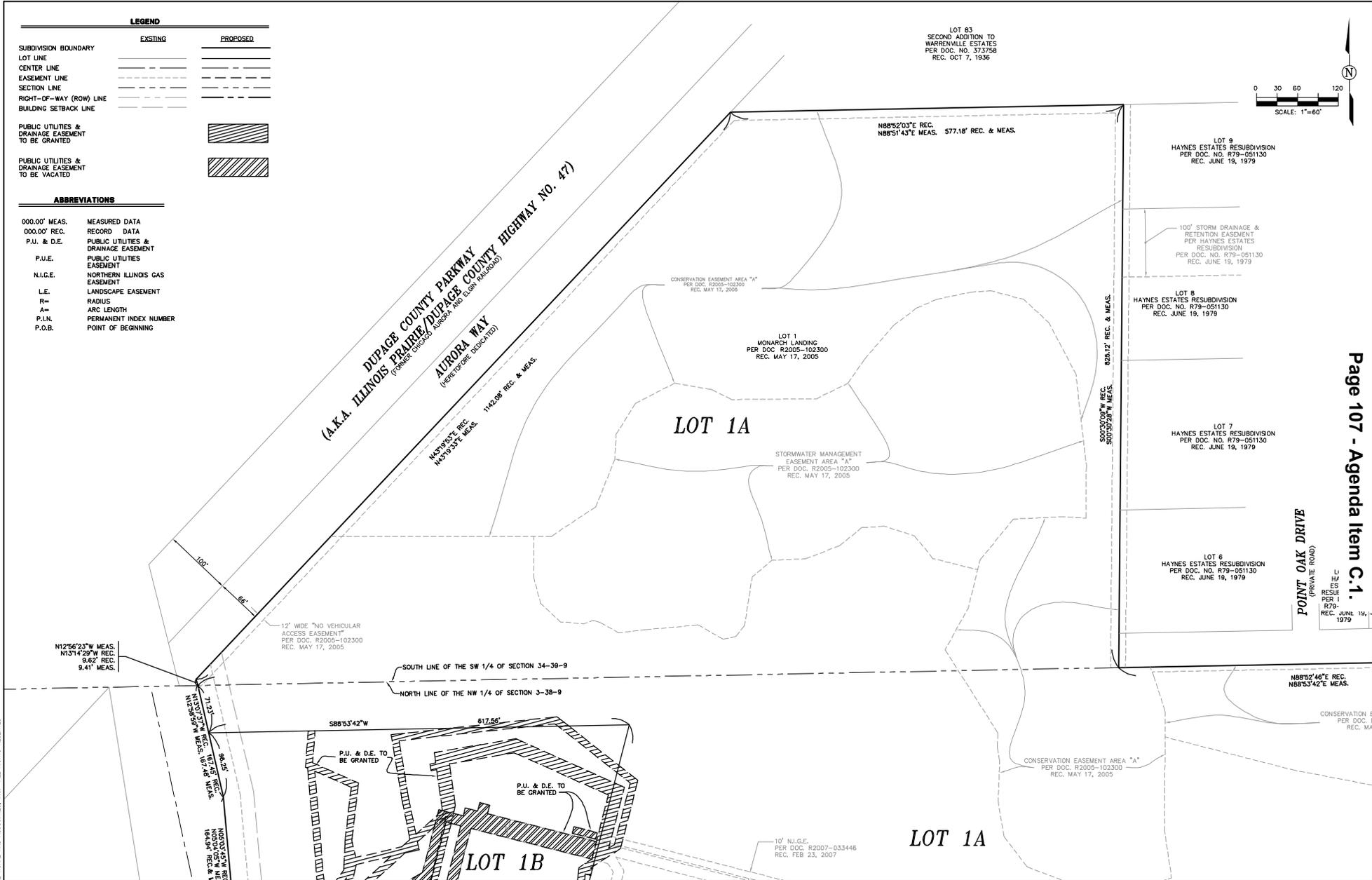
By: _____
Date: _____

ERICKSON RETIREMENT
COMMUNITIES, LLC

By: *Paul Faltus*
Date: 12/3/10

LEGAL DESCRIPTION FOR MONARCH LANDING:

LOT 1 IN MONARCH LANDING, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 2005 AS DOCUMENT NUMBER R2005-102300, IN DUPAGE COUNTY, ILLINOIS.



ROAKE AND ASSOCIATES, INC.
 CONSULTING ENGINEERS • LAND SURVEYORS • PLANNERS
 1004 QUINCY AVENUE, SUITE 100A - NAPERVILLE, ILLINOIS 60540
 TEL. (630) 965-9282 • FAX (630) 966-3287

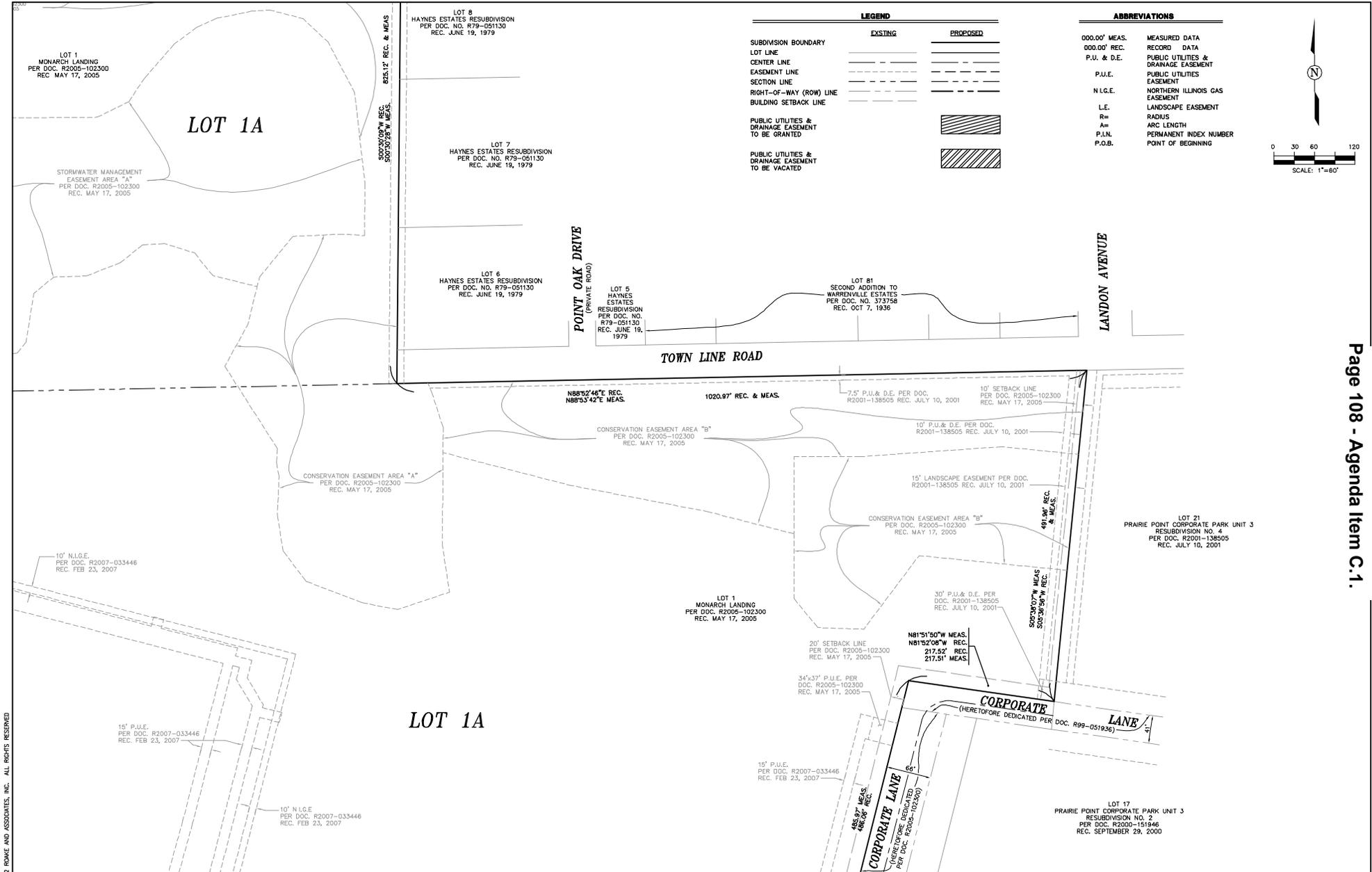
PREPARED FOR:
KIMLEY-HORN AND ASSOCIATES, INC.
 2800 HITCHCOCK AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 PH. (630) 487-5550

REVISIONS		
NO.	DATE	DESCRIPTION
1	05-08-11	PER CITY REVIEW (Ltr. MAY 2, 2012)
2	05-10-11	REV. PER NEW ESMT ALIGNMENT

MONARCH LANDING LOT 1 RESUBDIVISION

PRELIMINARY PLAT OF SUBDIVISION

DRM/CAD BY: SRH/CAH	FILE: 7385PRELIM-PS	FLD. BK/PG: 239/37	SHEET NO. 2 OF 6
SCALE: 1"=60'	DATE: 04/02/12	JOB NO.: 738.005	

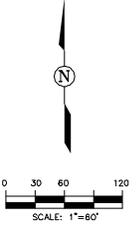


LEGEND

	EXISTING	PROPOSED
SUBDIVISION BOUNDARY	---	---
LOT LINE	---	---
CENTER LINE	---	---
EASEMENT LINE	---	---
SECTION LINE	---	---
RIGHT-OF-WAY (ROW) LINE	---	---
BUILDING SETBACK LINE	---	---
PUBLIC UTILITIES & DRAINAGE EASEMENT TO BE GRANTED	---	▨
PUBLIC UTILITIES & DRAINAGE EASEMENT TO BE VACATED	---	▩

ABBREVIATIONS

000.00' MEAS.	MEASURED DATA
0000.00' REC.	RECORD DATA
P.U. & D.E.	PUBLIC UTILITIES & DRAINAGE EASEMENT
P.U.E.	PUBLIC UTILITIES EASEMENT
N.L.G.E.	NORTHERN ILLINOIS GAS EASEMENT
L.E.	LANDSCAPE EASEMENT
R=	RADIUS
A=	ARC LENGTH
P.I.N.	PERMANENT INDEX NUMBER
P.O.B.	POINT OF BEGINNING



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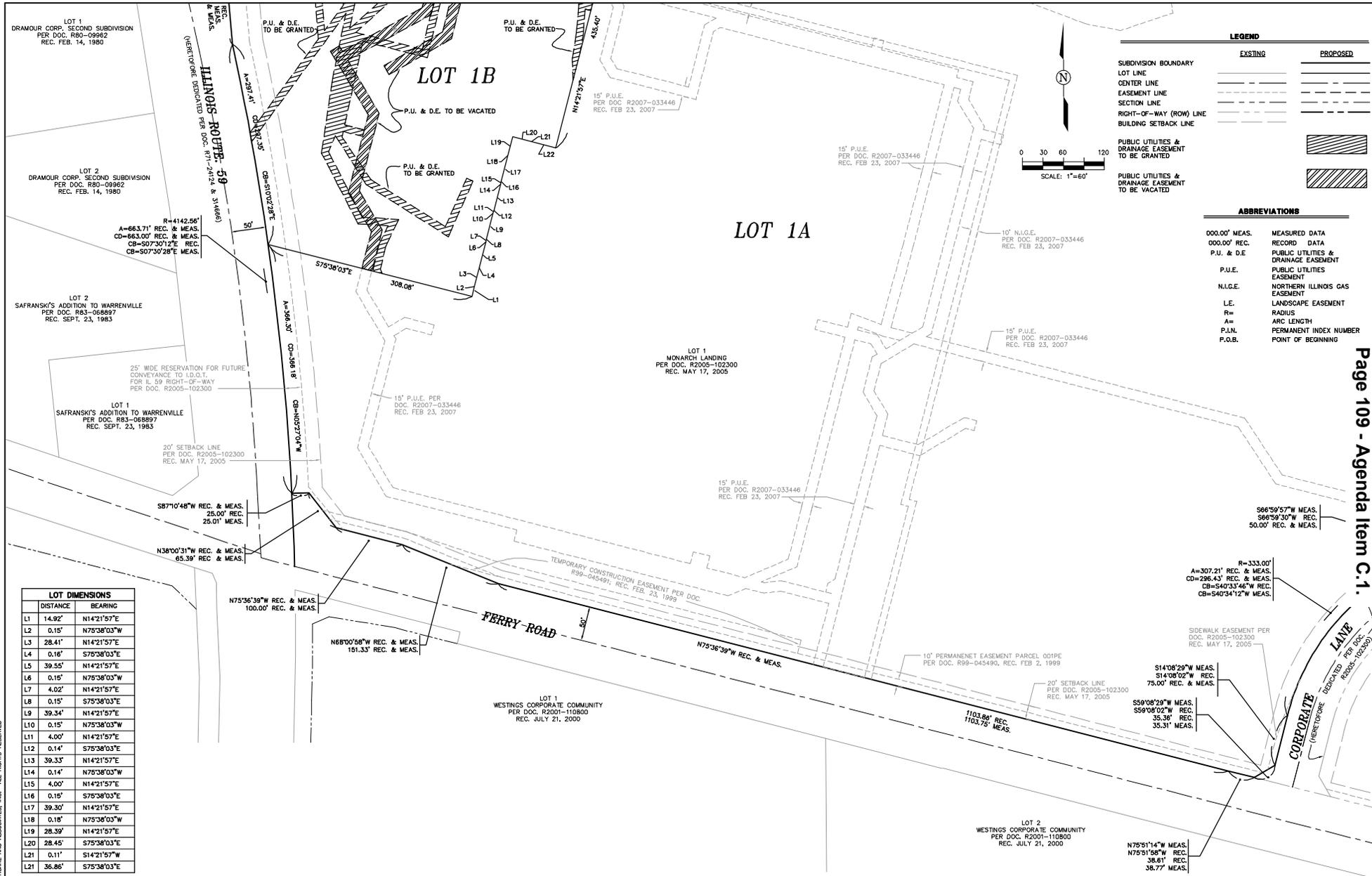
ROAKE AND ASSOCIATES, INC.
 CONSULTING ENGINEERS • LAND SURVEYORS • PLANNERS
 1084 QUINDY AVENUE, SUITE 100A • NAPERVILLE, ILLINOIS 60540
 TEL. (630) 366-3282 • FAX (630) 366-3287

PREPARED FOR:
KIMLEY-HORN AND ASSOCIATES, INC.
 2800 HITCHCOCK AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 PH. (630) 487-5550

NO.		DATE		DESCRIPTION	
1	05-09-11	PER CITY REVIEW (TR. MAY 2, 2012)			
2	05-10-11	REV. PER NEW ESMT ALIGNMENT			

MONARCH LANDING LOT 1 RESUBDIVISION
 PRELIMINARY PLAT OF SUBDIVISION

DRAWN/CHK. BY: SRH/CAH	FILE: 7388PRELIM-PS	FLD. BK./PC: 239/37	SHEET NO. 3
SCALE: 1"=60'	DATE: 04/02/12	JOB NO.: 738.005	OF 6



