



City of Blue Island
13051 S. Greenwood Avenue
Blue Island, IL 60406
www.blueisland.org

Meeting Agenda Plan Commission

Bill Fahrenwald, Chairman

Commissioners: Brad Breems, Ronda Hill, Ana Lopez-Konczal,
Jamie Lamm, Earl "Chip" Nagel, and Glen Szczypka

Wednesday, August 11, 2010

6:30 PM

**City Hall East Annex
2434 W. Vermont Street**

CALLED TO ORDER/ROLL CALL

APPROVAL OF MINUTES

February 10, 2010 Plan Commission

March 3, 2010 Plan Commission

DEVELOPMENT PROJECT APPLICATION

1. Aetna Development Corporation; 12960 Ashland Avenue

OTHER BUSINESS

ADJOURNMENT

CALL TO ORDER

The meeting was called to order by the Plan Commission's Chairman, Mr. Bill Fahrenwald at 6:45 pm

Present: Mr. Brad Breems, Mr. Bill Fahrenwald, Mrs. Ana Lopez-Konczal, Mr. Glen Szczypka,

Absent: Ms. Jamie Lamm, Mr. "Chip" Nagel, Ms. Rhonda Hill,

Department of Community Development:

Jodi Prout, Community Development Director

Visitors: [none]

OTHER BUSINESS

1. Commissioner Fahrenwald expressed his frustration with little/no action—especially lack of New Zoning Ordinance. Ms. Prout: someone is working on a legal review, and will report on her evaluation/review to Com. Dev. staff and others next week. Z. Code could be ready in a couple months, and/or consideration might be given to passing sections that are more ready than others. Problem is lack of compliance with State legal language.
2. Commissioner Fahrenwald: Also I have a sense that things that aren't coming before Plan Commission, that perhaps should be -- such as [liquor store] purchasing of condemned house to expand parking lot, without landscaping, and rumors that [grocery store] wants to expand into whole building, and wants a major façade change/upgrade. Ms. Prout: Bldg Commissioner's relative newness in job and difficulty getting up to speed on existing code and procedures [that weren't in writing] has played a role in causing inconsistent processing.
3. Commissioner F. suggested an interim list of the types of projects or decisions or rules and conditions for all projects that should be referred/presented to the Plan Commission for review. Commissioner Szczypka and Ms. Prout recalled that there is a flow chart, but better use could be made of it, or with input from the Bldg. & Zoning Commissioner perhaps it could be tweaked or improved to make it more effective or understandable to appropriate staff. Commissioner S. also mentioned the application packet. Commissioner F.: there is a high volume of stuff, but little confidence that is being implemented the way PC thinks it should. Com. Breems suggested that perhaps Plan. Com. could be proactive and pull out or highlight key things. Ms. Prout reminded Commissioners that there are lots of things that the Commission shouldn't and wouldn't want to deal with; she herself is getting calls and referrals about things that are not her jurisdiction. She also mentioned that there can still be problems with follow-up or enforcement when conditions are specified in approvals are not met or delayed by applicants; but also .
Com. F. : so we should work on document of things we want to know about, but also get assurance that 'from front desk on back' in respective department issues will be tracked/handled/enforced appropriately. Ms. Prout: taking into consideration the initial

confusion and possibly lack of sufficient intra- and inter-departmental communication between in transition to new Zon. & Bldg Commissioner, I have witnessed evidence that the Commissioner is now doing things differently, and is being more assertive/firm/consistent in enforcement of specific conditions and requirements; but it must be remembered that on a case by case basis, there are often lots of specific issues and questions that come up during any development that require time and attention which sometimes distracts all parties, at least momentarily from other ones. A draft of new zoning ordinance was consulted, and Jodi pointed out a couple of key areas & sections. Brad: if part of issue is that City (officials) has never been clear on need and function of a Plan Commission, maybe the Mayor should be part of conversation at some point – after we talk with Dave -- and also to be sure that the Mayor understands. He did find someone to work on legal review in part because of Plan. Com. letter, and knows that the Plan. Com. is important. Ms. Prout: we now have an intern working on the Western Ave corridor plans and concepts that Commission worked on.

Com. S.: let's invite [Zon. & Bldg. Commissioner] to a conversation; all agree.

Ms. Prout: review list in Zoning Code.

Com. B.: review of initial letter from Mayor and other documents that spell out mandate and tasks.

Com. S.: lets try to keep it simple, e.g. less than 2 pages.

Meeting date with Zoning & Bldg. Commissioner Mindemin tentatively set for Weds.

March 3rd. Motion by Commissioner Szczypka, supported by Com. Lopez-Konczal.

Approved.

Motion by Com. F. to gather documents in hand for gathering elements of process that relate to plan commission. Supported by Com. S. Approved.

4. Issue of Community Development being a staff member short, with not date for replacement in sight under current freeze, was briefly discussed.

Ms. Prout asked if Mr. Perry Recker would be willing to compile agenda issues with input from Chair, other Commissioners, Community Development staff, and others as appropriate, and send out (or post to Google group) the agenda on the Thursday before the next meeting. Information would be due to Mr. Recker by the previous Monday so that he and Chairman F. could assemble agenda by Thursday. This was agreed to. before that. In this case Feb 22, 2010. Mr. Recker will also send Draft Minutes to everyone (via Google posting) as soon as possible after a meeting has taken place.

ADJOURNMENT

Com L-K. moved and Com Breems supported a motion to adjourn: 7:35pm

Respectfully submitted,
Perry Recker

CALL TO ORDER

The meeting was called to order by the Plan Commission's Chairman, Mr. Bill Fahrenwald at 6:35 pm

Present: Mr. Brad Breems, Mr. Bill Fahrenwald, Mr. "Chip" Nagel Mrs. Ana Lopez-Konczal,

Absent: Ms. Jamie Lamm, Ms. Rhonda Hill, Mr. Glen Szczypka,.

Department of Community Development:

Jodi Prout, Community Development Director

Visitors: Building Commissioner David Mindeman.

OTHER BUSINESS

The meeting was called for the purpose of exchanging information between the Building Commissioner, David Mindeman, the Commission and the Community Development Department.

1. Director Prout and Commissioner Mindeman reported that good progress was being made by the lawyer reviewing the Zoning Code.
2. Com. Mindeman reported that the City has been working on enforcing zoning and other codes for the mobile home parks. Some are in excellent condition, others have many problems and code violations. A state inspection tipped off the City to many of the existing problems.
3. Com. Mindeman reported that the Bldg. Dept. and City Police and Fire Depts. are working together much more closely than ever before and are using some new digital technology to share information; particularly helpful to Bldg Dept is the ability of police on patrol to punch in code numbers to report certain types of possible code violations that they observe in alleyways, for example.
4. Several past projects as well some new ones that are in process were mentioned and discussed as to the best procedure for reviewing them, particularly with respect to which ones should come before the Planning Commission. Chair. Fahrenwald appealed for some clear interim guidelines (in lieu of completion of Zoning Code) and distributed copies of a sample Development Project Application and draft of Chap. 4.01 of the proposed new Zoning Code.
5. Director Prout commented that while the process is pretty clear with respect to new development projects, it is much less so in regard to modifications to existing property.
6. Com. Mindeman stated that in some cases the current process seems to require or significant investment in design plans or engineering studies by a developer before key approvals are given for zoning; this should be changed or avoided as much as possible.
7. Com. Mindeman thanked the Commission for their time and left the meeting at about 7:15 pm.
8. Dir. Prout reported that the City had received a grant from the Certified Local Government Program in the amount of \$15,000 for work by Jason Berry on organizing files related to historic preservation documents.

9. Commissioners discussed their general reactions to the conversation with Com. Mindeman and agreed that it had been worthwhile and helped to clarify some uncertainties, as well as build a stronger sense of trust and appreciation.

10. Motion was made by Commissioner Lopez-Konczal, and seconded by Com. Nagel to hold the next meeting on April 14, 2010. Motion carried.

11. Commissioners discussed the idea of Chairman Fahrenwald and Director Prout meeting with Commissioner Mindeman on a periodic basis.

ADJOURNMENT

The meeting was adjourned by the Chairman at 7:35 pm, upon a motion by Com. Nagel, supported by Com. Lopez-Konczal.

Respectfully submitted,
Perry Recker

COMMUNITY DEVELOPMENT DEPARTMENT - STAFF REPORT

DATE: AUGUST 4, 2010
PROPOSED PROJECT: PLANNED DEVELOPMENT
LOCATION: 12960 ASHLAND AVE
RE: PLAN COMMISSION REPORT

Due to zoning regulations and site irregularities, the proposed project at 12960 Ashland Avenue must proceed as a Planned Development.