LEGEND

	EXISTING	PROPOSED
SUBDIVISION BOUNDARY	---	---
LOT LINE	---	---
CENTER LINE	---	---
EASEMENT LINE	---	---
SECTION LINE	---	---
RIGHT-OF-WAY (ROW) LINE	---	---
BUILDING SETBACK LINE	---	---
PUBLIC UTILITIES & DRAINAGE EASEMENT TO BE GRANTED	▨	▨
PUBLIC UTILITIES & DRAINAGE EASEMENT TO BE VACATED	▨	▨

ABBREVIATIONS

000.00' MEAS.	MEASURED DATA
000.00' REC.	RECORD DATA
P.U. & D.E.	PUBLIC UTILITIES & DRAINAGE EASEMENT
P.U.E.	PUBLIC UTILITIES EASEMENT
N.I.G.E.	NORTHERN ILLINOIS GAS EASEMENT
L.E.	LANDSCAPE EASEMENT
R=	RADIUS
A=	ARC LENGTH
P.I.N.	PERMANENT INDEX NUMBER
P.O.B.	POINT OF BEGINNING

LOT DIMENSIONS

	DISTANCE	BEARING
L1	14.82'	N14°21'57"E
L2	0.15'	N75°38'03"W
L3	28.41'	N14°21'57"E
L4	0.16'	S75°38'03"E
L5	39.55'	N14°21'57"E
L6	0.15'	N75°38'03"W
L7	4.02'	N14°21'57"E
L8	0.15'	S75°38'03"E
L9	39.34'	N14°21'57"E
L10	0.15'	N75°38'03"W
L11	4.00'	N14°21'57"E
L12	0.14'	S75°38'03"E
L13	39.33'	N14°21'57"E
L14	0.14'	N75°38'03"W
L15	4.00'	N14°21'57"E
L16	0.15'	S75°38'03"E
L17	39.30'	N14°21'57"E
L18	0.18'	N75°38'03"W
L19	28.39'	N14°21'57"E
L20	28.45'	S75°38'03"E
L21	0.11'	S14°21'57"W
L21	36.86'	S75°38'03"E

ROAKE AND ASSOCIATES, INC.
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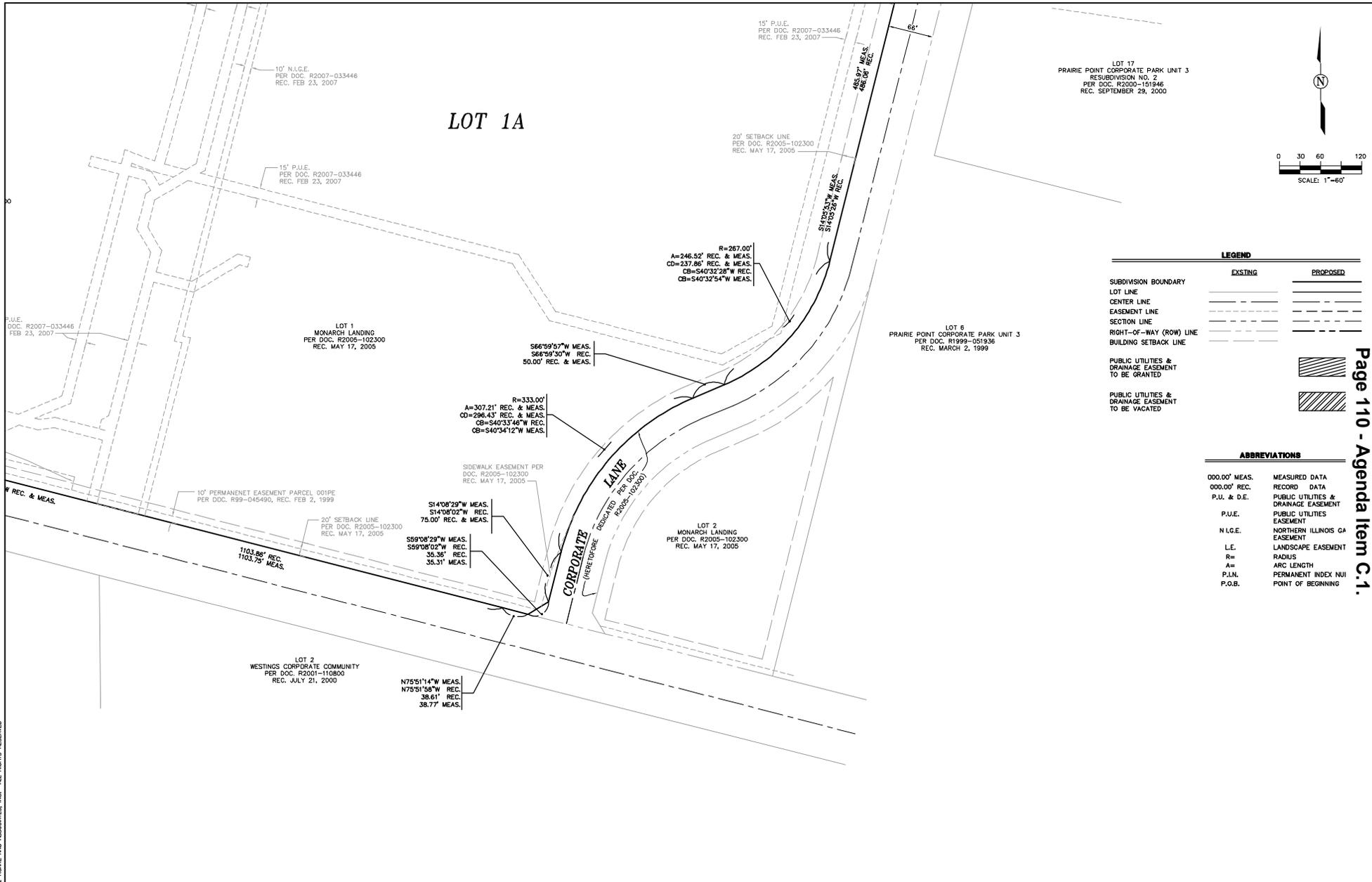
PREPARED FOR:
KIMLEY-HORN AND ASSOCIATES, INC.
 2800 HITCHCOCK AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 PH. (630) 487-5550

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	05-29-11	PER CITY REVIEW (TR. MAY 2, 2012)			
2	05-10-11	REV. PER NEW ESMT ALIGNMENT			

MONARCH LANDING LOT 1 RESUBDIVISION
 PRELIMINARY PLAT OF SUBDIVISION

DRAWN/CHKD. BY: SRH/CAH	FILE: 738P/PRELU-PS	PLD. BK./PC: 239/37	SHEET NO. 4
SCALE: 1"=60'	DATE: 04/02/12	JOB NO.: 738.005	OF 6



ROAKE AND ASSOCIATES, INC.
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 TEL (630) 366-3282 • FAX (630) 366-3287

PREPARED FOR:
KIMLEY-HORN AND ASSOCIATES, INC.
 2800 HITCHCOCK AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 PH. (630) 487-5550

NO.		DATE	DESCRIPTION	REVISIONS	
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	05-09-11	PER CITY REVIEW (LTR. MAY 2, 2012)			
2	05-10-11	NO REV. THIS SHEET			

MONARCH LANDING LOT 1 RESUBDIVISION			
PRELIMINARY PLAT OF SUBDIVISION			
DIR./CHK. BY: SRH/CAH	FILE: 7386PRELIM-PS	FLD. BK./PG: 239/37	SHEET NO. 5
SCALE: 1"=60'	DATE: 04/02/12	JOB NO.: 738.005	OF 6

NAPERVILLE CITY COUNCIL CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF
 NAPERVILLE, ILLINOIS, AT A MEETING HELD THE _____ DAY OF
 _____ 20____
 BY: _____ ATTEST: _____
 MAYOR CITY CLERK

NAPERVILLE PLANNING AND ZONING COMMISSION CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 APPROVED BY THE NAPERVILLE PLANNING AND ZONING COMMISSION AT A MEETING
 HELD THE _____ DAY OF _____ A.D. 20____
 BY: _____ ATTEST: _____
 CHAIRMAN SECRETARY

WARRENVILLE CITY COUNCIL CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF
 WARRENVILLE, ILLINOIS, AT A MEETING HELD THE _____ DAY OF
 _____ 20____
 BY: _____ ATTEST: _____
 MAYOR CITY CLERK

WARRENVILLE PLANNING COMMISSION CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 THIS IS TO CERTIFY THAT THE MEMBERS OF THE PLAN COMMISSION OF THE CITY
 OF WARRENVILLE, ILLINOIS HAVE REVIEWED AND APPROVED THIS PLAT.
 THE _____ DAY OF _____ A.D. 20____
 BY: _____ ATTEST: _____
 CHAIRMAN SECRETARY

WARRENVILLE CITY CLERK CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 I, _____ CITY CLERK OF THE CITY OF
 WARRENVILLE, ILLINOIS, HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO
 AND BY RESOLUTION DULY APPROVED BY THE CITY COUNCIL OF SAID CITY AT
 ITS MEETING HELD ON _____, 20____ AND THAT REQUIRED
 BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE
 IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID CITY.
 IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL OF THE CITY
 OF WARRENVILLE, ILLINOIS, THIS _____ DAY OF
 _____ 20____

 CITY CLERK

WARRENVILLE CITY ENGINEER CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 I, _____ CITY ENGINEER OF THE CITY OF
 WARRENVILLE, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS
 DESCRIBED IN THE PLAT, AND THE PLANS AND SPECIFICATIONS THEREFORE,
 MEET THE MINIMUM REQUIREMENTS OF SAID CITY AND HAVE BEEN APPROVED
 BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREIN.
 DATED AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS THIS _____
 DAY OF _____ A.D. 20____

 CITY ENGINEER
 REGISTRATION NUMBER _____

WARRENVILLE CITY COLLECTOR CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS
 I, _____ COLLECTOR FOR THE VILLAGE OF
 WARRENVILLE, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO
 DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS
 OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN
 APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT
 DATED THIS _____ DAY OF _____ 20____

 CITY COLLECTOR

ROAKE AND ASSOCIATES, INC.
 CONSULTING ENGINEERS • LAND SURVEYORS • PLANNERS
 1084 QUINDY AVENUE, SUITE 100A • NAPERVILLE, ILLINOIS 60540
 TEL. (630) 366-3232 • FAX (630) 366-3287

PREPARED FOR:
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REVISIONS			
NO.	DATE	DESCRIPTION	
1	05-09-11	PER CITY REVIEW (TR. MAY 2, 2012)	
2	05-10-11	REV. PER NEW ESMT ALIGNMENT	

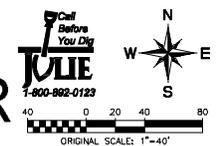
MONARCH LANDING LOT 1 RESUBDIVISION

PRELIMINARY PLAT OF SUBDIVISION

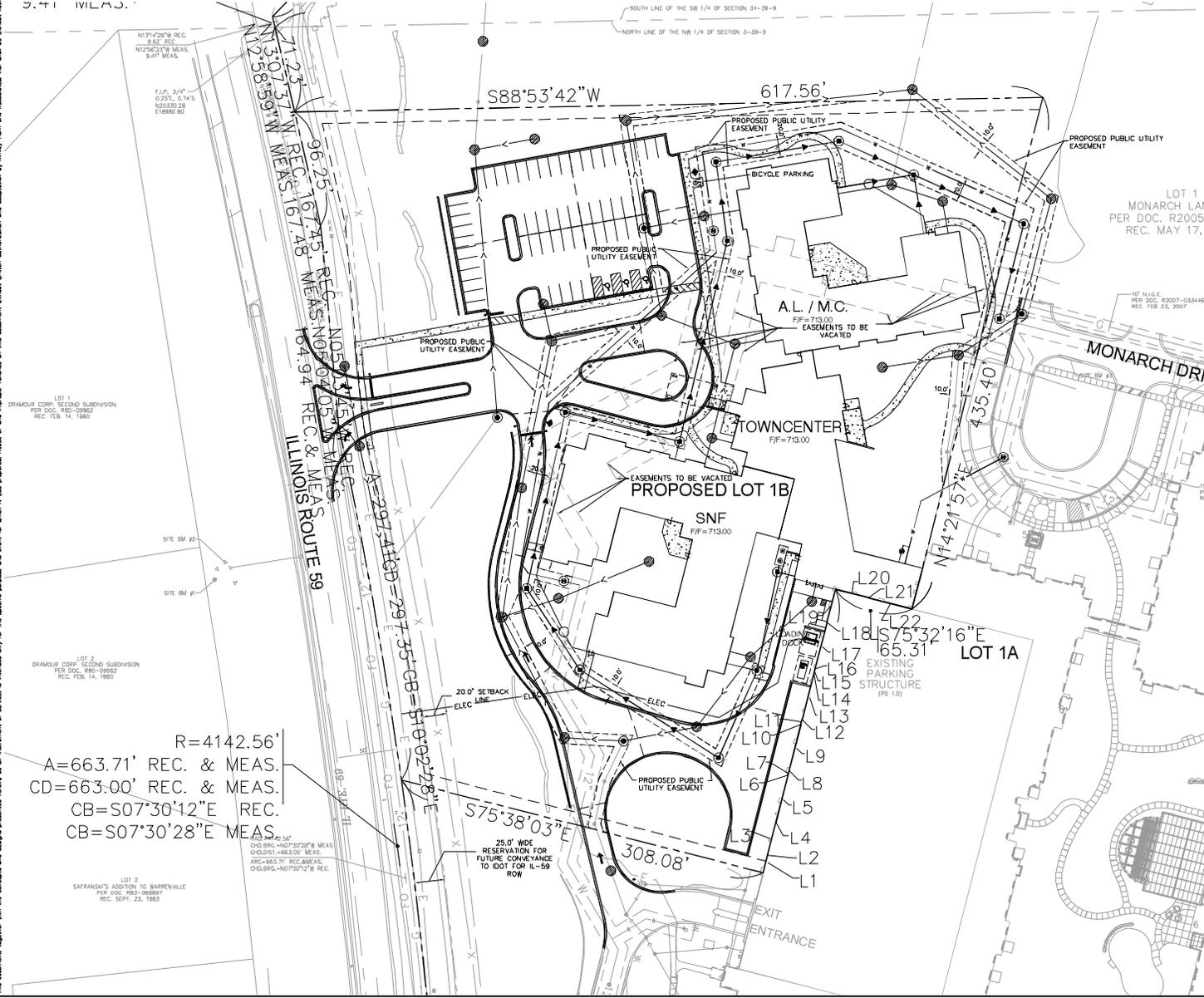
DRAWN/CHKD. BY: SRH/CMH FILE: 738BPPELLUM-PS PLO. BK./PG.: 239/37 SHEET NO. 6 OF 6
 SCALE: NONE DATE: 04/02/12 JOB NO.: 738.005

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PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT MONARCH LANDING LOT 1B - HEALTH CENTER



Planning and Zoning Commission - 7/5/2012 - 113



PROPOSED UTILITY LEGEND

—ELEC—	PROPOSED UNDERGROUND ELECTRIC LINE
—GAS—	GAS LINE (BY GAS COMPANY)
—T-UG—	PROPOSED PHONE LINE
—	PROPOSED STORM SEWER LINE
○	PROPOSED OPEN LID STORM STRUCTURE (PAYMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
●	PROPOSED CLOSED LID STORM STRUCTURE (PAYMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1786)
□	PROPOSED OPEN LID CURB STRUCTURE (BK. 12 CAC USE NEENAH R-3281-A)
—	PROPOSED SANITARY SEWER LINE
○	PROPOSED SANITARY MANHOLE
—	PROPOSED STORM/SANITARY CLEANOUT
—	PROPOSED WATER LINE
○	PROPOSED VALVE VAULT
○	PROPOSED VALVE BOX
○	PROPOSED LIGHT POLE
□	PROPOSED TRANSFORMER PAD (BY OTHERS)

EXISTING UTILITY LEGEND

EXISTING	DESCRIPTION	ABBREVIATIONS
○	MANHOLE	REC. RECORD DATA
○	CATCH BASIN	MEAS. MEASURED DATA
○	INLET	DEED DEED DATA
○	VALVE & VAULT	R. RADIUS
○	VALVE & BOX	A. ARC DATA
○	FIRE HYDRANT	ROW. RIGHT OF WAY
○	CLEANOUT	PL. PL. PROPERTY LINE
○	BUFFALO BOX	CL. CL. CENTERLINE
○	STREET LIGHT	PU & DE. PUBLIC UTILITY & DRAINAGE EASEMENT
○	LIGHT STANDARD	TC. TOP OF CURB
○	POWER POLE	FL. FLOORING
○	GAS VALVE	EP. EDGE OF PAVEMENT
○	TELEPHONE MANHOLE	P. PAVEMENT
○	TELEPHONE PEDESTAL	EG. EDGE OF GRAVEL
○	TELEPHONE MANHOLE	EC. EDGE OF CONCRETE
○	TELEPHONE MANHOLE	EB. EDGE OF PAVEMENT BRICK
○	ELECTRIC PEDESTAL	SW. SIDEWALK
○	AIR CONDITIONER	BW. BACK OF WALK
○	ELECTRIC HAND HOLE	G. GROUND
○	ELECTRIC PEDESTAL	TEL. TELEPHONE
○	CABLE TELEVISION PEDESTAL	E. ELECTRIC
○	ROADWAY/HANDICAP SIGN	CATV. CABLE TELEVISION
○	STORM SEWER	INVT. INVERT
○	SANITARY SEWER	TWALL. TOP OF WALL
○	WATERMAIN	BWALL. BOTTOM OF WALL
○	FORCEMAIN	TF. TOP OF FOUNDATION
○	HEADWALL	LO. LOOK OUT
○	END SECTION	WO. WALK OUT
○	CORRUGATED METAL PIPE	GF. GARAGE FLOOR
○	ELECTRIC LINE	NWL. NORMAL WATER LEVEL
○	GAS LINE	LNA. LIMITS OF NATURAL AREA
○	PHONE LINE	
○	FIBER OPTIC CABLE	
○	OVERHEAD POWER LINES	
○	CABLE TELEVISION	
○	CONTOURS	
○	FENCE LINE	
○	GUARDRAIL	
○	ELEVATIONS	
○	SIDEWALK	
○	CURB	

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200 WEST MONARCH DRIVE, SUITE 200, CHICAGO, IL 60608
PHONE: 773-399-7000 WWW.KHAE.COM

2255 MONARCH LANDING, NAPERVILLE, IL

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT
MONARCH LANDING HEALTH CENTER
LOT 1B

Page 113 - Agenda Item C.1.

SHEET NUMBER 2 OF 2

DATE

REVISIONS

1. REVISION PER CITY COMMENTS

2. REVISION PER CITY COMMENTS

3. REVISION PER CITY COMMENTS

4. REVISION PER CITY COMMENTS

5. REVISION PER CITY COMMENTS

6. REVISION PER CITY COMMENTS

7. REVISION PER CITY COMMENTS

8. REVISION PER CITY COMMENTS

9. REVISION PER CITY COMMENTS

10. REVISION PER CITY COMMENTS

11. REVISION PER CITY COMMENTS

12. REVISION PER CITY COMMENTS

13. REVISION PER CITY COMMENTS

14. REVISION PER CITY COMMENTS

15. REVISION PER CITY COMMENTS

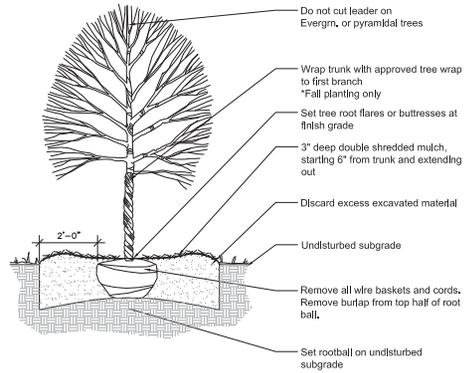
16. REVISION PER CITY COMMENTS

17. REVISION PER CITY COMMENTS

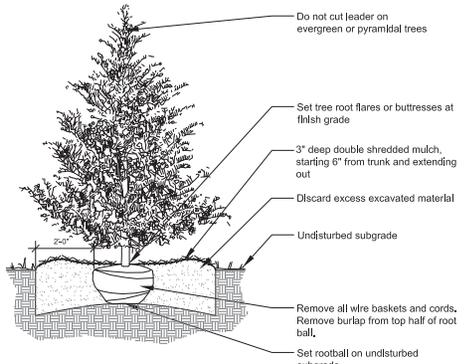
18. REVISION PER CITY COMMENTS

19. REVISION PER CITY COMMENTS

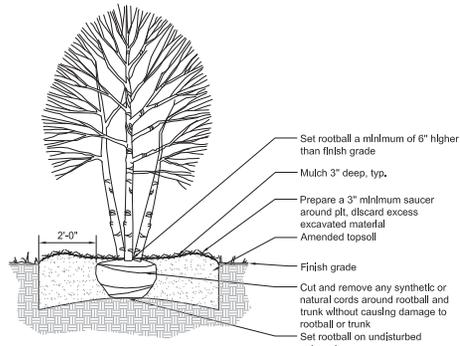
20. REVISION PER CITY COMMENTS



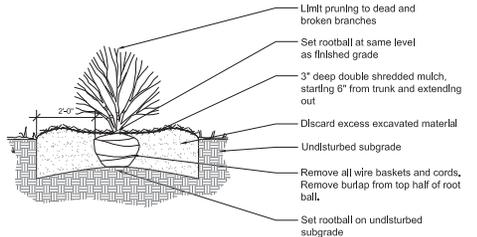
1 Shade Tree Planting d-plant-tree-shade
1/2" = 1'-0"



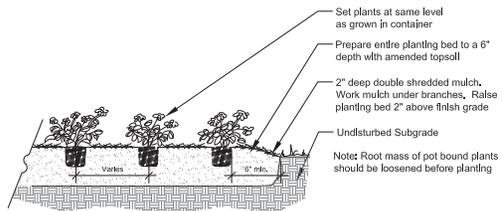
2 Evergreen Tree Planting d-plant-tree-ever
1/2" = 1'-0"



4 Ornamental Tree Planting d-plant-tree-ornamental
1/2" = 1'-0"



3 Shrub Planting d-plant-shrub
1/2" = 1'-0"



5 Annual and Perennial Planting d-plant-perenn
1/2" = 1'-0"

Plant Requirement Table

Required		Provided	
Perimeter Tree Planting			
North Boundary	8	Shade Trees	8
East Boundary	6	Shade Trees	2
		Evergreen Trees	10
South Boundary	5	Shade Trees	4
		Evergreen Trees	3
West Boundary	4	Shade Trees	1
		Evergreen Trees	to remain
		USP	34

Plant Selection List

SHADE TREES, 2 1/2" Caliper @ Installation

BOTANICAL NAME	COMMON NAME	FORM
Acer rubrum	Red Maple	Rounded
Acer rubrum 'Franksred' (own root)	Red Sunset Red Maple	
Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	
Acer saccharum	Sugar Maple	Rounded
Aesculus octandra	Yellow Buckeye	Broad
Celtis occidentalis	Hackberry	Rounded
Fraxinus americana 'Autumn Purple'	Autumn Purple White Ash	Rounded
Fraxinus pennsylvanica 'Patmore'	Patmore Green Ash	Rounded
Gymnocladus dioica	Kentucky Coffee Tree	Broad
Gleditsia trifacanthos 'Inermis'	Thornless Honeylocust	Broad
Liriodendron tulipifera	Tulip Tree	Upright
Ostrya virginiana	American Hophornbeam	
Quercus alba	White Oak	Broad
Quercus bicolor	Swamp White Oak	Oval
Quercus muehlenbergii	Chinkapin Oak	Irregular
Quercus macrocarpa	Bur Oak	
Quercus rubra	Red Oak	Broad
Quercus x schuettlii	Swamp Bur Oak	
Tilia americana 'Redmond'	Redmond American Linden	Pyramidal
Ulmus Morton Glossy	Triumph Elm	

INTERMEDIATE TREES, 6' Height @ Installation

BOTANICAL NAME	COMMON NAME	FORM
Acer campestre	Hedge Maple	
Alnus glutinosa	Black Alder	Pyramidal
Amelanchier x grandiflora	Apple Serviceberry	Upright
Betula nigra	River Birch	Pyramidal
Carpinus caroliniana	American Hornbeam	Rounded
Cercis canadensis	Eastern Redbud	Spreading
Cornus mas	Cornellancherry Dogwood	
Crataegus cuspall var. Inermis	Thornless Cockspur Hawthorn	Rounded
Crataegus phaenopyrum	Washington Hawthorn	Oval
Hamamelis vernalis	Vernal Witchhazel	Upright
Hamamelis virginiana	Common Witchhazel	
Malus varieties	Flowering Crabapple	Varies

EVERGREEN TREES, 6' Height @ Installation

BOTANICAL NAME	COMMON NAME	FORM
Abies concolor	White Fir	Pyramidal
Picea abies	Norway Spruce	Pyramidal
Picea glauca 'densata'	Black Hills White Spruce	Pyramidal
Picea pungens	Colorado Spruce	Pyramidal
Picea omorika	Serbian Spruce	Pyramidal
Pinus nigra	Austran Pine	Pyramidal
Pinus strobus	Eastern White Pine	Pyramidal
Pseudotsuga menziesii	Douglas Fir	Pyramidal
Tsuga canadensis	Canadian Hemlock	Pyramidal

DECIDUOUS SHRUBS, 24" min. Height @ Installation

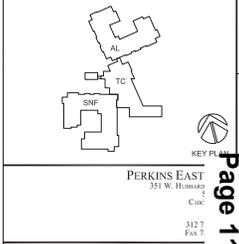
BOTANICAL NAME	COMMON NAME	FORM
Aronia arbutifolia	Red Chokeberry	Upright
Clethra alnifolia	Summersweet Clethra	
Cornus sericea	Redosier Dogwood	Oval
Cotoneaster horizontalis	Rockspray Cotoneaster	Spreading
Euonymus alatus 'Compactus'	Dwarf Burning Bush	Rounded
Forsythia x intermedia	Border Forsythia	Rounded
Fothergilla gardenii	Dwarf Fothergilla	
Itea virginica 'Henry's Garnet'	Henry's Garnet Virginia Sweet Spire	
Ilex verticillata	Common Winterberry	
Myrica pennsylvanica	Bayberry	
Potentilla fruticosa	Bush Cinquefoil	Rounded
Ribes alpinum	Alpine Currant	Mounded
Rhus aromatica 'Gro-Low'	Gro-Low Sumac	Spreading
Rhus copallina var. latifolia	Morton Prairite Flame Shinning Sumac	
Spiraea varietales	Spiraea	Mounded
Syringa vulgaris	Lilac	Upright
Viburnum varietales	Viburnum	varies

EVERGREEN SHRUBS, 24" min. @ Installation

BOTANICAL NAME	COMMON NAME	FORM
Juniperus varietales	Juniper	Spreading
Microbiota decussata	Siberian Carpet Cypress	Spreading
Pinus Mugo	Mugo Pine	Mounding
Taxus varietales	Yew	Upright
Thuja varietales	Arborvitae	Upright

Final construction drawings and specifications will be prepared in general conformance with this plan using plant material selected from the plant selection list. Portions of the design may change based on final architectural and engineering plans, and due to plant material availability.

NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



SENIOR CARE DEVELOPMENT, LLC
500 MANARONCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative:
ARCH CONSULTANTS, LTD.
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Architect:
KIMBLE-HORN & ASSOCIATES
2905 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural:
GRAEF - USA INC.
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP:
WMA CONSULTING ENGINEERS LTD.
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape:
HITCHCOCK DESIGN GROUP
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior:
ARTHUR SHUSTER INC.
2611 HONLINE AVE. #1, STE 150
ROSELLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

PROJECT NO: 44851.00

DRAWING TITLE:
LANDSCAPE DETAILS

SCALE: 1/2" = 1'-0"
L1.1

ISSUED FOR PRELIMINARY PUD
05.11.2012



1 WEST ELEVATION - TC

SCALE -



1 WEST ELEVATION - AL

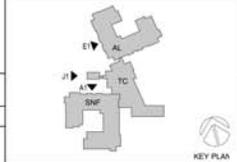
SCALE -



A1 NORTH ELEVATION - SNF

SCALE -

NO.	DATE	REVISION
1	08.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EASTMAN
351 W. HENNESSY STREET
CHICAGO, IL 60605
312.755.1200
Fax 755.1157

Owner:
SENIOR CARE DEVELOPMENT, LLC
500 MAMARONECK AVE., STE. 400
HARRISON, NY 10528

Owner's Representative:
ARCH CONSULTANTS, LTD.
220 PARKWAY DRIVE, STE 300
LINCOLN-SHRE, IL 60069

Civil / Site:
KIMLEY-HORN & ASSOCIATES
2800 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural:
GRAEF - USA INC.
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEFP:
WMA CONSULTING ENGINEERS LTD.
815 S. WABASH AVE
CHICAGO, IL 60605

Landscape:
HITCHCOCK DESIGN GROUP
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60563

Interior:
ARTHUR SHUSTER INC.
2811 HAMLINE AVE. N., STE 150
ROSEVILLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