I. Approvals Required

- A) Plan Commission (Recommendation to approve Planned Development; Site Plan Approval; Approval of Map Amendment)
- B) Zoning Board (Recommendation to Council to Approve Planned Development & Map Amendment)
- C) City Council – Final Approval of Planned Development & Map Amendment

II. Planned Development Regulations

Sections 5.12 and 8.10(8) of the Blue Island Zoning Ordinance of 1971 regulates the design of Planned Developments. Other relevant sections are noted below.

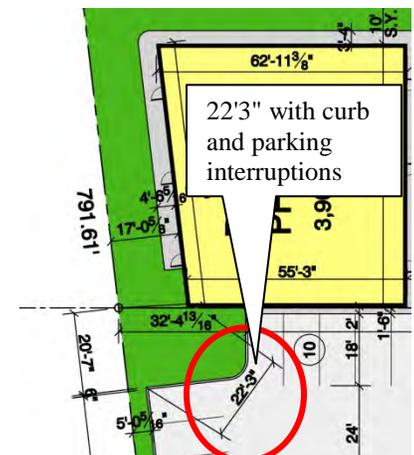
A) Spacing and Orientation of Building Groups – Business and Industrial

Standards

- A. Exterior walls of opposite buildings shall be located no closer than a distance equal to the height of the taller building.
- B. A building group shall not be so arranged that any temporary or permanently inhabited building is inaccessible to emergency vehicles.

Issues

The proposed building arrangement lacks uncertain emergency vehicle accessibility for Retail B. Applicant will need to work with the Fire Department to ensure the site allows for adequate accessibility.



B) Circulation

Standards

- 1. There shall be an adequate, safe and convenient arrangement of pedestrian circulation facilities, roadways, driveways, off-street parking and loading spaces.

2. There shall be an adequate amount, in a suitable location of pedestrian walks, malls and landscaped spaces to prevent pedestrian use of vehicular ways and parking spaces and to separate pedestrian walks, malls, and public transportation loading places, from general vehicular circulation facilities.
3. Buildings and vehicular circulation open spaces shall be arranged so that pedestrians moving between buildings are not unnecessarily exposed to vehicular traffic.

Issues

- **Circulation.** The parking for Retail A across from the main vehicle entrance creates some concerns for pedestrian/vehicle conflicts, although striping helps define the pedestrian space.

The north vehicle entrance poses a risk to vehicles exiting the parking stall on the east side of Retail B. Left turn movements at this entrance were a concern highlighted by the Traffic Impact Analysis (attached), submitted by Metro Transportation Group.

Although not indicated on the site plan, Metro's report notes that the south vehicle entrance will serve as a truck entrance for loading and unloading vehicles, as well as an employee access for the six parking spaces on the south end of the site.

- **Pedestrian Access.** A striped pedestrian walk is indicated on the site plan. There is no accommodation for pedestrians along Ashland Avenue. Presently, no sidewalks exist on either side of Ashland Avenue at this location.



C) Paving & Drainage

Standards

There shall be adequate design of grades, paving, gutters, drainage and treatment of turf to handle storm waters, prevent erosion and formation of dust.

Issues

Drainage and grading will be addressed through the permit approval process, reviewed by the City's engineering firm, Robinson Engineering, Ltd. The current site plan doesn't address either of these issues. Furthermore, the proposed site is adjacent to MWRD-owned property. Developer will need to approach MWRD about approvals.

The proposed site plan indicates that existing overgrowth will be removed and reseeded.

D) Landscaping/Open Space Requirements

Standards

Section 8.10(8)e requires permanent, common open space. 5% of the lot area must be open space — for the proposed retail development, this would be approximately 2519 s.f. This space can be parkway medians or landscaped green space, among other things. 8.10(8)e(1) suggests that this space should be made permanent through public ownership or an open space easement.

Issues

The proposed landscape plan is attached, as well as photos illustrating the proposed canopy and understory trees. A decorative metal fence is indicated on the site plan, which needs to be illustrated. The total area of open space, combining both Retail A and Retail B (but excluding the area surrounding the existing billboard) should be indicated on the landscape plan to confirm that 5% of the lot area is open space.

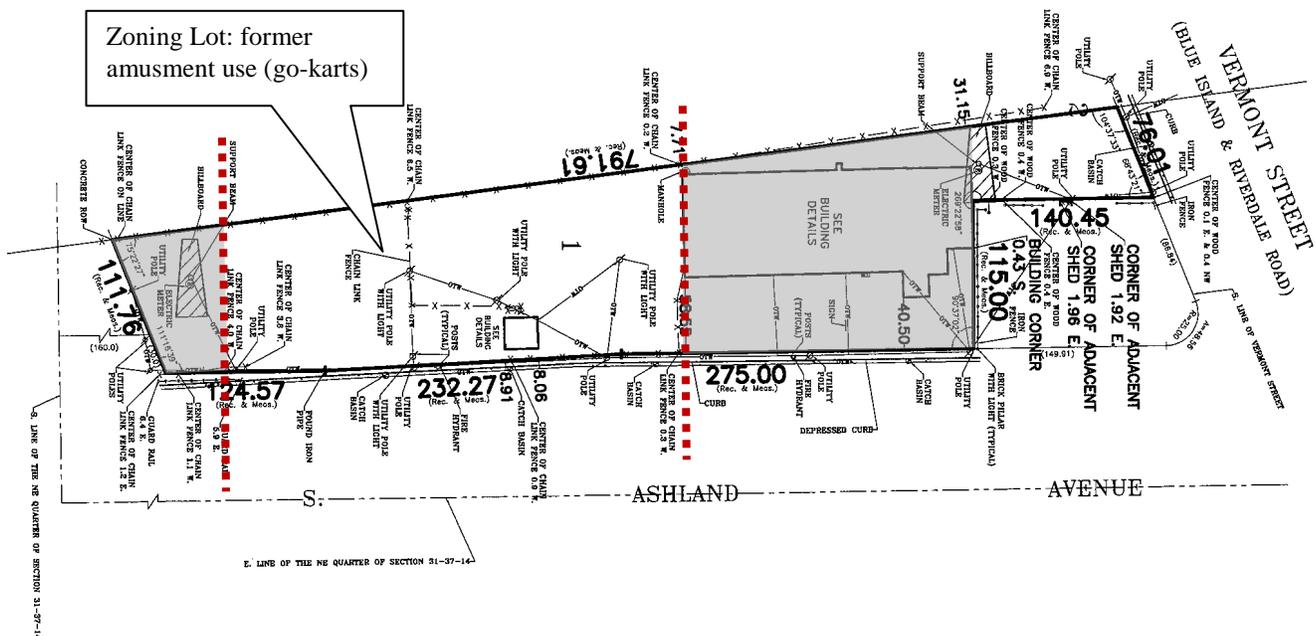
E) Use Regulations & Bulk Controls

Standards

The zoning district of the Ashland Avenue site is I-1, Limited Industrial. This parcel was rezoned in the 1980s to allow for the erection of an advertising billboard. However, retail is a Special Use in Industrial districts. Section 8.10(8)c(3) allows a Use Exception for non-permitted uses within a Planned Development provided that this exception is for no more than 25% of the gross floor area (GFA).

Issues

Proposed GFA for Retail Use will be just over the threshold for a planned development in an Industrial district, with 27.5% of the GFA dedicated to retail. Because the Retail Use will take up more than 25% of the GFA, a Map Amendment request, changing the zoning from I-1 to C-2, Highway Commercial, is recommended for consideration alongside the planned development application.



Blue Island's Zoning Ordinance recognizes "Zoning Lots," which may or may not coincide with a lot of record (such as a single lot recorded as part of a subdivision). A zoning lot is a tract of land defined by either a single owner or a single use. The parcel at 12960 Ashland Ave was previously a go-kart track, with separate uses on either side – an existing single story commercial structure to the north and an

advertising billboard to the south. C-2 zoning for 12960 Ashland Ave is recommended for future site flexibility. The existing commercial structure and billboard lots will remain I-1.

III. **Parking & Loading**

Standards

Parking

Retail uses are required to have 1 parking stall for every 300 s.f. of gross floor area. Section 5.8(7)a requires each off-street parking space to have an area of 180 s.f. This would typically indicate 9 ft. by 20 ft. stalls. Number of parking stalls required for Retail A is 33; Retail B requires 13 stalls.

Loading

Each retail structure is required to have a single loading space pursuant to Section 5.8(7)f. Each loading space shall be not less than 12 ft. in width and 35 ft. in length.

Issues

- **Parking.** The proposed site includes 9' x 18' stalls. Although undersized, 9' x 18' stalls as illustrated on the site plan are acceptable and appropriate for the planned development so long as access and circulation standards are met.