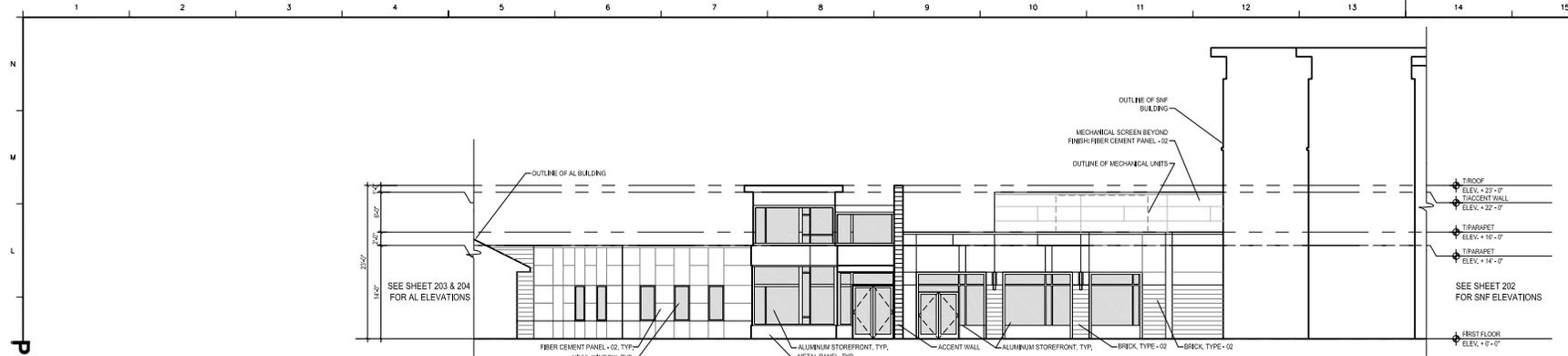
PROJECT No: 44851.00

DRAWING TITLE:
EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"
A-200

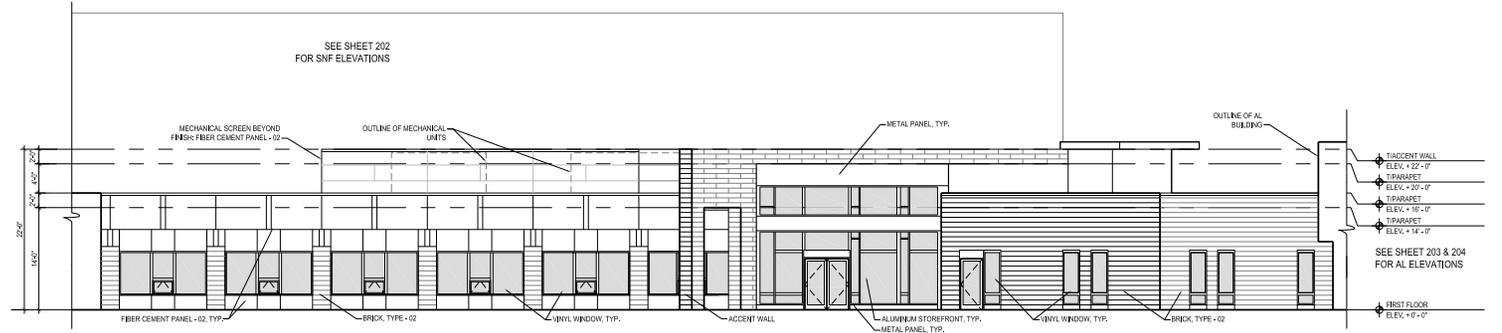
ISSUED FOR PRELIMINARY PUD
05.11.2012

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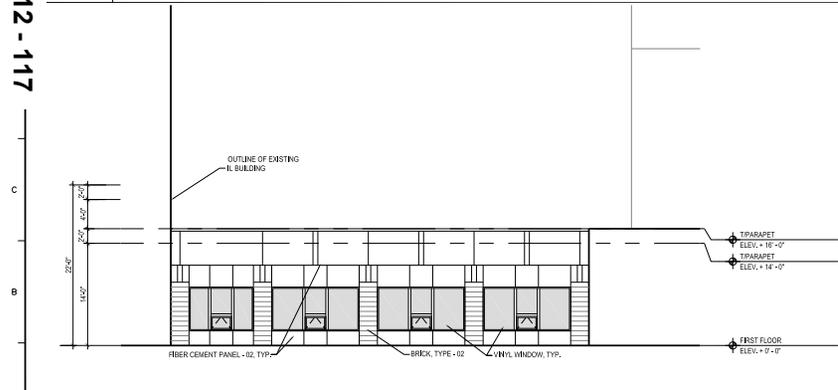
J1 WEST ELEVATION - TC

1/8" = 1'-0"



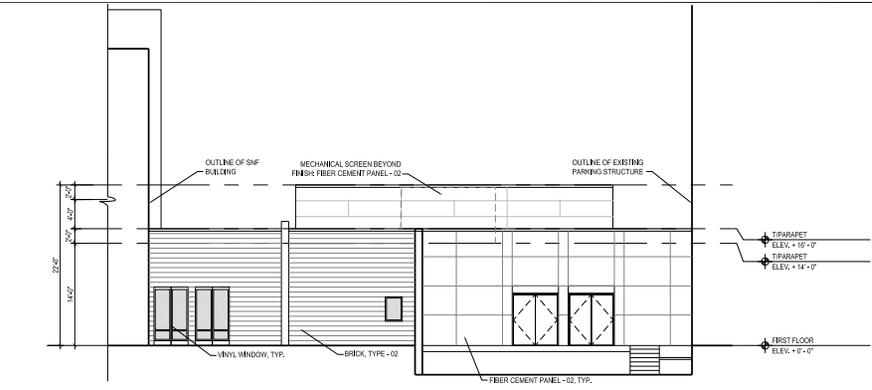
E1 EAST ELEVATION - TC

1/8" = 1'-0"



A1 NORTH ELEVATION - TC

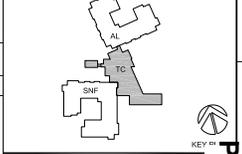
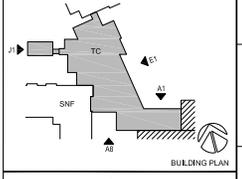
1/8" = 1'-0"



A8 SOUTH ELEVATION - TC

1/8" = 1'-0"

NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EAST
331 W. Hennepin
Chicago
312 7
FOA 7

Owner: **SENIOR CARE DEVELOPMENT, LLC**
500 MANARONCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative: **ARCH CONSULTANTS, LTD.**
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Arch/Site: **KIMLEY-HORN & ASSOCIATES**
2805 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural: **GRAEF - USA INC.**
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP: **WMA CONSULTING ENGINEERS LTD.**
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape: **HITCHCOCK DESIGN GROUP**
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior: **ARTHUR SHUSTER INC.**
2811 HIGHLAND AVE., STE 150
ROSELLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563
PROJECT NO: 44851.00

DRAWING TITLE:
EXTERIOR ELEVATIONS TOWN CENTER

SCALE: 1/8" = 1'-0"

A-201

ISSUED FOR PRELIMINARY PUD
05.11.2012

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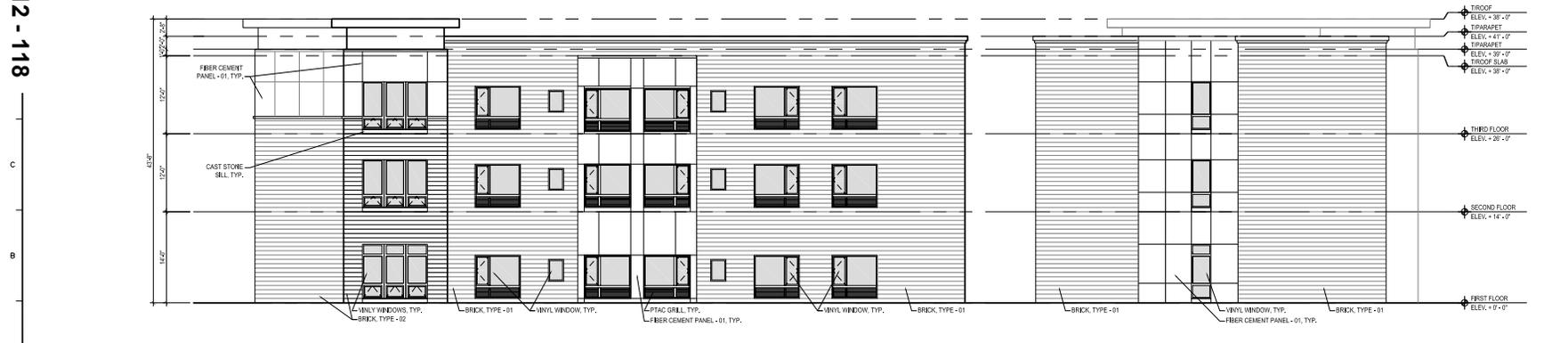
J1 NORTH ELEVATION - SNF

1/8" = 1'-0"



E1 EAST ELEVATION - SNF

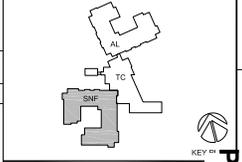
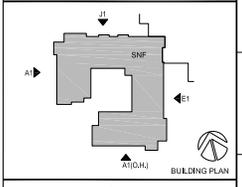
1/8" = 1'-0"



A1 WEST & SOUTH (O.H.) ELEVATION - SNF

1/8" = 1'-0"

NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EAST
331 W. Hennepin
Chicago, IL 60605
312.7.604.7

Owner: **SENIOR CARE DEVELOPMENT, LLC**
500 MANAROCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative: **ARCH CONSULTANTS, LTD.**
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Civil / Site: **KIMBLE-HORN & ASSOCIATES**
2805 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural: **GRAEF + USA INC.**
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP: **WMA CONSULTING ENGINEERS LTD.**
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape: **HITCHCOCK DESIGN GROUP**
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior: **ARTHUR SHUSTER INC.**
2811 HIGHLAND AVE., STE 150
ROSELVILLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

PROJECT No: 44851.00

DRAWING TITLE:
**EXTERIOR ELEVATIONS
SKILLED NURSING FACILITY**

SCALE: 1/8" = 1'-0"
A-202

ISSUED FOR PRELIMINARY PUD
05.11.2012



J1 WEST ELEVATION - AL

1/8" = 1'-0"

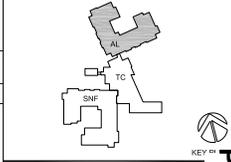
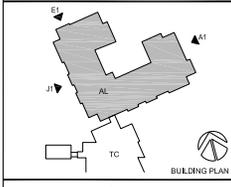
E1 NORTH ELEVATION - AL

1/8" = 1'-0"

A1 EAST ELEVATION - AL

1/8" = 1'-0"

NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EAST
331 W. WASHINGTON
CHICAGO, IL 60604

Owner:
SENIOR CARE DEVELOPMENT, LLC
500 MANARONCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative:
ARCH CONSULTANTS, LTD.
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Civil / Site:
KIMBLE-HORN & ASSOCIATES
2805 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural:
GRAEF + USA INC.
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP:
WMA CONSULTING ENGINEERS LTD.
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape:
HITCHCOCK DESIGN GROUP
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior:
ARTHUR SHUSTER INC.
2811 HIGHLAND AVE., STE 150
ROSEVILLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

PROJECT NO: 44851.00

DRAWING TITLE:
EXTERIOR ELEVATIONS ASSISTED LIVING

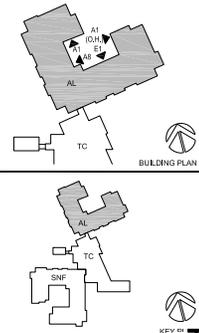
SCALE: 1/8" = 1'-0"

A-204

ISSUED FOR PRELIMINARY PUD
05.11.2012

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NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EAST
332 S. MICHIGAN
CHICAGO, IL 60604
312.7.634.7

Owner:
SENIOR CARE DEVELOPMENT, LLC
500 MANARONCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative:
ARCH CONSULTANTS, LTD.
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Arch/ Site:
KIMBLE-HORN & ASSOCIATES
2805 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural:
GRAEF + USA INC.
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP:
WMA CONSULTING ENGINEERS LTD.
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape:
HITCHCOCK DESIGN GROUP
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior:
ARTHUR SHUSTER INC.
2811 HIGHLAND AVE. N., STE 150
ROSEVILLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563
PROJECT NO: 44851.00

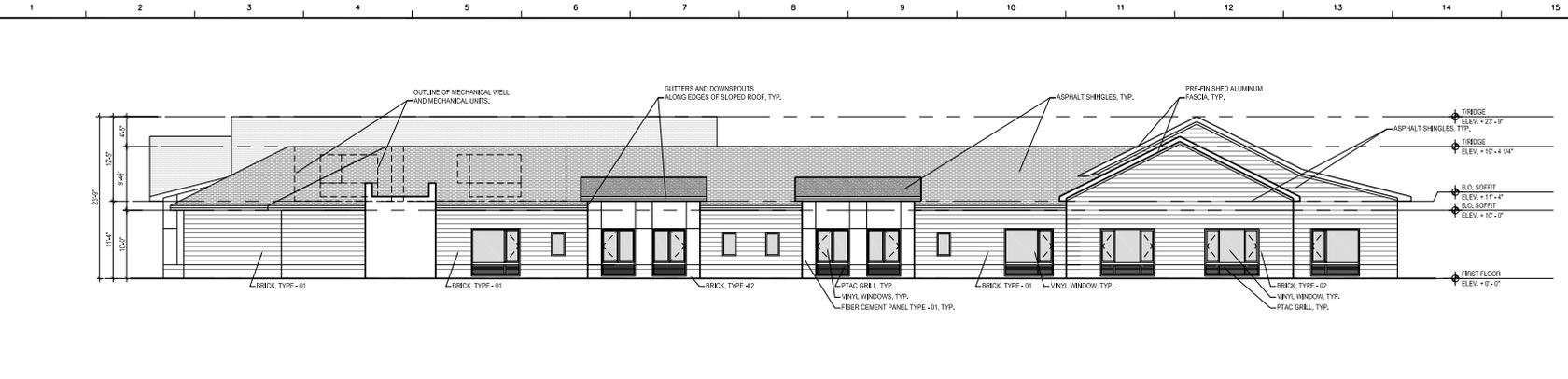
DRAWING TITLE:
EXTERIOR ELEVATIONS ASSISTED LIVING

SCALE: 1/8" = 1'-0"

A-205

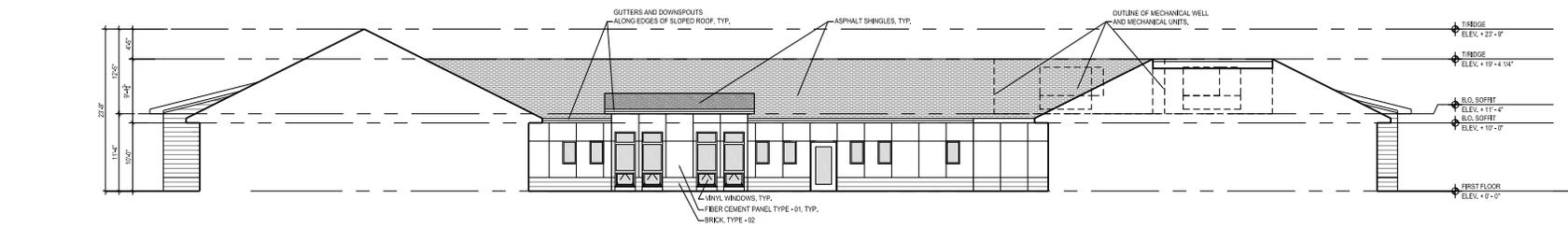
ISSUED FOR PRELIMINARY PUD
05.11.2012

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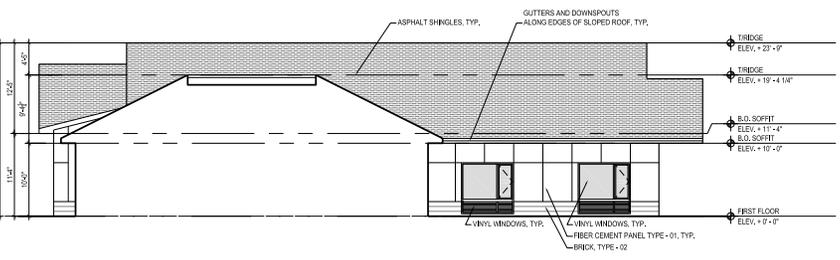
J1 SOUTH ELEVATION - AL

1/8" = 1'-0" -



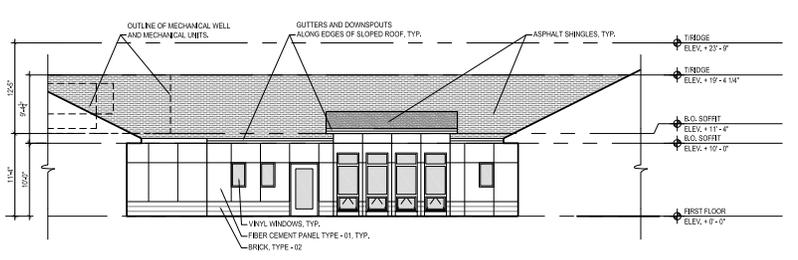
E1 DEMENTIA GARDEN ELEVATION NORTH - AL

1/8" = 1'-0" -



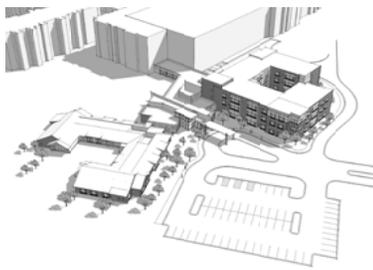
A1 DEMENTIA GARDEN ELEVATION SOUTH & WEST (O.H.) - AL

1/8" = 1'-0" -



A8 DEMENTIA GARDEN ELEVATION EAST - AL

1/8" = 1'-0" -



BIRD'S EYE SITE PERSPECTIVE



SNF PERSPECTIVE



TC ENTRY PERSPECTIVE



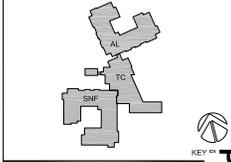
TC ENTRY PERSPECTIVE



TC BIRD'S EYE PERSPECTIVE

RENDERINGS ARE PROVIDED FOR REFERENCE ONLY - TO ASSIST IN THE UNDERSTANDING OF THE DESIGN CONCEPT AND IS NOT INTENDED TO SUPERCEDE INFORMATION CONTAINED IN OTHER DOCUMENTS RELATED TO THIS WORK.