Cross access for Retail A and B would be preferred. With the current arrangement, Metro Transportation Group recommends eliminating Retail B's southernmost stall along Ashland Avenue, citing inadequate space to back out and turn toward the access driveway.

The site plan indicates the combined total parking required for both Retail A and Retail B, as well as the combined total provided on the site. Retail A is required to provide 33 stalls and provides 52. Retail B is required to provide 13 but provides 9 – and Metro recommends eliminating one space, providing only 8 parking stalls. If cross access was allowed both retail units would be able to provide adequate parking, and the parking stall that Metro recommended removing could remain.

Loading. Adequate loading has not been provided for Retail B. Lack of loading also presents potential safety risk. The location of the trash enclosure for Retail B also is a concern for garbage pickup.

- **Bicycle Parking.** Site plan may include bicycle parking, indicating location of bike rack.

IV. **Other Issues**

- A) **Ashland Avenue is a State Road under jurisdiction of IDOT.** Although the site presently appears to have two existing curb cuts, only the middle site access driveway lines up with the existing drives. At minimum, both the north and south access drives will require IDOT approval. Applicant will need to approach IDOT directly for approval.

Ashland Avenue along the site transitions from a five-lane cross section on the north to a four-lane cross section on the south. At the proposed middle and south driveways the median is not wide enough to accommodate a dedicated left-turn lane. Although Metro reports that no turn lanes are warranted, coordination with IDOT is advised.

- B) **Site Lighting.** Site Lighting is not indicated on the spreadsheet. This should be included in the final site plan. A photometric plan may be required for permit.
- C) **Signage.** Elevations indicate the location of building signs, but not their size. Additionally, the pylon sign at the main entrance is not illustrated. The site plan appears to indicate another sign just south of the drive for Retail B. Signs may be considered under a separate permit, after planned development approval.

v. *Attachments*

- Development Project Application (July 22, 2010)
- Aerial site photographs
- Site Plan (July 22, 2010)
- Landscape Plan (July 22, 2010)
- Building A Elevations (July 22, 2010)
- Building B Elevations (July 22, 2010)
- Building A Floor Plan (July 22, 2010)
- Building B Floor Plan (July 22, 2010)
- Plat of Survey (January 20, 2010)
- Proposed Canopy and Understory Trees
- Planned Development Excerpts, Blue Island Zoning Ordinance
- Traffic Impact Analysis and Site Access Review (July 23, 2010)

July 22, 2010

Mr. Jason Berry, Planner
City of Blue Island
135051 S. Greenwood Avenue
Blue Island, IL 60406

Re: Aetna Development Corporation
13000 S. Ashland
Blue Island, IL
KMA Project No. 0970

Dear Mr. Berry:

Aetna Development is seeking approval to construct a two building commercial development at 1300 S. Ashland. The vacant property which requires rezoning, has been shown subdivided into three lots to allow Buildings A and B and the billboard sign their own lots.

On behalf of Aetna Development Corporation we are submitting herewith documents for a commercial development application. Attached please find the following supporting documents.

1. Development/Construction/Project Application

Eight color 11x17 copies and a CD of the following:

2. KMA Drawing No. 1 Site Plan
3. KMA Drawing No. 2 Landscape Plan
4. KMA Drawing No. 3 Building A Elevations
5. KMA Drawing No. 4 Building B Elevations
6. KMA Drawing No. 5 Building A Floor plan
7. KMA Drawing No. 6 Building B Floor Plan

Required Attachments:

- | | |
|---|---|
| 1. Property Description- | Survey and aerial photos |
| 2. Development Plan- | See drawings above |
| 3. Floor Plans- | See drawings above |
| 4. Exterior Building Elevations- | See drawings above |
| 5. Traffic Circulation and Parking Plan- | See drawings above |
| 6. Landscape Plan- | See drawings above |
| 7. Signage Plan- | See drawings above |
| 8. Construction Schedule- | The construction is scheduled to start in |
| March-April,2011 in two phases Building A | first Phase and Building B in the second |
| Phase | |
| 9. Proposed Budget and Financing- | \$800,000.00 |
| 10. Professional Qualifications- | See Exhibit A |

City of Blue Island
Mr. Jason Berry

Page No. 2
July 22, 2010



We have attached our letter of June 18, 2010 which was a response to your May 20, 2010 letter comments. We would like to restate the desire to obtain a variance on the size of the parking spaces which we show as 9x18 in lieu of the required 10x20. We also seek a variation of four cars for the Building B parking requirement. If there are any other issues that are exceptions to the zoning ordinance, we would seek a variation as part of the PUD approval process.

If you have any questions, please do not hesitate to call. Thank you in advance for your assistance.

Very truly yours,

KMA & Associates, Inc. Architects



David I. Mangurten

DIM: cc

Attach

Cc: M. Anastasia, D. Mindeman, J. Prout, G. Hanus, J. Hanus, T. Page, J. Murphey,
A. Ragona



Project # (City Use Only)
Date Received: (City Use Only)

CITY OF BLUE ISLAND
DEVELOPMENT/CONSTRUCTION PROJECT APPLICATION

Please provide the following information in full. Missing or incorrect information may delay action by the Plan Commission.

CONTACT & REFERENCE INFORMATION

Business Name: Aetna Development Corporation
Contact Name: Andrea Ragona Phone: (312) 332-4172
Contact Address: 200 W. Madison St. Chicago, IL 60606
Email: andrea@nationalplazas.com Preferred Contact Method: [X] Phone [] Email

Property Interest of Applicant: [] Owner
[] Lessee
[] Legal Representative
[X] Other:

Property Description:
Address 13000 S. Ashland (go-cart parcel)
PIN 25-31-217-021-0000
Size of Parcel 56,082 Square Feet (sq ft (sf) or acres)
Current Zoning Designation I 2

PROPERTY USAGE AND INFRASTRUCTURE NEEDS

- 1. Project Type: [] Residential [] Mixed-Use [] Mixed-Use
[X] Commercial [] Industrial [] Other
2. Intended use of proposed development: Retail Sales

3. Ownership:

The proposed development will: *(Please check applicable item.)*

- be built/renovated and sold to others
- be built and leased/managed by your firm
- have another type of long-term ownership; If so describe:

4. End User:

The development will be built: *(Please check applicable item.)*

- speculatively for an end user to be identified; If so, please note the types of end users for which it is intended:

- to suit for a particular end user(s); If so, please identify the customer
Dollar Tree

5. Describe anticipated Utility Requirements:

Normal utility requirements of electric, gas, sewer and water
are required.

6. Is there any environmental contamination of the property? ___ Yes ___ X No

If yes, what is the nature of the problem? How will it be addressed?

7. What are the anticipated parking requirements of the development? How are these addressed?

The entire site requires forty-six car parking and sixty-two parking
spaces are provided.

BUILDING OR SITE IMPROVEMENTS

1. CONSTRUCTION, RENOVATION OR DEMOLITION

a) **Type of Project** (Please check all applicable items):

New Construction Renovation of Existing Building Demolition Required

b) **Building Type** (Please check all applicable items):

Steel Frame Concrete Masonry Wood Frame

c) **Size** (Please fill-in all details):

No. of Stories 1 Total Building Area: 10,000 (sf) Area Per Floor: _____ (sf)

d) **Architect of Record:** KMA & Associates, Inc. Architects

Engineers of Record: McBride Engineers

2. FAÇADE IMPROVEMENTS

Does project involve any façade improvements?

NO. Project does not involve ANY façade improvements.

YES. Project involves façade improvements.

IF YES, PLEASE DESCRIBE: _____

3. PROPOSED SIGNAGE

All applicants must complete this section.

a) **Type** (Please check all applicable items):

Freestanding Attached to Building Directional Other: _____

b) **Illumination** (Please check applicable item):

Illuminated Non-illuminated [Please note that the City law prohibits neon signs.]

c) **Proposed Design Elements** (Please fill-in all details):

Size (Sq. Ft.): _____ Height: _____ Colors: _____

Materials: _____

*****REQUIRED ATTACHMENTS*****

All applicants must submit:

- EIGHT (8) copies of the application and each of the attachments listed below.**
- A CD-ROM including a digital version of your completed application and each of the required attachments.**

1. Property Description

- Survey of property within proposed development site.
- Map of existing features (streets, alleys, easements, utility lines, existing land use).
- Photos of site and surrounding properties.
- Aerial photo indicating location of development within context of City.

2. Development Plan/Site Design Plan:

A site plan detailing the location and setbacks for all proposed uses including:

- existing and proposed structures;
- parking and loading areas;
- storage and refuse collection facilities;
- existing and proposed utilities and easements;
- public or common open space (if applicable);
- existing and proposed fire hydrants (public & private);

3. Floor Plans:

- Interior plans for **all** of the floors of the proposed building(s) and structures, indicating dimensions.