NO.	DATE	REVISION
1	04.02.12	ISSUED FOR PRELIMINARY PUD
2	05.11.12	ISSUED FOR PRELIMINARY PUD



PERKINS EAST
332 W. Hennepin
Chicago
312 7
POA 7

Owner:
SENIOR CARE DEVELOPMENT, LLC
500 MANARONCK AVE., STE 408
HARRISON, NY 10528

Owner's Representative:
ARCH CONSULTANTS, LTD.
250 PARKWAY DRIVE, STE 350
LINCOLNSHIRE, IL 60069

Civil / Site:
KIMLEY-HORN & ASSOCIATES
2850 HITCHCOCK AVE.
DOWNERS GROVE, IL 60515

Structural:
GRAEF - USA INC.
332 S. MICHIGAN AVE., STE 1400
CHICAGO, IL 60604

MEP/FP:
WMA CONSULTING ENGINEERS LTD.
815 S. WABASH AVE.
CHICAGO, IL 60605

Landscape:
HITCHCOCK DESIGN GROUP
221 W. JEFFERSON AVE.
NAPERVILLE, IL 60540

Interior:
ARTHUR SHUSTER INC.
2811 HIGHLINE AVE., STE 150
ROSEVILLE, MN 55113

PROJECT TITLE:
MONARCH LANDING HEALTH CENTER

2255 MONARCH DRIVE
NAPERVILLE, IL 60563

PROJECT No: 44851.00

DRAWING TITLE:
PERSPECTIVE VIEWS

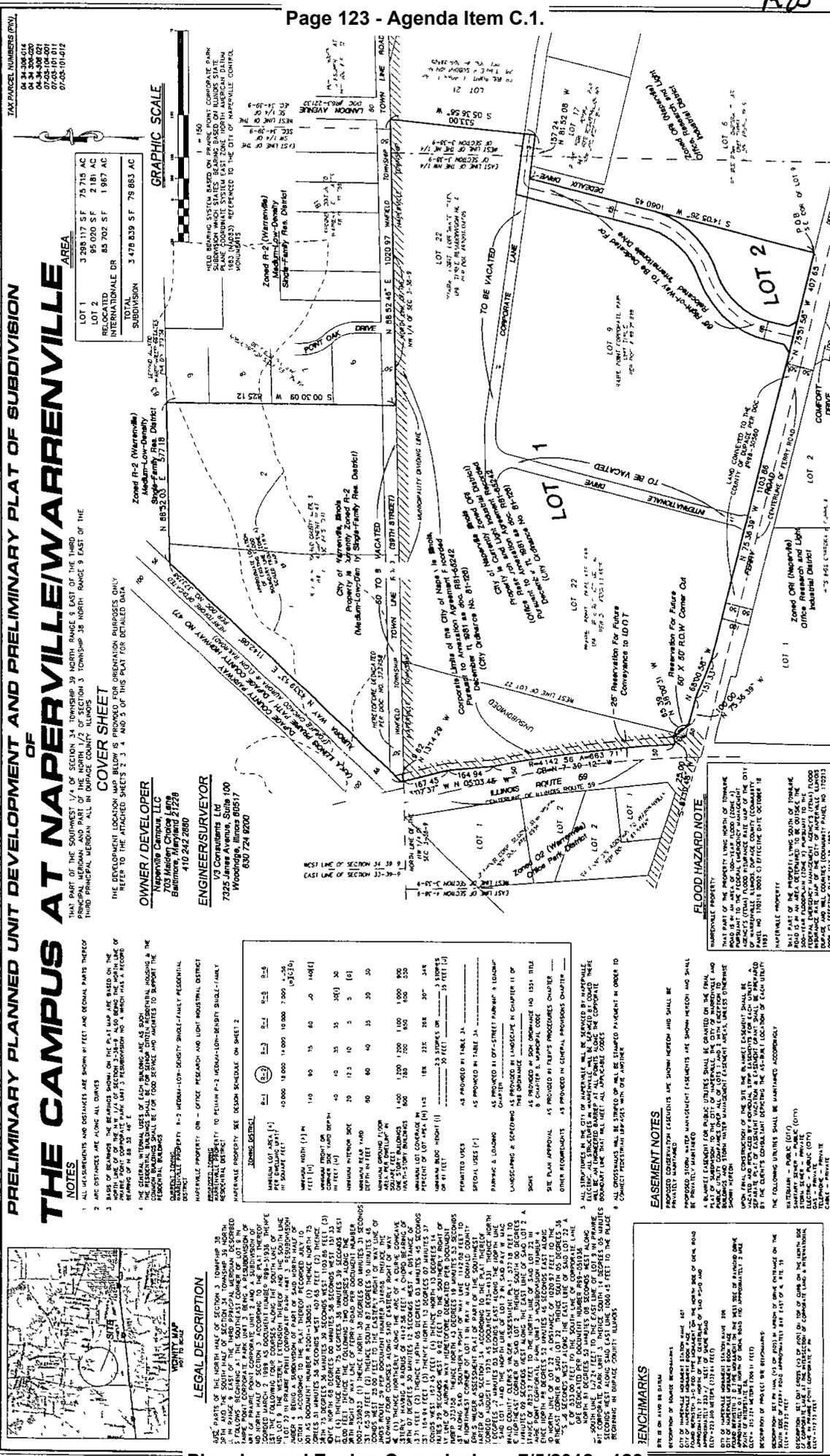
SCALE: SCALE

A-206

ISSUED FOR PRELIMINARY PUD

05.11.2012

R05-06 7749

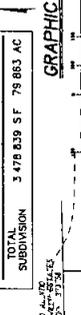


TAX PARCEL NUMBERS (REV. 04)

04-34-306-016
04-34-309-021
04-34-309-021
07-03-101-011
07-03-101-012

AREA

LOT 1	3 288.117 SF	75.715 AC
LOT 2	95 090 SF	2.181 AC
RELOCATED INTERNATIONAL DR	85 702 SF	1.957 AC
TOTAL SUBDIVISION	3 478.939 SF	79.863 AC



PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION OF THE CAMPUS AT NAPERVILLE/WARRENVILLE

THAT PART OF THE SOUTH-WEST 1/4 OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN UNINCORPORATED TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS SHOWN ON THE ATTACHED SHEETS 2, 3, 4 AND 5 OF THIS PLAN FOR DETAILED DATA.

OWNER / DEVELOPER
 Naperville Campus LLC
 703 Madden Choice Lane
 Baltimore, Maryland 21228
 410 242 2880

ENGINEER/SURVEYOR
 V3 Consultants, LLC
 7325 Jenna Avenue, Suite 100
 Woodridge, Illinois 60517
 630 724 9200

NOTES

- ALL DIMENSIONS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
- ALL DISTANCES ARE ALONG ALL CURVES.
- BASE OF CURVES, THE BEARINGS SHOWN ON THE P-L-I MAP ARE BASED ON THE NATIONAL GRID SYSTEM.
- THE GENERAL INTENT OF THIS PLAN IS TO SUBDIVIDE THE PROPERTY INTO LOTS AND TO PROVIDE FOR THE CONSTRUCTION OF A ROAD, DRIVE, AND UTILITIES.
- THE GENERAL INTENT OF THIS PLAN IS TO SUBDIVIDE THE PROPERTY INTO LOTS AND TO PROVIDE FOR THE CONSTRUCTION OF A ROAD, DRIVE, AND UTILITIES.

ZONING DISTRICTS

MINIMUM LOT AREA (SQ FT)	MINIMUM FRONT YARD SETBACK (FEET)	MINIMUM SIDE YARD SETBACK (FEET)	MINIMUM REAR YARD SETBACK (FEET)	MINIMUM FRONT SETBACK (FEET)	MINIMUM SIDE SETBACK (FEET)	MINIMUM REAR SETBACK (FEET)
10,000	10	5	5	10	5	10
15,000	10	5	5	10	5	10
20,000	10	5	5	10	5	10
25,000	10	5	5	10	5	10
30,000	10	5	5	10	5	10
35,000	10	5	5	10	5	10
40,000	10	5	5	10	5	10
45,000	10	5	5	10	5	10
50,000	10	5	5	10	5	10
55,000	10	5	5	10	5	10
60,000	10	5	5	10	5	10
65,000	10	5	5	10	5	10
70,000	10	5	5	10	5	10
75,000	10	5	5	10	5	10
80,000	10	5	5	10	5	10
85,000	10	5	5	10	5	10
90,000	10	5	5	10	5	10
95,000	10	5	5	10	5	10
100,000	10	5	5	10	5	10

LEGAL DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS SHOWN ON THE ATTACHED SHEETS 2, 3, 4 AND 5 OF THIS PLAN FOR DETAILED DATA.

EASEMENT NOTES

ALL EASEMENTS ARE SHOWN ON THIS PLAN AND SHALL BE CONSIDERED PART OF THIS PLAN. ALL EASEMENTS ARE TO BE CONSIDERED AS PART OF THIS PLAN.

BENCHMARKS

ALL BENCHMARKS ARE SHOWN ON THIS PLAN AND SHALL BE CONSIDERED PART OF THIS PLAN. ALL BENCHMARKS ARE TO BE CONSIDERED AS PART OF THIS PLAN.

FLOOD HAZARD NOTE

THE CITY OF NAPERVILLE HAS A FLOOD HAZARD MAP WHICH SHOWS THE FLOOD HAZARD ZONES FOR THE CITY OF NAPERVILLE. THE FLOOD HAZARD ZONES ARE SHOWN ON THE ATTACHED SHEETS 2, 3, 4 AND 5 OF THIS PLAN FOR DETAILED DATA.

PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION

THE CAMPUS AT NAPERVILLE/WARRENVILLE

NO.	DATE	DESCRIPTION
1	07/25/04	PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
2	07/28/04	REVISIONS TO PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
3	08/20/04	REVISIONS TO PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION

NO.	DATE	DESCRIPTION
1	07/25/04	PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
2	07/28/04	REVISIONS TO PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
3	08/20/04	REVISIONS TO PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION

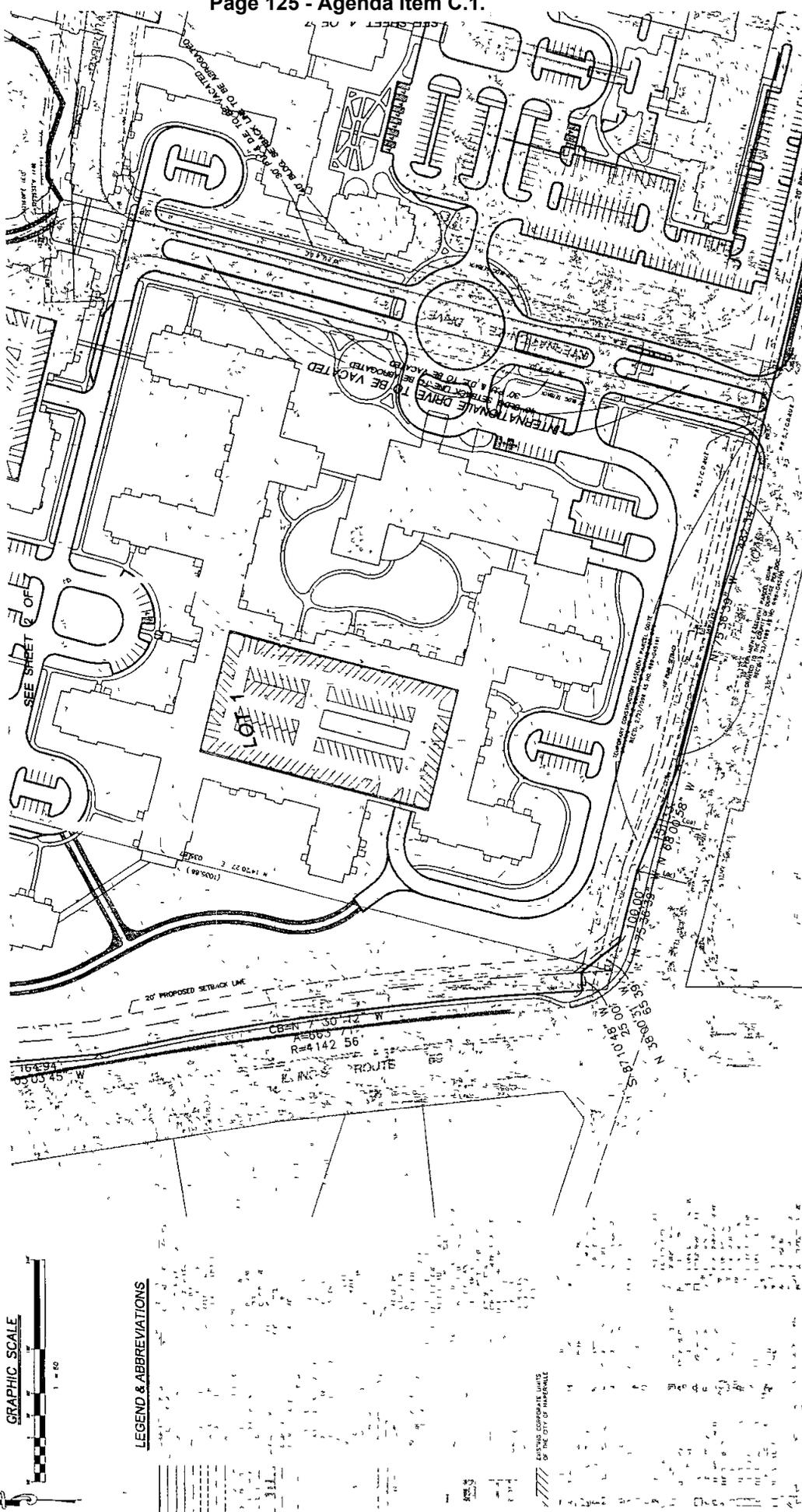
Engineers
 Scientists
 Surveyors

ERICKSON RETIREMENT COMMUNITIES
 703 MADDEN CHOICE LANE
 BALTIMORE, MARYLAND 21228
 410 242 2880

V3 CONSULTANTS
 7325 JENNA AVENUE, SUITE 100
 WOODRIDGE, ILLINOIS 60517
 630 724 9200 FAX
 v3consultants.com