4. Exterior Building Elevations:

- Detailed Elevations (indicating scale) of **all** sides of proposed buildings and structures. Elevations must note *exterior materials* and *façade elements*, including color.
- Colored, architectural renderings of all proposed buildings and structures.

***Please note development applications for properties located within the Western Avenue commercial corridor must follow Main Street/Historic District design standards.*

5. Traffic Circulation & Parking Plan

- Traffic impact study, prepared by a registered professional engineer qualified in traffic analysis.
- Proposed pedestrian and vehicular circulations.
- Parking lot layout, including landscaping and buffers (may be included as a part of landscape plan).

6. Landscape Plan:

- A landscaping plan indicating the dimensions and setbacks for all planted areas and including the approximate location, common name of species and size and number of all proposed plantings.

***All commercial developments must provide a landscape buffer and decorative fencing between adjacent properties and public streets. ***

7. Signage Plan:

- For freestanding signs, include a scaled site plan that indicates proposed location of sign.
- For building signs, include an elevation drawing that indicates proposed location of sign on building.

8. Construction Schedule:

- An anticipated construction schedule for the proposed project.

9. Proposed Budget/Financing:

- Anticipated budget of the proposed project.
- Market Feasibility Report

10. Professional Qualifications

- A statement of professional qualifications and related development experience of the applicant and/or applicant's development team.

A presentation to the Plan Commission will be required in addition to submittal of this application for further clarification of the proposed project.

EXHIBIT A

AETNA DEVELOPMENT CORPORATION

George Hanus, President

Aetna Development Corporation is the proposed developer and contract purchaser of the subject property. Aetna has assembled a team of professionals, which include architects, planners, civil engineers, traffic consultants, mechanical engineers, electrical engineers, and construction specialists to help make this project a reality.

For over forty years Aetna Development Corporation has developed hundreds of properties throughout the Chicagoland four state area. Aetna has created a vertically integrated amalgamation of development service and ownership experts specifically designed for the retailer. Aetna is a “merchant builder” for many publicly funded companies on the NYSE such as Walgreens, Sears, Radio Shack, Office Depot and Advance Auto.

Working both with corporate retail entities and municipalities, Aetna Development has eliminated blighted, and under utilized commercial properties by creating new development. These new projects have stimulated growth and added needed financial support to many local economies by adding sales tax, property tax and new jobs to communities, and providing necessary services and conveniences to the local residences.

Some projects either recently completed or under construction are in the following communities: Crown Point, Ind., Griffith, Ind., Sleepy Hollow, Ill. and Chicago, Ill.

EXHIBIT A (continued)

KMA & ASSOCIATES, INC. ARCHITECTS

David I. Mangurten, President, ASCE, ALA, NCARB

As the Architect of record, KMA & Associates, Inc. Architects will not only coordinate the technical work of the other design professionals on the team; they will also assist the developer in providing the necessary solutions to the various tenants needs. It is their responsibility to execute the design within the parameters of the local codes, construction budget, and the design concept approved by the Village.

UNITED ENGINEERING, MECHANICAL ENGINEERS

Gary Powers, President, PE

United Engineering is the designer for the various tenants heating cooling and environmental requirements. Their input is invaluable to conform to the International Energy Conservation Code for all matters related to the HVAC work.

WOLF CREEK ENGINEERS

Mark Wiegel, President, Electrical Designer

The tenants increasingly complex requirements in electrical design are satisfied by Wolf Creek Engineers.

MCBRIDE ENGINEERS

Mary McBride, President, PE

The storm water management requirements of the various governmental jurisdictions and all site related engineering issues are handled by McBride Engineers.

METRO TRANSPORTATION, INC.

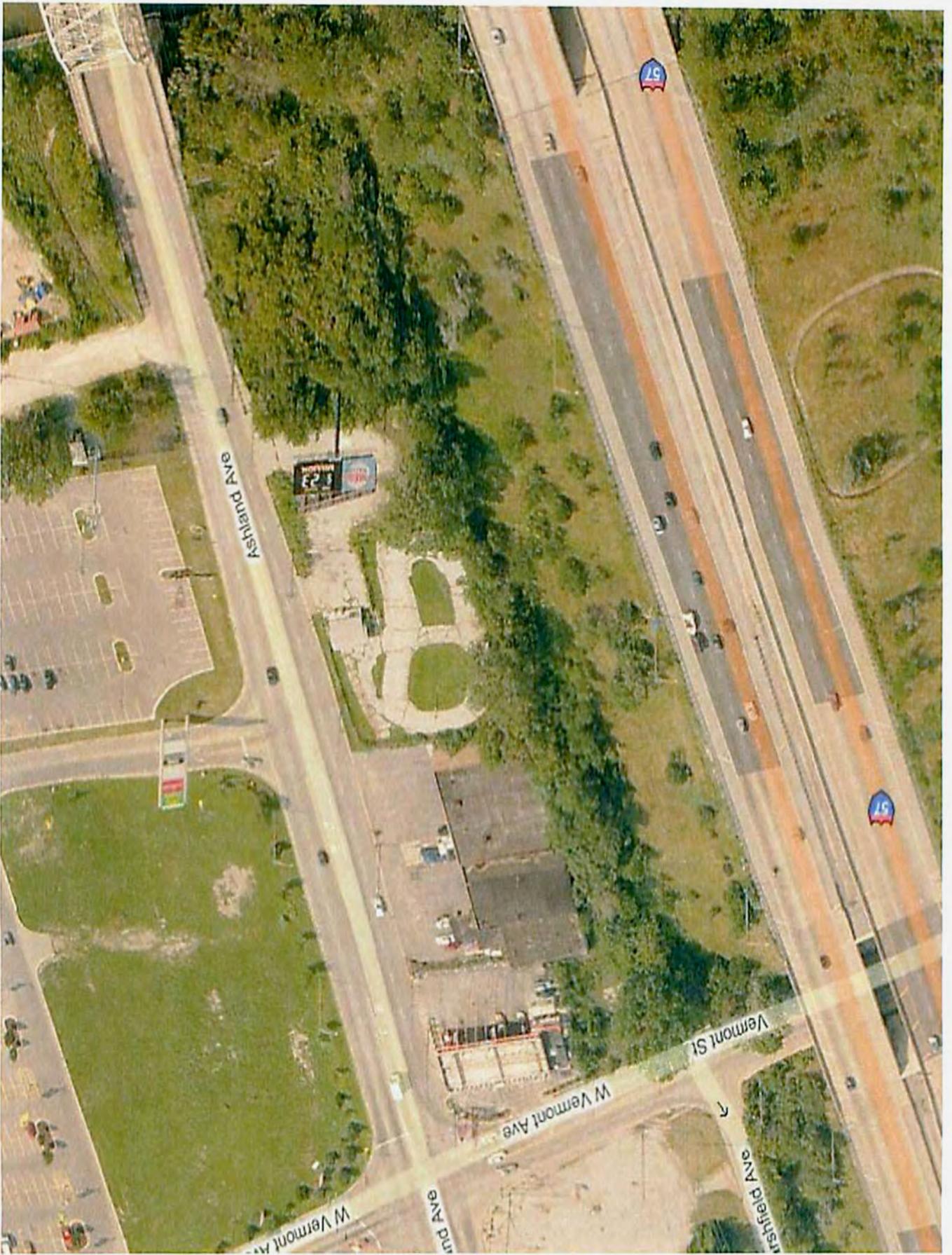
Rolf Killian, President, PE

Metro Transportation has been part of the Aetna Development Corporation team for over twenty years. Not only have they been solving traffic related issues for Aetna and represent Aetna in applications to IDOT matters, they also serve as consultant to many municipalities and jurisdictions.