805-06-7749

**PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
 OF
 THE CAMPUS AT NAPERVILLE/WARRENVILLE**



GRAPHIC SCALE
1" = 50'

LEGEND & ABBREVIATIONS

EXISTING CORPORATE UNITS
BY THE CITY OF NAPERVILLE

PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION THE CAMPUS AT NAPERVILLE/WARRENVILLE		Project No. 03098
DRAFTING COMPLETED 07/25/04	DRAWN BY JWH	GROUP No. V04
FIELD WORK COMPLETED 07/28/04	PROJECT MANAGER JWH	SHEET NO. 3
SCALE 1" = 50'	DATE 7/28/04	SHEET NO. 3

NO.	DATE	DESCRIPTION	REVISIONS	DATE
1	07/23/03	PER CITY REVIEW REPORT DATED MARCH 30, 2004 (CITY PROJ. NO. 03-000003)		
2	07/25/04	PER CITY REVIEW REPORT DATED JULY 15, 2004 (CITY PROJ. NO. 04-000003)		
3	08/28/04	PER CITY REVIEW REPORT DATED AUGUST 17, 2004 (CITY PROJ. NO. 04-000003)		

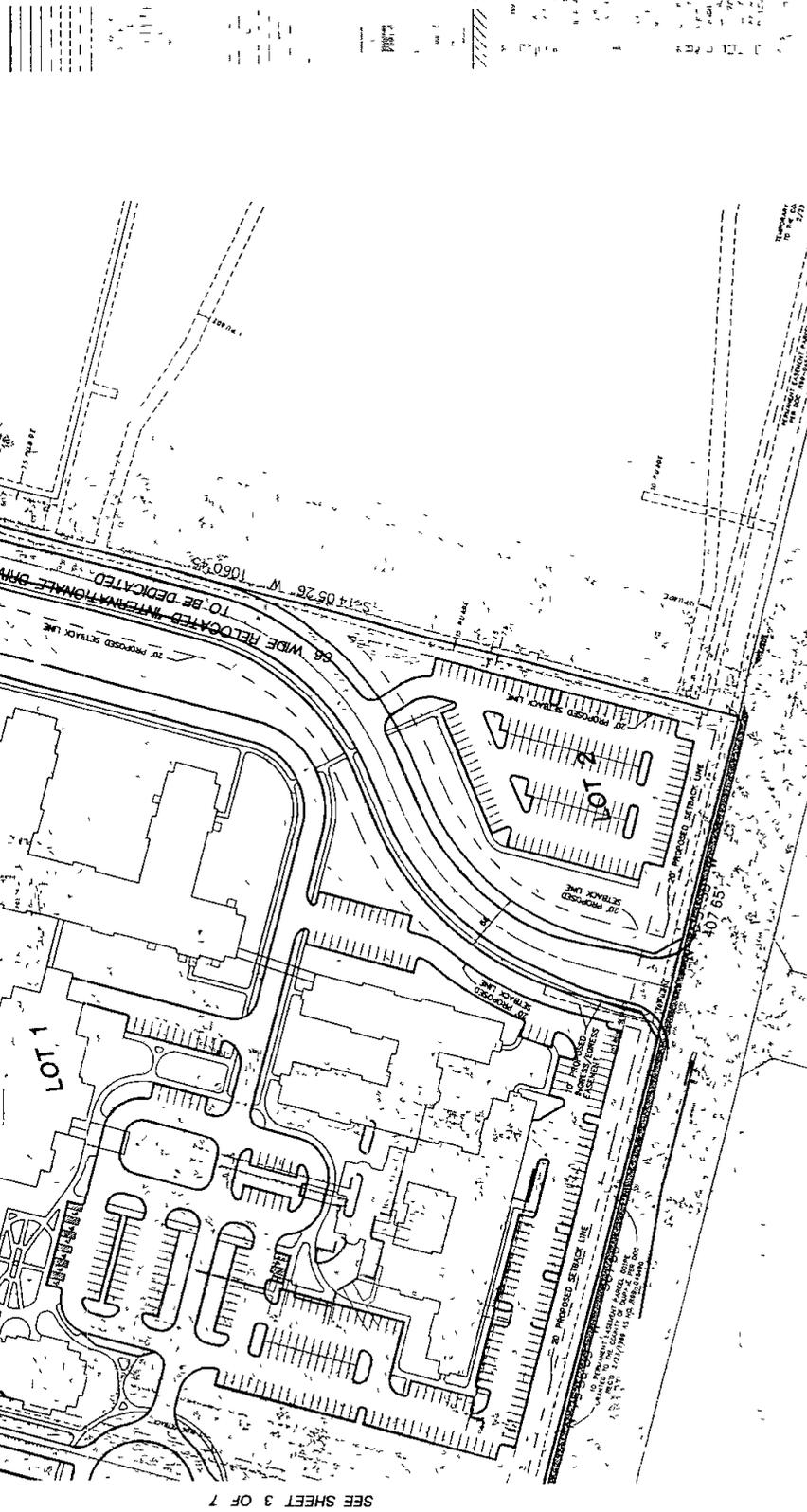
PREPARED FOR ERICKSON RETIREMENT COMMUNITIES 703 MADEN CHOICE LANE BALTIMORE, MARYLAND 21228 410 242 2880	7325 Janes Avenue Suite 100 Woodridge, IL 60517 630 724 8200 voice jcs@csentia.com
--	---

RS-067749

PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION OF THE CAMPUS AT NAPERVILLE/WARRENVILLE



LEGEND & ABBREVIATIONS



NO.	DATE	DESCRIPTION	REVISION NO.	DATE	DESCRIPTION
1	03/23/04	PER CITY ENGINEER REPORT DATED MARCH 30, 2004 (CITY FILE NO. 04-000003)			
2	03/23/04	PER CITY ENGINEER REPORT DATED MARCH 30, 2004 (CITY FILE NO. 04-000003)			
3	03/23/04	PER CITY ENGINEER REPORT DATED AUGUST 17, 2004 (CITY FILE NO. 04-000003)			

PREPARED FOR:
ERICKSON RETIREMENT COMMUNITIES
 703 MADEN CHOICE LANE
 BALTIMORE, MARYLAND 21228
 410 242 2880

Engineers
 Scientists
 Suiveyors
 CONSULTANTS

7225 Jones Avenue Suite 100
 Woodridge, IL 60017
 815 480 8200
 830 724 8202 fax
 v2consultants.com

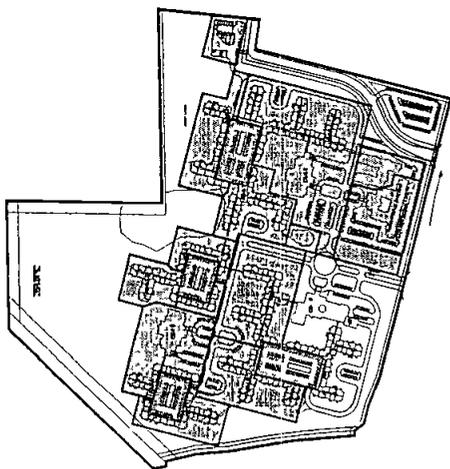
Project No.	03589
Group No.	004
Sheet No.	5 of 7
PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION	
THE CAMPUS AT NAPERVILLE/WARRENVILLE	
DRAWN BY: SPK	PROJECT MANAGER: ANH
DATE: 03/23/04	SCALE: 1" = 150'
FIELD WORK COMPLETED: 03/23/04	CREW CHIEF: RD

SEE SHEET 3 OF 7

05067749

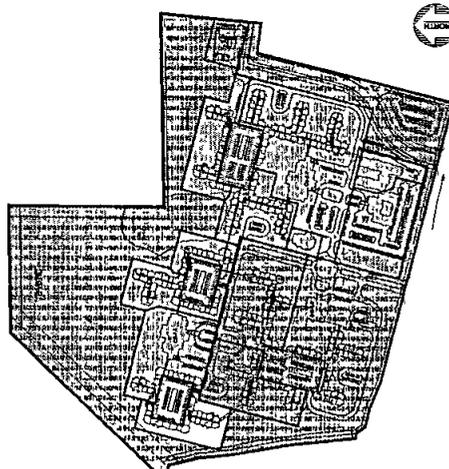
205-067749

**PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
OF
THE CAMPUS AT NAPERVILLE/WARRENVILLE**



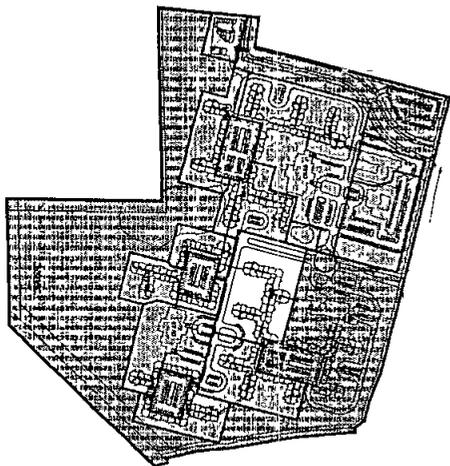
WORKSHEET 1
ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 1
NO SCALE



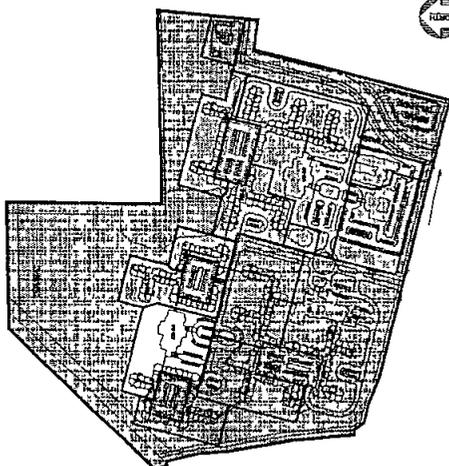
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ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 4
NO SCALE



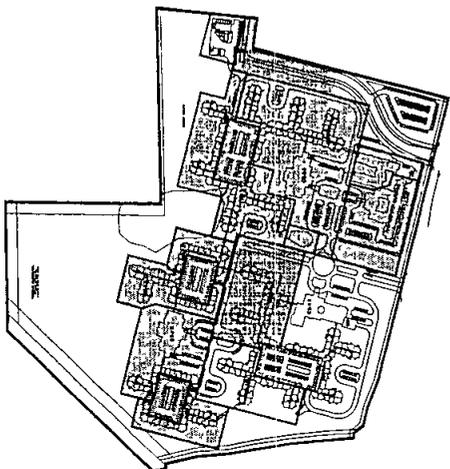
WORKSHEET 2
ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 2
NO SCALE



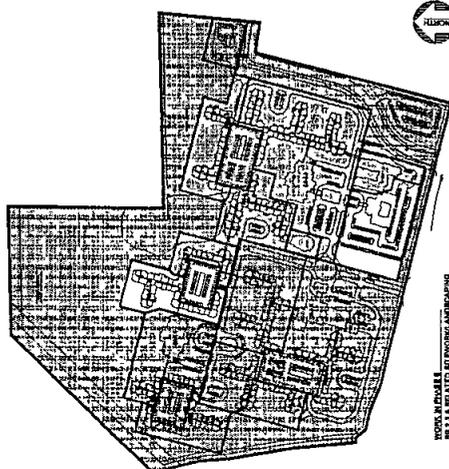
WORKSHEET 5
ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 5
NO SCALE



WORKSHEET 3
ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 3
NO SCALE



WORKSHEET 6
ON 11.8 RELATED BY TYPING AND/OR
PHASING COMPLETE: 03/05/04
DRAWN BY: SPK
PROJECT MANAGER: ANH
FIELD WORK COMPLETED: 01/28/04
SCALE: 1" = 1/4" = N/A

PHASE 6
NO SCALE

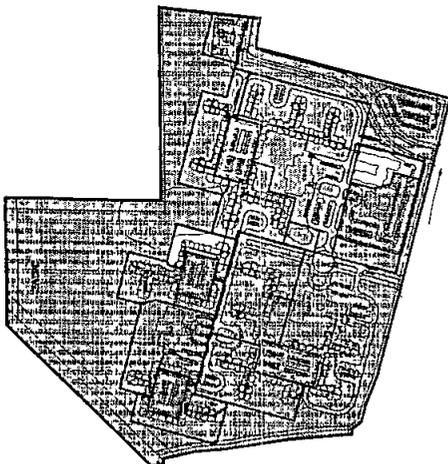
PRELIMINARY PHASING PLAN		Project No.	05089
PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION		Group No.	V04.1
THE CAMPUS AT NAPERVILLE/WARRENVILLE		DATE	03/05/04
NO.	DATE	DESCRIPTION	REVISIONS
1	03/23/04	PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION	NO
2	07/26/04	REVISED SITE PLAN AND PHASING	NO
3	08/23/04	REVISED SITE PLAN AND PHASING	NO

PREPARED BY: ERICKSON RETIREMENT COMMUNITIES 10000 WOODBRIDGE BLVD BALTIMORE, MARYLAND 21228 410.242.2880	7325 Jenas Avenue, Suite 100 Woodridge, IL 60517 830.724.9200 voice 830.724.9200 fax e@scsultivoyors.com
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	Engineers Scientists Surveyors
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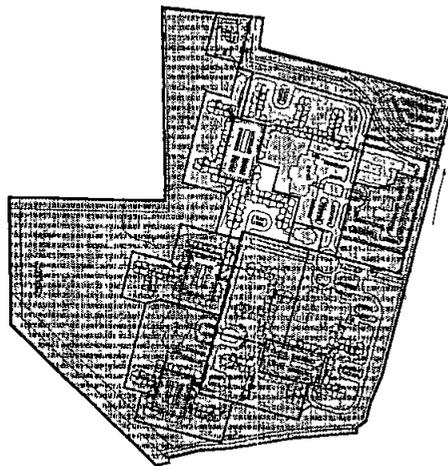
ROS-067749

**PRELIMINARY PLANNED UNIT DEVELOPMENT AND PRELIMINARY PLAT OF SUBDIVISION
 OF
 THE CAMPUS AT NAPERVILLE/WARRENVILLE**



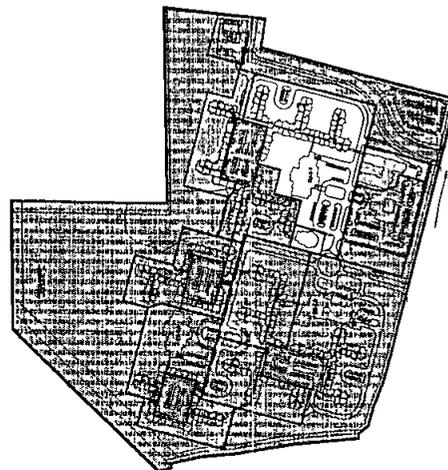
WORK IN PHASE 7
 OF 10 RELATED WITHIN/UNDERGROUND
 CHAPEL & RELATED WITHIN/UNDERGROUND