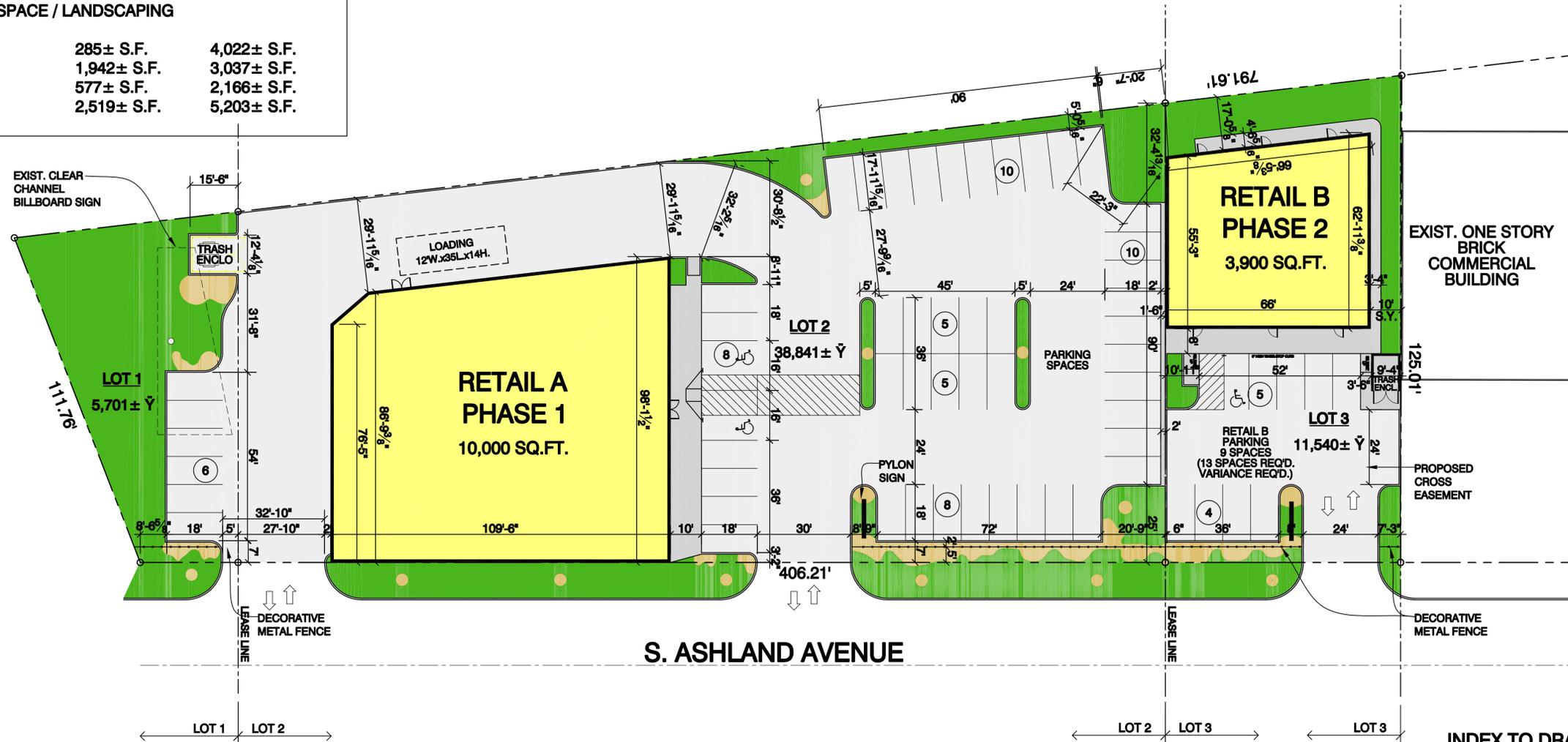




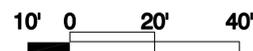


SITE DATA: LOTS 1, 2 & 3 (PUD)

ZONING:	C2 (PROPOSED) HIGHWAY BUSINESS (NEW)	
LOT 1 (BILLBOARD):	5,701± S.F.	
LOT 2:	38,841± S.F.	
LOT 3:	11,540± S.F.	
BUILDING AREA:	13,900 S.F.	
RETAIL A	10,000 S.F.	
RETAIL B	3,900 S.F.	
PARKING REQUIRED:	REQUIRED	PROVIDED
(1 SPACE/300 S.F.)	46 CARS	61 CARS
REQUIRED OPEN SPACE / LANDSCAPING (5% LOT AREA):		
LOT 1:	285± S.F.	4,022± S.F.
LOT 2:	1,942± S.F.	3,037± S.F.
LOT 3:	577± S.F.	2,166± S.F.
LOTS 2 & 3:	2,519± S.F.	5,203± S.F.



SITE PLAN



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- 3 BUILDING A ELEVATIONS
- 4 BUILDING B ELEVATIONS
- 5 BUILDING A FLOOR PLAN
- 6 BUILDING B FLOOR PLAN

KMA PROJECT No. 0970

7/22/10

PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

KMA & ASSOCIATES, INC. ARCHITECTS

1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS



LANDSCAPE SCHEDULE

MARK IDENTITY MIN. INSTALLED SIZE

CANOPY TREES

AM MAPLE, FREEMAN AUTUMN BLAZE (Acer x freemanii 'Autumn Blaze') 3" CALIPER

SL LOCUST, SHADEMASTER (Gleditsia triacanthos 'Shademaster') 3" CALIPER

UNDERSTORY TREES (EVERGREEN)

CSG COLORADO OR GREEN SPRUCE (Picea Pungens) 5' HIGH

CP PEAR, CHANTICLEER CALLERY (Pyrus calleryana 'Chanticleer') 2" CALIPER

SHRUBS

DH HONEYSUCKLE, CLAVEY'S DWARF (Lonicera claveyi 'Nana') 2' HIGH

SF SPIREA, FROEBEL (Spirea x bumald 'Froebel') 2' HIGH

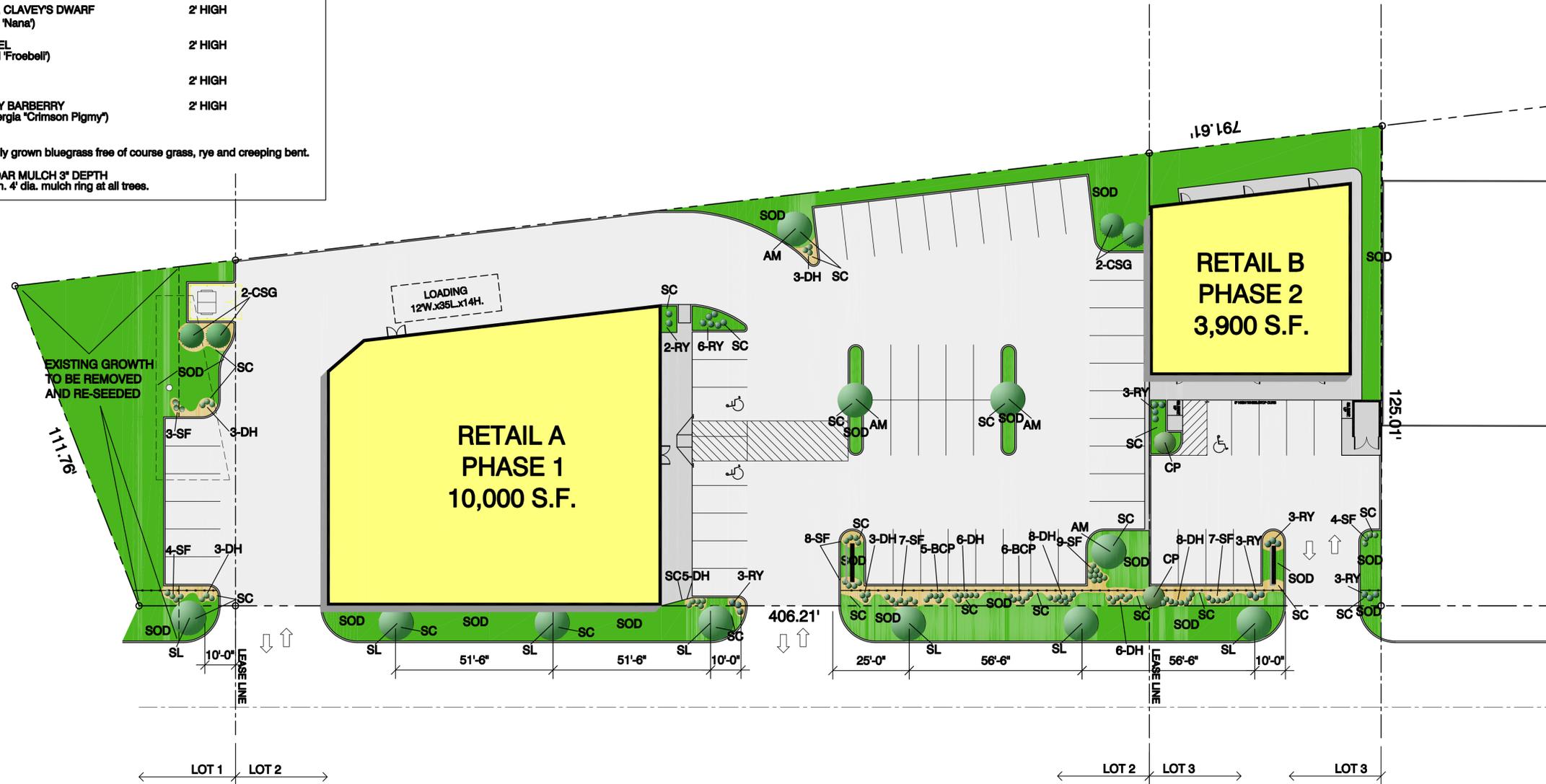
RY RUNYAN YEW 2' HIGH

BCP CRIMSON PIGMY BARBERRY (Berberis Thunbergia 'Crimson Pigmy') 2' HIGH

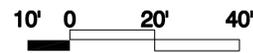
OTHER MATERIALS

SOD Quality sod, locally grown bluegrass free of course grass, rye and creeping bent.

SC SHREDDED CEDAR MULCH 3" DEPTH
Note: Provide min. 4' dia. mulch ring at all trees.



LANDSCAPE PLAN



PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

KMA & ASSOCIATES, INC. ARCHITECTS

1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS





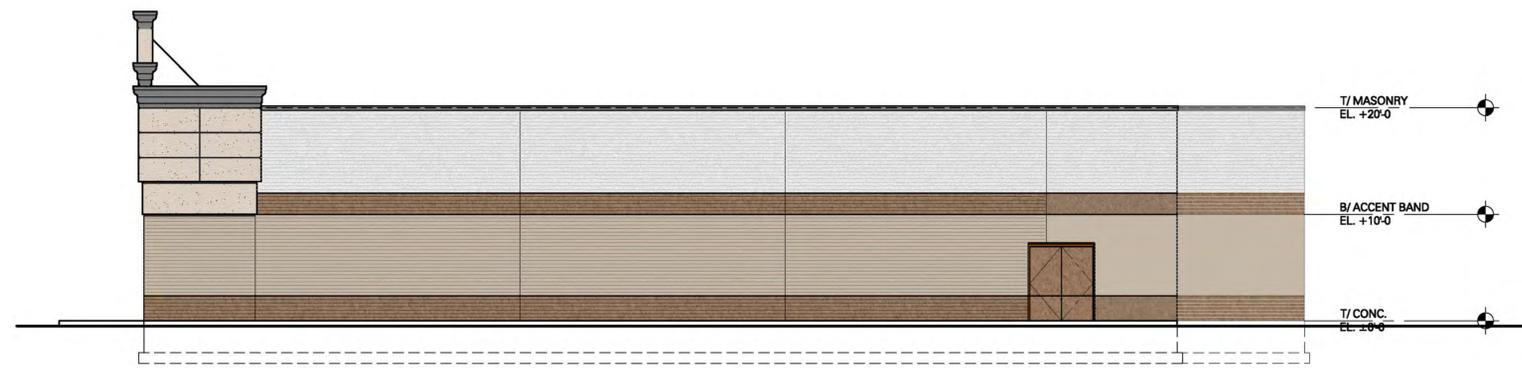
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION

0' 2' 6' 10' 20'

BLDG. A- Phase 1

KMA PROJECT No. 0970

7/22/10

PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

KMA & ASSOCIATES, INC. ARCHITECTS

1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS





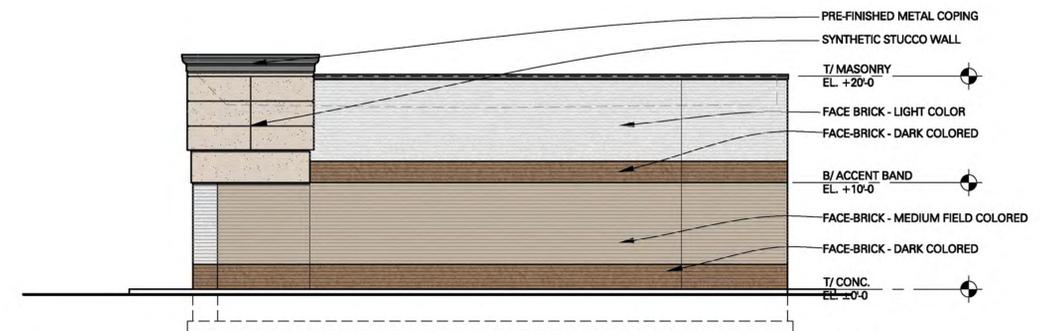
EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION

0 2' 6' 10' 20'

BLDG. B - Phase 2

KMA PROJECT. No. 0970

7/22/10

PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

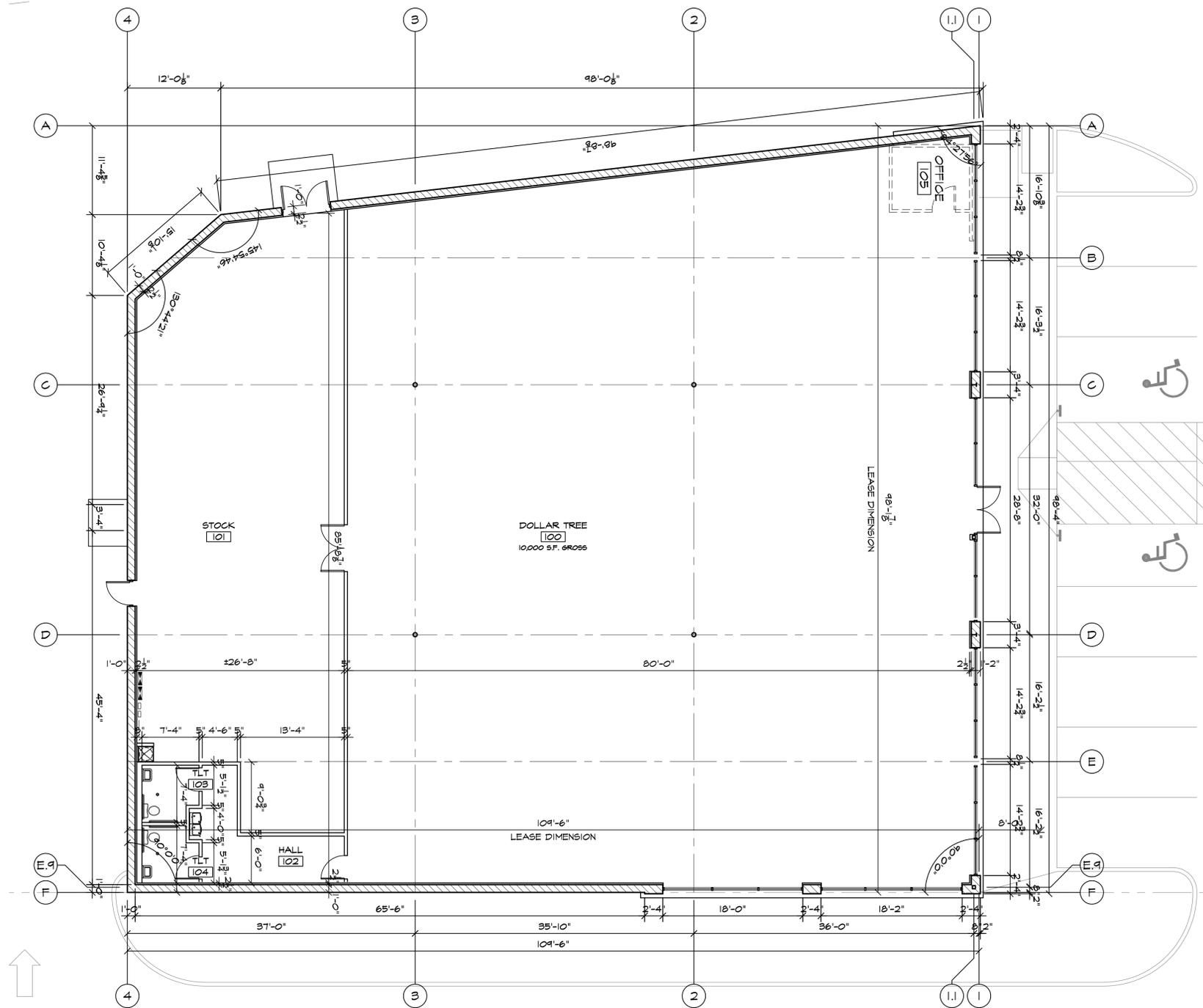
AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