PHASE 7
 NO SCALE



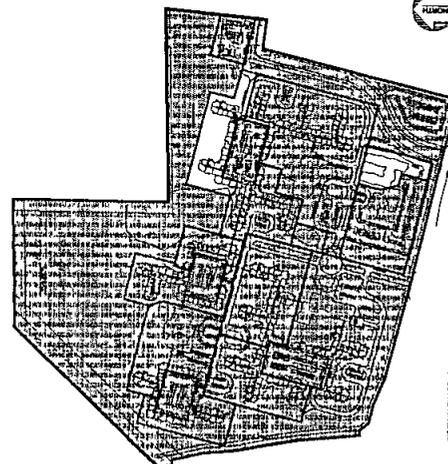
WORK IN PHASE 8
 OF 10 RELATED WITHIN/UNDERGROUND
 CHAPEL & RELATED WITHIN/UNDERGROUND

PHASE 8
 NO SCALE



WORK IN PHASE 9
 OF 10 RELATED WITHIN/UNDERGROUND
 CHAPEL & RELATED WITHIN/UNDERGROUND

PHASE 9
 NO SCALE



WORK IN PHASE 10
 OF 10 RELATED WITHIN/UNDERGROUND
 CHAPEL & RELATED WITHIN/UNDERGROUND

PHASE 10
 NO SCALE



**Engineers
 Scientists
 Surveyors
 Consultants**

7325 James Avenue, Suite 100
 Woodridge, IL 60517
 Phone: 815.724.8000
 Fax: 815.724.8002
 Website: www.vsbconsultants.com

PREPARED FOR:
ERICKSON RETIREMENT COMMUNITIES
 703 MAIDEN CHOICE LANE
 BALTIMORE, MARYLAND 21228
 410.242.2880

NO.	DATE	DESCRIPTION	REVISIONS	NO.	DATE	DESCRIPTION
1	02/27/04	PREPARED FOR CITY OF NAPERVILLE	1	02/27/04	02/27/04	PREPARED FOR CITY OF NAPERVILLE
2	07/28/04	REVISED PER CITY OF NAPERVILLE	2	07/28/04	07/28/04	REVISED PER CITY OF NAPERVILLE
3	08/23/04	REVISED PER CITY OF NAPERVILLE	3	08/23/04	08/23/04	REVISED PER CITY OF NAPERVILLE

PRELIMINARY PLANNED UNIT DEVELOPMENT
 AND PRELIMINARY PLAT OF SUBDIVISION
THE CAMPUS AT NAPERVILLE/WARRENVILLE
 DRAWN BY: SPK PROJECT MANAGER: ANH
 FIELD WORK COMPLETED: 01/28/04
 SHEET NO. 7 OF 7
 SCALE: 1" = 100'

PRELIMINARY PHASING PLAN

Project No. 03089
 Group No. V04.1



Naperville

PLANNING AND ZONING COMMISSION AGENDA ITEM

PZC CASE: 12-1-054 **AGENDA DATE:** 6/6/2012
SUBJECT: Pure Land Center
 Petitioner: Pure Land Center, 2753-2755 W. Maple Avenue, Lisle, IL 60532

LOCATION: 1120 E. Ogden Avenue

Correspondence New Business Old Business Public Hearing

SYNOPSIS:

The petitioner requests approval of a conditional use for a cultural institution in B3 (General Commercial District) for the property located at 1120 E. Ogden Avenue.

PLANNING AND ZONING COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A	N/A	N/A

ACTION REQUESTED/RECOMMENDED THIS MEETING:

Conduct the public hearing.

PREPARED BY: Ying Liu, AICP, Planning Services Team

EXISTING ZONING, LAND USE, AND LOCATION:

The subject property consists of 1.3 acres and is located at the southwest corner of Ogden Avenue and Burlington Avenue with a common street address of 1120 E. Ogden Avenue. The property is zoned B3 (General Commercial District) and is presently improved with a multi-tenant commercial building and its associated parking facilities.

PLANNING SERVICES TEAM REVIEW:

The building on the subject property consists of a total of three tenant spaces, with Suite 101 and 102 facing Ogden Avenue and Suite 103 in the rear of the building facing the rear parking lot. The petitioner, Pure Land Center, requests approval of a conditional use for a cultural institution in the B3 district in order to relocate their existing Lisle facility to Suite 103 of the subject property. The proposed facility would include a library specializing in Chinese classic and cultural literature and would host such activities as lectures, classes, performances, and cultural events on various topics including Chinese calligraphy, Chinese and East Asia music, Chinese tea ceremony, Chinese knots, floral arts, Chinese Yo-Yo, traditional children's play, etc. In addition, the petitioner intends to operate an accountant office in Suite 101 and lease Suite 102 to a restaurant user.



**NAPERVILLE PLANNING AND ZONING COMMISSION
MINUTES OF JUNE 6, 2012**

Call to Order

7:01 p.m.

A. Roll Call

Present: Bruno, Coyne, Frost, Gustin, Messer, Meyer, Trowbridge, Williams, Herzog
Absent:
Student Members:
Staff Present: Planning Team – Allison Laff, Ying Liu, Tim Felstrup

C. Old Business

D. Public Hearings

**D5. PZC Case
12-1-050
Health Care at
Monarch Landing
Lot 1B**

The petitioner requests approval of a preliminary plat of subdivision, a conditional use for a nursing home in OCI (Office, Commercial and Institutional District), a major change to the Monarch Landing Planned Unit Development (PUD), and a preliminary PUD plat for Lot 1B in order to develop an assisted living and nursing facility on Lot 1B of Monarch Landing.

Ying Liu, Planning Services Team, gave an overview of the request.

Russell Whiteker, Attorney with Rosanova & Whitaker Ltd., spoke on behalf of the petitioner:

- Introduced the new owner of Monarch Landing, Naperville Senior Care, LLC.
- Provided an overview of the existing conditions, the planned uses and the status of the PUD.
- The proposed Health Care Center is downsized from what was approved in the Monarch Landing PUD and is intended to be open to the public.
- A deviation is being sought to reflect a settlement agreement regarding park donations between the petitioner and the Park District.
- Reviewed access and circulation of the site.
- Residents will have the ability to walk throughout the campus.
- The use would generate very low amount of traffic.
- There is a 9' berm along Route 59 to provide screening for the proposed facility.
- The restricted access on Route 59 and the restricted internal circulation were intentional in order to provide security for the existing Monarch Landing campus while allowing the Health Care Center to be open to the public.

- The subdivision is for financial purposes and there is no intention for a separate ownership for the proposed Lot 1B.

Planning and Zoning Commission inquired about

- Whether the development is within the city limits.
- The nature of the facility.
- The deviation regarding park donations is not subject to the Planning and Zoning Commission's review.
- Whether the security gate along Ferry would be eliminated. The petitioner indicated no.
- What measures that the petitioner takes to protect the safety of the residents.
- How the security of the existing campus would be maintained with the proposed entrance on Route 59 not gated. The petitioner indicated that the internal drive will be gated to allow only one way traffic going north.
- Concerned that the proposed right-in/right-out access on Route 59 doesn't provide sufficient access for the development since people leaving the site cannot make a left turn to go south on Route 59. Is concerned that emergency vehicles exiting the site cannot turn south to Edwards Hospital.
- Is concerned that the internal drive connecting the Health Care Center with the Ferry Road entrance only allows one-way traffic going north. People leaving the Health Care Center will not be able to utilize the Ferry Road entrance through the internal drive.
- Whether the west façade of the parking garage can be further improved.
- Whether the Certificate of Needs process would generate any changes to the plans. The petitioner responded that the Certificate of Needs process would usually follow the municipality entitlement process, as it is a stricter process.
- Is concerned that residents of the existing residential units east of the TC and AL buildings would be able to see the mechanical units on proposed one-story building. The petitioner indicated that the residential units are at a significant distance away from the proposed facility.
- What is the projected use for Lot 1A.
- Would the people from the existing campus be able to access the back door of the TC building? The petitioner indicated that residents in the existing campus would be able to access the proposed facility.

Public Testimony: None

Planning and Zoning Commission moved to continue PZC 12-1-050 to July 5, 2012 and requested the following from the Petitioner and staff:

- A copy of the traffic study.
- Requested the City Engineer's presence at the July 5, 2012 meeting to address traffic concerns.
- An overall site plan to include the new building and the rest of the PUD.

Naperville Planning and Zoning Commission
June 6, 2012
Page 3 of 3

- The petitioner to investigate alternatives to improve internal circulation of the site to allow people (customers, staff, residents, and emergency vehicles) to utilize the Ferry Road entrance.
- Information about way finding signage on the site.



Naperville

PLAN COMMISSION AGENDA ITEM

PC CASE: 12-1-083 **AGENDA DATE:** 7/5/2012
SUBJECT: Sudsational (5th Avenue Properties)
 Petitioner: OCP Acquisitions, LLC. dba Sudsational, 14101 W. Lambs Lane, Libertyville, IL 60048

LOCATION: 452-588 W. 5th Avenue

Correspondence New Business Old Business Public Hearing

SYNOPSIS:

The petitioner requests a conditional use for an automobile repair facility in I (Industrial District) for the property located at 452-588 W. 5th Avenue.

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Action
N/A	

ACTION REQUESTED/RECOMMENDED THIS MEETING:

Conduct the public hearing.

PREPARED BY: Ying Liu, AICP, Community Planner

EXISTING ZONING, LAND USE, AND LOCATION:

The 5th Avenue Properties is located generally at the southwest corner of 5th Avenue and Mill Street as depicted in Attachment 1 and encompasses six (6) multi-tenant buildings consisting of industrial and commercial tenants. The 550 building (450-588 W. 5th Avenue) is located adjacent to the BNSF railroad and is zoned I (Industrial District).

RELATIONSHIP TO OFFICIAL PLAN OF THE CITY OF NAPERVILLE:

The future land use of the subject property is designated as “Warehouse/Distribution” in the 1998 East Sector Update to the Comprehensive Master Plan.

PLANNING SERVICES TEAM REVIEW:

In 2010, the City Council approved Ordinance 10-155 granting a conditional use for an auto repair shop in the 550 building, specifically for the unit at 450 W. 5th Avenue. The petitioner intends to establish another auto repair facility, known as Sudsational, in the same building at 570 and 572 W. 5th Avenue. The proposed facility will provide auto detailing services and include 8,200 square feet of gross floor area. Instead of requesting a conditional use specifically

Sudsational (PZC 12-1-083)

July 5, 2012

Page 2 of 2

for the units at 570 and 572 W. 5th Avenue, the petitioner is requesting approval of a conditional use to allow an 8,200 square foot auto repair facility in general in the 550 building for the units located at 452-588 W. 5th Avenue (excluding 450 W. 5th Avenue, which already has a conditional use to allow auto repair subject to conditions about the facility). This approach is consistent with the City's practices within the last two years in order to give the owner the flexibility to recruit a new auto repair tenant in Units 452-588 in the 550 building if Sudsational moves out, without processing another conditional use.

Staff finds the proposed automobile repair facility is compatible and appropriate in the context of the uses on the 5th Avenue Properties, which include a mixture of storage, manufacture, and service (auto repairs, training studios, offices) uses. The petitioner has provided a response to Section 6-3-8:2 (Standards for Granting a Conditional Use), which is included in the Development Petition. Staff concurs with the petitioner's findings.

Off-Street Parking

The proposed 8,200 square foot automobile repair facility requires a total of 36 off-street parking spaces for customers and employees. No outside storage of vehicles is proposed. Staff has examined the current tenant roster for all uses on the property and determined that a total of 129 off-street parking spaces are required. Currently, 130 off-street parking spaces are provided; therefore, adequate parking exists to serve the proposed use (Attachment 3: Tenant Roster and Parking Requirements). Staff will re-examine the sufficiency of parking through the tenant build-out process at each time when a new tenant is proposed for the subject property.

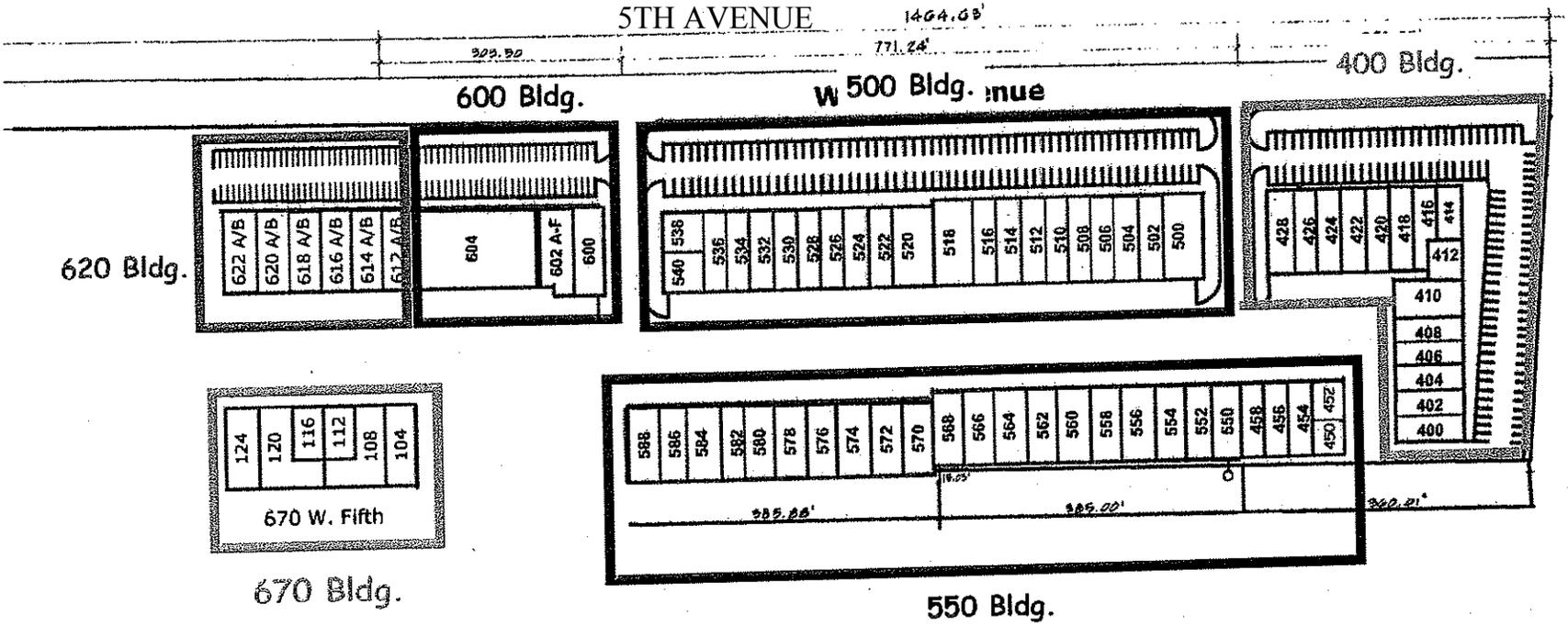
Required Conditions:

Staff recommends that granting of the conditional use be subject to the following conditions:

- The auto repair facility is limited to a maximum of 8,200 square feet.
- No outdoor storage of vehicles is permitted in the parking lot.