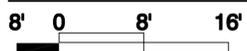
KMA & ASSOCIATES, INC. ARCHITECTS

1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS





FLOOR PLAN



BLDG. A - Phase 1

KMA PROJECT No. 0970

7/22/10

PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

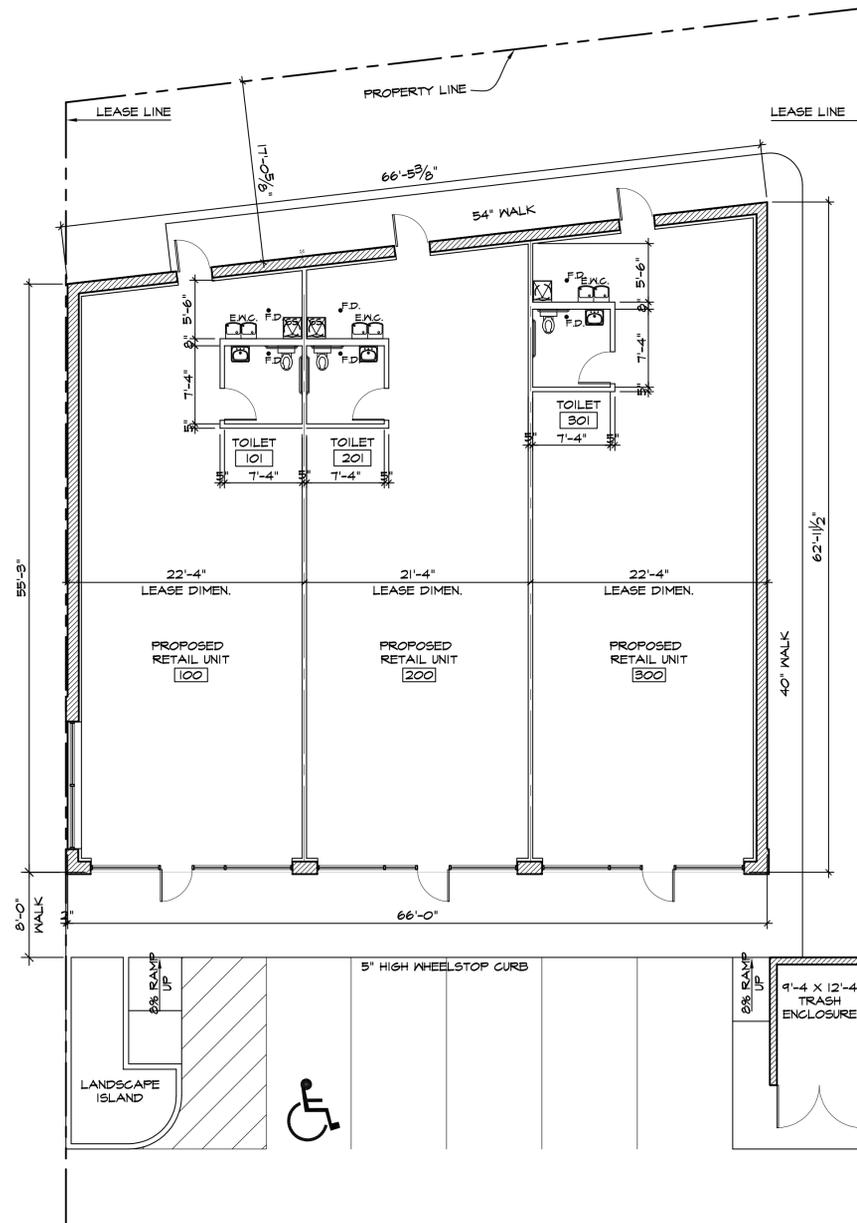
AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

KMA & ASSOCIATES, INC. ARCHITECTS

1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS





FLOOR PLAN

8' 0 8' 16'



BLDG. B - Phase 2

KMA PROJECT No. 0970

7/22/10

PROPOSED RETAIL DEVELOPMENT

S.W.C. S. ASHLAND AVENUE & VERMONT STREET
BLUE ISLAND, ILLINOIS

AETNA DEVELOPMENT CORPORATION

200 W. MADISON STREET SUITE 4200
CHICAGO, ILLINOIS

KMA & ASSOCIATES, INC. ARCHITECTS

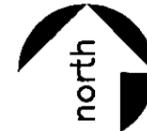
1141 LAKE COOK ROAD
DEERFIELD, ILLINOIS



PLAT OF SURVEY

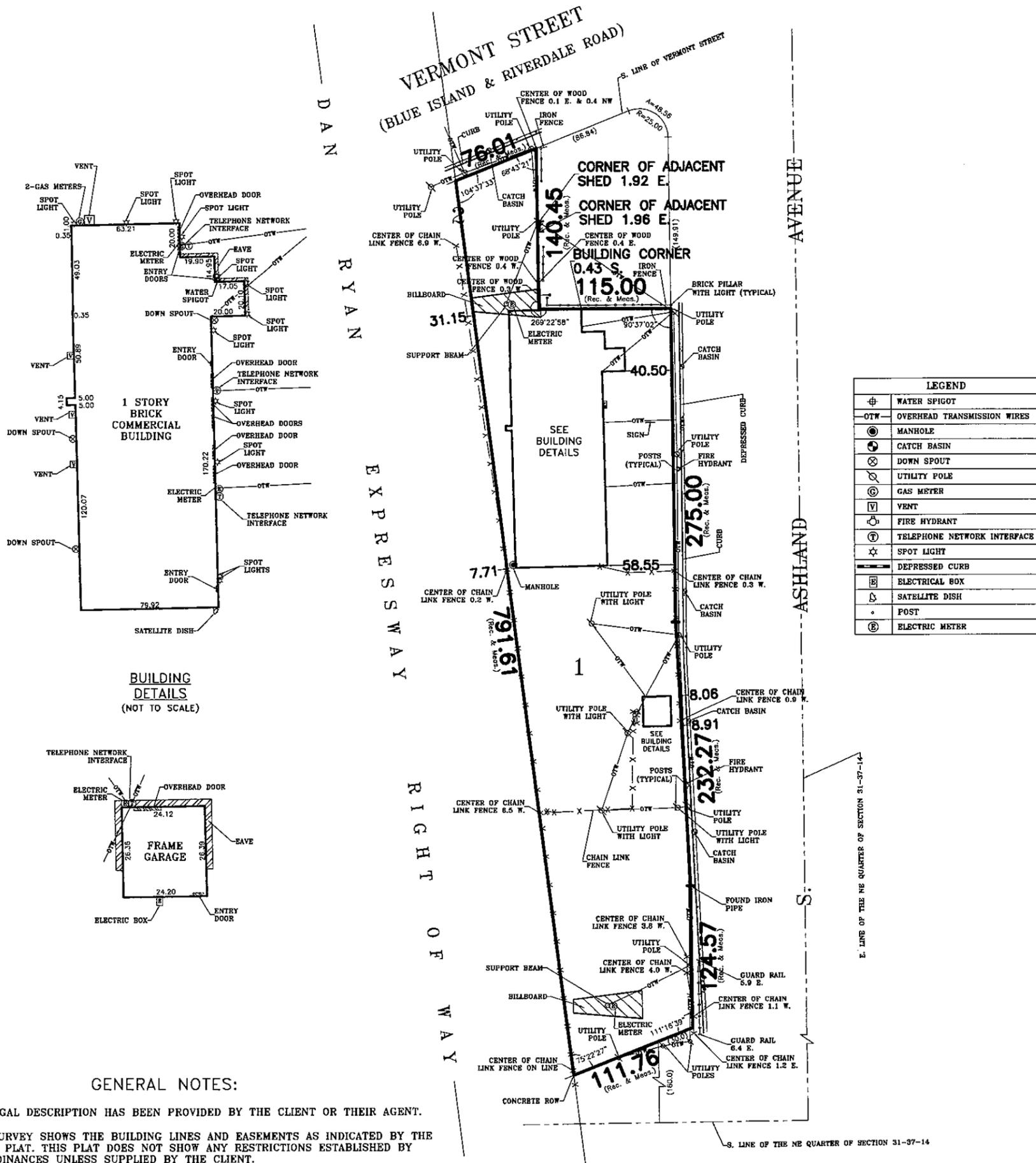
of

THAT PART OF LOTS 1 AND 2 IN REUSNOW'S SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHERLY OF THE SOUTHERLY LINE OF THE BLUE ISLAND AND RIVERDALE ROAD (COMMONLY KNOWN AS VERMONT STREET) AND NORTHERLY OF A LINE 151.18 FEET (AS MEASURED ALONG THE WEST LINE OF SAID LOT 2) SOUTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF THE SAID VERMONT STREET EXCEPT THAT PART OF SAID LOTS 1 AND 2 SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: BEGINNING ON THE SOUTHERLY LINE OF SAID VERMONT STREET, 222 FEET SOUTHWESTERLY OF THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WEST LINE OF ASHLAND AVENUE AND THENCE SOUTHERLY TO A POINT ON A LINE, SAID LINE BEING 151.18 FEET SOUTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF VERMONT STREET AFORESAID (MEASURED ON WEST LINE OF LOT 2 AFORESAID) SAID POINT BEING 209.22 FEET WEST OF THE EAST LINE OF SAID SECTION 31 (AS MEASURED ON LINE AT A RIGHT ANGLE THERETO); AND ALSO EXCEPTING THAT PART OF LOT 1 LYING SOUTH OF A LINE 125 FEET WEST OF AND PARALLEL WITH AND MEASURED AT A RIGHT ANGLE TO THE WEST LINE OF ASHLAND AVENUE, IN COOK COUNTY, ILLINOIS.