ATTACHMENTS:

1. Sudsational – 5th Avenue Properties Map – PZC 12-1-083
2. Sudsational – Development Petition – PZC 12-1-083
3. Sudsational – Tenant Roster and Parking Requirements – PZC 12-1-083
4. Sudsational – Legal Description – PZC 12-1-083



**CITY OF NAPERVILLE
T.E.D. BUSINESS GROUP
PETITION FOR DEVELOPMENT APPROVAL**

Development Name (should be consistent with plat): Sudsational

Development Address: 450-588 West 5th Avenue

Date of Submission: June 6, 2012

I. APPLICANT:

OCP Acquisitions, LLC dba Sudsational
Name Corporation

14101 West Lambs Lane
Street

Libertyville Illinois 60048
City State Zip Code

Len Monson Attorney 630.420.8228 x6
Primary Contact Person Relationship to Applicant Telephone Number

630.420.9137 len@kuhnheap.com
Fax Number E-Mail Address

II. OWNER OF THE PROPERTY:

Mill Street Properties, LLC, 100 West 5th Avenue, LLC, 620 Partnership, LLC
Name

1805 High Grove Ln., Suite 137, Naperville, IL 60540
Address

III. APPLICANT'S/PETITIONER'S STAFF:

Attorney: Kuhn, Heap & Monson Telephone Number: 630.420.8228 x6

Email Address: len@kuhnheap.com Fax Number: 630.420.9137

Address: 552 S. Washington, Suite #100, Naperville, IL 60540

Engineer: N/A Telephone Number: _____

IV. ACTION REQUESTED (Check applicable boxes and complete corresponding Exhibits):

- | | |
|---|---|
| <input type="checkbox"/> Annexation (see Section V below) | <input type="checkbox"/> Subdivision Waiver / Deviation to Platted Setback Line
(Complete Exhibit 4) |
| <input type="checkbox"/> Rezoning from ___ To ___
(Complete Exhibit 1) | <input type="checkbox"/> Zoning Variance
(Complete Exhibit 5) |
| <input type="checkbox"/> Preliminary PUD Plat
(Complete Exhibit 2) | <input type="checkbox"/> Final PUD Plat
(Complete Exhibit 2) |
| <input type="checkbox"/> Major Change to a Planned Unit Development
(Complete Exhibit 2) | <input type="checkbox"/> Minor Change to a Planned Unit Development
(Complete Exhibit 2) |
| <input type="checkbox"/> Preliminary Plat of Subdivision | <input type="checkbox"/> PUD Deviation (Zoning or Subdivision) |
| <input checked="" type="checkbox"/> Conditional Use
(Complete Exhibit 3) | <input type="checkbox"/> Final Plat of Subdivision |
| <input type="checkbox"/> Minor Change to a Conditional Use
(Complete Exhibit 3) | <input type="checkbox"/> Major Change to a Conditional Use
(Complete Exhibit 3) |
| <input type="checkbox"/> Site Plan Review | <input type="checkbox"/> Landscape Variance
(Complete Exhibit 6) |
| <input type="checkbox"/> Sign Variance
(Complete Exhibit 5) | <input type="checkbox"/> Plat of Easement / Vacation / Dedication
(circle all that apply) |

V. ANNEXATION

Is this development within the City limits?

- Yes.
- Under review by another governmental agency and requires review due to 1.5 mile jurisdictional requirements.
- No, *requesting annexation*
- Are there electors living on the property:
 Yes No
- If yes, did they sign the Petition for Annexation? Yes No

VI. SITE DATA

1. General description of site conditions (Including existing site improvements, i.e., buildings, parking, landscaping, etc.)

The entire site is 15.28 acres (665,597 sf) with 6 industrial type buildings containing 91 units and approximately 964 parking spaces. The subject site is approximately 100,000 sf, the subject building is approximately 80,000 sf, and the subject premises are 8200 sf. The Subject parcel has 102 parking spaces and pursuant to City ordinance and the rent roll, 72 spaces are required (see attachment).

- 2. Existing Utility Services (water, sewer, electricity): All utilities and services are currently existing and operating.
- 3. Existing zoning on the site: "I"
- 4. Existing Land Use: Industrial/Commercial Buildings
- 5. Acreage & Square Footage of the site: Site is approximately 100,000 sf
- 6. List Controlling Ordinances and agreements (zoning, annexation ordinances, SIA, site plans, preliminary/final PUD plats, etc.):
 - 76-58; Ordinance approving a preliminary plat of subdivision.
 - 76-122; Ordinance authorizing a PUD as a special use for 5th Ave. Properties.
 - 85-58; Ordinance approving a major change to the final plat of PUD to allow the maintenance and rental of meeting rooms for social, educational, religious affiliated social activities and business and physical, culture and health service with gymnasium and reducing salons.
 - 85-71; Ordinance approving a major change to the final plat of PUD to allow a limited time day care center as a use

VII. PROPOSED DEVELOPMENT:

- 1. Type of Development (check all that apply):
 - Residential Commercial Office
 - Industrial Other: _____

- 2. Proposed Zoning: Conditional Use for Auto Detailing in the "I" zoning district.

Description of Proposal: (Including proposed land use, type of use, hours of operation, number of parking spaces, and all Exhibits mandated by the request (see Page 2, Section IV for Exhibit information)– attach additional pages if necessary):

The use will be an automobile detailing facility, including small dent repair. The facility will not provide any painting services. Hours of use will be traditional business hours Monday through Friday and half a day on Saturday. The business will have a total of 8 to 10 employees. There will be no outside parking or storage of vehicles.

3. Description of Building (Including number of buildings, square footage of each building and use, maximum height, façade materials):

The building is a standard one story industrial type building, with each unit divided by walls.

4. Describe all requested Variances / Deviations from the underlying zoning regulations (i.e. parking, setbacks, density, height/bulk etc.) **NOTE:** Complete this section as well as **Exhibit 5** – attach additional pages if necessary:

N/A

5. Describe all requested waivers from the Subdivision Regulations: (i.e. R.O.W., widths, easements, etc.) **NOTE:** Complete this section as well as **Exhibit 4** – attach additional pages if necessary:

None

6. Deviations from the Landscaping Regulations **NOTE:** Complete this section as well as **Exhibit 6** – attach additional pages if necessary:

None

7. General Land Use Data:

	Residntl.	Comrcl.	Office	Indst.	R.O.W.	Park	School	Private	Other*	Total
No. of Acres				2.3						
% of Total				100%						

*Please explain:

8. Development Densities:

8. Development Densities:

	Number of Units	Gross Acres	Gross Density	Modified Gross Acres	Modified Gross Density	Building square footage	Minimum Lot Size	Maximum Lot Size	Average Lot Size
Single-Family						NA			
Townhome						NA			
Duplex						NA			
Apartment						NA			
Commercial			NA	NA	NA				
Office			NA	NA	NA				
Industrial	2		NA	NA	NA				

- Gross Acres = land designated for land use type including right-of-way
- Gross Density = number of units divided by gross acres
- Modified Gross Acres = residential acreage including internal right-of-way, detention facilities, school/park dedications and open space areas.
- Modified Gross Density = number of units divided by modified gross acres.

VIII. SCHOOL AND PARK DONATION REQUIREMENTS (calculation tables must be attached):

1. Required School Donation of N/A acres will be met by a _____

2. Required Park Donation of N/A acres will be met by a _____

IX. PRIVATE FACILITIES

1. Private open space and recreational facilities include:

N/A

Which will be maintained by: _____ The City of Naperville
 _____ Homeowners Association
 _____ Other (_____)

2. Outlots and/or detention/retention facilities include (size, number and location)

N/A

Which will be maintained by: _____ The City of Naperville
 _____ Homeowners Association

_____ Other (_____)

3. Detention, retention, open space/recreation and school uses within the development:

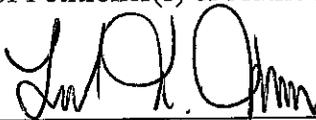
	Private -- Homeowners Association (acres)*	Public --To be Dedicated (acres)	Other (acres)*	Total (acres)
Open Space*				
a. Park Site				
b. Common Areas*				
c. Private Facility*				
Sub-total				
School Site				
Total				

*Please Explain:

Note: Please provide a brief explanation of the type of private facility, common area, open space or other acreage included in the development (Private facilities would include facilities such as clubhouses or private swim clubs. Other could include detention/facilities or outlots for landscape buffers, subdivision identification signage or similar purposes.)

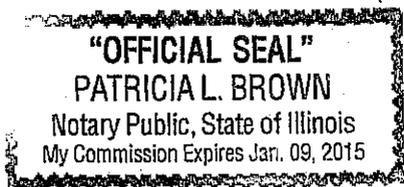
Respectfully Submitted,

[Enter Name of Petitioner(s) or Authorized Agent]

By: 
Leonard M. Monson, Attorney for Petitioner

STATE OF ILLINOIS)
 COUNTY OF ~~DECATUR~~ KANE
 CITY OF NAPERVILLE)

The foregoing petition was acknowledged before me by Patricia L. Brown on the 6th day of June, 2012 A.D.



By: 
Patricia L. Brown
 Notary Public

LLC PETITIONERS

LLC petitioners are required to produce the articles of organization that are on file with the Illinois Secretary of State's Office. If an LLC is manager-managed, this petitioner may be executed by the manager identified within the articles of organization. If an LLC is member-managed, this petition must be executed by each member of the LLC

EFFECTIVE PERIOD OF APPLICATION

Please note that applications for development approval are only valid for a period of two years from the date of application submission and that all cases will be closed by the City without further notice to the applicant after the two year period has expired.

EXHIBIT 3

Sudsational

Standards for Granting or Amending a Conditional Use Section 6-3-8:2

Standards For Conditional Uses: The commission shall not recommend nor the city council grant a conditional use in a particular zoning district or districts unless it shall make findings based upon the evidence presented to it in each specific case that:

1. **The establishment, maintenance or operation of the conditional use will not be detrimental to, or endanger the public health, safety and general welfare;**
The units in the development currently have similar uses. Therefore, the establishment of the conditional use is consistent with existing uses, which has not been, nor is a detrimental to, or endangers the public health, safety and general welfare; and,
2. **The conditional use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;**
The surrounding neighborhood is fairly well established. The existing conditional use has not substantially diminished or impaired property values within the neighborhood; and
3. **The establishment of the conditional use will not impede the normal and orderly development and improvement of the adjacent property for uses permitted in the district. (Ord. 80-5, 1-21-1980)**
The current petition is for a conditional use similar to existing uses which have not negatively impacted the use of the adjacent property. Therefore, the petitioned for conditional use would not impede the normal and orderly development and improvement of the adjacent property.

ATTACHMENT 6

CITY OF NAPERVILLE
DISCLOSURE OF BENEFICIARIES

In compliance with Ordinance 85-193, An Ordinance amending Title 1 (Administrative) of the Naperville Municipal Code, as amended, by adding Chapter 12 thereto requiring disclosure of certain interests by persons applying for permits, licenses, approvals or benefits from the City of Naperville.

1. Applicant: Mill Street Properties, LLC.
Address: 1805 High Grove Lane, Suite 137
Naperville, IL 60540

2. Nature of Benefit sought: Revocation of existing PUD, Rezoning to I and B3, several conditional uses.

3. Nature of Applicant (Please check one):

- a. Natural Person
- b. Corporation
- c. Land Trust/ Trustee
- d. Trust/Trustee
- e. Partnership
- f. Joint Venture

4. If applicant is an entity other than described in Section 3, briefly state the nature and characteristics of applicant:
N/A

5. If in your answer to Section 3 you checked box b, c, d, e or f, identify by name and address each person or entity which is a 5% shareholder in the case of a corporation, a beneficiary in the case of a trust or land trust, a joint venture in the case of case of a joint venture, or who otherwise has a proprietary interest, interest in profits and losses or right to control such entity:

- a. Mill Street Properties, LLC; Albert Benedetti, Joanne Nadelhoffer, Larry Fromelius, Grant Ripper, Richard Wehrli, Scott Wehrli, James Walsh
- b. Address for all of above is 1805 High Grove Lane, Ste 137, Naperville, IL 60540

6. Name, address and capacity of person making this disclosure on behalf of the applicant:
Leonard M. Monson, Kuhn, Heap & Monson, 552 S. Washington, #100, Naperville, IL 60540

IMPORTANT NOTE: In the event your answer to Section 5 identifies entities other than a natural person, additional disclosures are required for each entity.

VERIFICATION

I, Leonard M. Monson, being first duly sworn under oath, depose and state that I am the person making this disclosure on behalf of the applicant, that I am duly authorized to make this disclosure, that I have read the above and foregoing Disclosure of Beneficiaries, and that the statements contained therein are true in both substance and fact.

Signature: _____

Subscribed and Sworn to before me this 6th day of June, 2012.

Patricia L. Brown
Notary Public



Tenant Roster and Parking Requirements 450-588 W. 5th Avenue					
Unit	Tenant	Use	SF	/1000 sf	Required Stalls
450	One-Man Auto Repair Shop	Auto Repair	2050	4.5	9
452	Record Storage	Storage	2050	1	2
454	Warehouse Storage	Storage	3075	1	3
456	School District Storage	Storage	3075	1	3
458	Storage & Millwork Shop	Storage	3075	1	3
550	Storage of Restoration Equipment	Storage	4100	1	4
552	Storage of Restoration Equipment	Storage	4100	1	4
554	Storage & Millwork Shop	Storage	4100	1	4
556	Storage of Finished Goods for a Millwork Shop	Storage	4100	1	4
558	Repair & Storage of Music Instruments	Storage	4100	1	4
560	Storage and Assembly of Closet Systems	Storage	4100	1	4
562	Vehicle Storage and Internet Sales	Storage	4100	1	4
564	Event Rental - Storage for Tents, Chairs, Tables	Storage	4100	1	4
566	SAR Contractor Storage	Storage	4100	1	4
568	Storage of Design Materials, Furniture and Wind	Storage	4100	1	4
570	Auto Detailing	Auto Repair	4100	4.5	18
572	Auto Detailing	Auto Repair	4100	4.5	18
574	Cymatics Storage	Storage	4100	1	4
576	Furniture Storage	Storage	4100	1	4
578	Hydraulic Services, Machining & Storage	Storage	4100	1	4
580	Hydraulic Services, Machining & Storage	Storage	4100	1	4
582	Storage of Data Servers	Storage	3075	1	3
584	Storage of Data Servers	Storage	4100	1	4
586	Storage of Computer Equipment	Storage	3075	1	3
588	Cabinetry Fabrication and Storage	Storage	4100	1	4
Total					129
Available Parking Spaces					130
Excess Parking Spaces					1

Legal Description

PARCEL 2 (EXCEPT THE NORTH 15 FEET OF THE EAST 385 FEET THEREOF) AND THE SOUTH 155 FEET OF THE WEST 150 FEET OF PARCEL 4 IN 5TH AVENUE PROPERTIES, BEING A SUBDIVISION OF PART OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1977 AS DOCUMENT R77-03821 AND RE-RECORDED MARCH 22, 1977 AS DOCUMENT R77 -19617 AND RE-RECORDED NOVEMBER 2, 1977 AS DOCUMENT R77-100372, IN DUPAGE COUNTY, ILLINOIS

Parcel # 07-13-108-009

Parcel # 07-13-108-008

Parcel # 07-13-208-009

Address: 452 – 588 W. 5th Avenue, Naperville, IL 60563