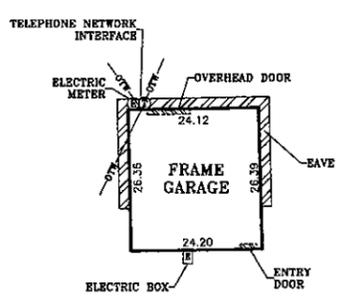
SCALE: 1"=100'

ADDRESS: 13000 S. ASHLAND AVENUE, BLUE ISLAND, ILLINOIS



LEGEND	
⊕	WATER SPIGOT
—OTW—	OVERHEAD TRANSMISSION WIRES
⊙	MANHOLE
⊕	CATCH BASIN
⊖	DOWN SPOUT
⊕	UTILITY POLE
⊕	GAS METER
⊕	VENT
⊕	FIRE HYDRANT
⊕	TELEPHONE NETWORK INTERFACE
⊕	SPOT LIGHT
—	DEPRESSED CURB
⊕	ELECTRICAL BOX
⊕	SATELLITE DISH
⊕	POST
⊕	ELECTRIC METER

BUILDING DETAILS (NOT TO SCALE)



GENERAL NOTES:

- 1) THE LEGAL DESCRIPTION HAS BEEN PROVIDED BY THE CLIENT OR THEIR AGENT.
- 2) THIS SURVEY SHOWS THE BUILDING LINES AND EASEMENTS AS INDICATED BY THE RECORDED PLAT. THIS PLAT DOES NOT SHOW ANY RESTRICTIONS ESTABLISHED BY LOCAL ORDINANCES UNLESS SUPPLIED BY THE CLIENT.
- 3) BASIS OF BEARING FOR THIS SURVEY IS AS THE NORTH ARROW INDICATES, AND IS SHOWN TO INDICATE THE ANGULAR RELATIONSHIP OF THE BOUNDARY LINES.
- 4) MONUMENTS, IF SET, DURING THIS SURVEY, REPRESENT THE TRUE CORNERS OF THIS DESCRIPTION AS SURVEYED.
- 5) LOCATION OF SOME FEATURES MAY BE EXAGGERATED FOR CLARITY. NO EXTRAPOLATIONS MAY BE MADE FROM THE INFORMATION SHOWN HEREON.
- 6) ONLY COPIES WITH AN ORIGINAL SIGNATURE AND SEAL ARE OFFICIAL LEGAL DOCUMENTS. ALL SURVEYS ARE COPYRIGHTED MATERIALS WITH ALL RIGHTS RESERVED.
- 7) CART TRACK NOT SHOWN DUE TO SNOW COVER AND POOR CONDITION.

NOTE: SOME IMPROVEMENTS MAY NOT BE SHOWN DUE TO SNOW COVERAGE AT TIME OF SURVEY.

STATE OF ILLINOIS)
S.S.
COUNTY OF COOK)

SURVEY ORDERED BY: LADEWIG & LADEWIG
I, JOSEPH P. MAIKISCH, AS AN EMPLOYEE OF PREFERRED SURVEY INC., DO HEREBY STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARD FOR A PROFESSIONAL SURVEY. PROPERTY CORNERS HAVE BEEN SET OR NOTED IN ACCORDANCE WITH AGREEMENT. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

GIVEN UNDER MY HAND AND SEAL THIS
20TH DAY OF JANUARY



MY LICENSE EXPIRES ON 11/20/16

Professional Design Registration #184-002795

PREFERRED SURVEY, INC.

7845 W. 79TH STREET, BRIDGEVIEW, IL. 60455
Phone 708-458-7845 / Fax 708-458-7855
www.psisurvey.com

Field Work Completed	01/13/10	FLD CREW:	KS/CR
Land Area Surveyed	98,692.8 Sq. Ft.	CAD:	SR

P.S.I. NO. 0989850

Proposed Landscaping – 12960 Ashland Avenue



Acer x freemanii "Autumn Blaze"



Gleditsia triacanthos "Shademaster"



Picea pungens



Pyrus calleryana "Chanticleer"

THE BLUE ISLAND ZONING ORDINANCE OF 1971

**ARTICLE V
GENERAL PROVISIONS**

5.12 PLANNED DEVELOPMENT

Planned development shall be permitted in appropriate zones only after specific approval by the Planning Commission, Zoning Board of Appeals, and the City Council, as set forth under Section 8.10 (Special Uses).

- (1) The application shall show the proposed use or uses, dimensions and locations of proposed structures and of areas to be reserved for vehicular and pedestrian traffic, parking, public uses such as schools, and playgrounds, landscaping, and other open spaces, architectural drawings and sketches showing design of structures and their relationship, and such other information as may be requested by such bodies for a determination that it is desirable to deviate from certain other provisions of this ordinance.
- (2) The application shall be filed with the City Clerk as provided in Section 8.10 (3) (Special Uses). Where deemed advisable by the Planning Commission all information required for preliminary approval of subdivision plats may also be required in the application for a planned development.
- (3) The following regulations shall apply:

a. Spacing and Orientation of Building Groups – Residential

Walls containing main window exposures or main entrances shall be so oriented as to insure adequate light and air exposure.

Such buildings shall be so arranged as to avoid undue exposure to concentrated loading or parking facilities and shall be so oriented as to preserve visual and audible privacy between adjacent buildings.

A building wall containing windows and an entrance way shall be located no closer to another building than a distance equal to the height of the taller building of the two, but in no case less than fifty (50) feet.

A building wall containing only windows or only an entrance way shall be located no closer to another building than a distance equal to the height of the taller building of the two, but in no case less than twenty-five (25) feet.

A building group shall not be so arranged that any temporary or permanently inhabited building is inaccessible to emergency vehicles.

The proposed site shall be properly landscaped, the purpose of which is to further enhance the natural qualities of the land. Where adjacent land use dictates, proper screening and buffer zones may be required. No certificate of occupancy shall be issued for any such building or buildings, unless the same conforms in all respects to such site plan and unless all facilities included in the site plan have been in accordance therein. Proper landscaping shall be provided along all walks and streets, around recreation areas and along the outer property line of the site.

The maximum length of any group of attached structures shall not exceed 150 feet. A building group may not be so arranged as to be inaccessible by emergency vehicles.

b. Spacing and Orientation of Building Groups – Business and Industrial

Exterior walls of opposite buildings shall be located no closer than a distance equal to the height of the taller building.

A building group shall not be so arranged that any permanently or temporarily occupied building is inaccessible to emergency vehicles.

c. Circulation. There shall be an adequate, safe and convenient arrangement of pedestrian circulation facilities, roadways, driveways, off-street parking and loading space.

There shall be an adequate amount, in a suitable location of pedestrian walks, malls and landscaped spaces, to prevent pedestrian use of vehicular ways and parking spaces and to separate pedestrian walks, malls, and public transportation loading places, from general vehicular circulation facilities.

Buildings and vehicular circulation open spaces shall be arranged so that pedestrians moving between buildings are not unnecessarily exposed to vehicular traffic.

d. Paving and Drainage. There shall be adequate design of grades, paving, gutters, drainage and treatment of turf to handle storm waters, prevent erosion and formation of dust.

e. Driveways. All driveways and parking areas shall be developed with all-weather hard surfaces and shall contain facilities for night illumination.

f. Signs and Lighting. Signs and lighting devices shall be properly arranged with respect to traffic control devices and adjacent residential districts.

**ARTICLE VIII
ADMINISTRATION AND ENFORCEMENT**

8.10 SPECIAL USES

(8) PLANNED DEVELOPMENTS. Planned developments are of such substantially different character from other special uses that specific and additional standards and exceptions are hereby established to govern the report of the Planning Commission and the recommendation of the Zoning Board of Appeals and the action of the City Council.

a. PURPOSES. Some specific purposes of the planned development procedure are:

(1) Residential Planned Development. To offer recreational opportunities close to home; to enhance the appearance of neighborhoods by the conservation of streams and local spots of natural beauty; to add to the sense of spaciousness through the preservation of natural green spaces; to counteract the effects of urban monotony and congestion in the streets; to encourage cooperative relationships between neighbors and participation by all age groups in the use and care of local open space tracts in new residential subdivisions; to promote harmonious architecture between adjacent dwellings or institutional buildings; and to encourage the placement of structures in proper relationship to the natural characteristics of the site.

(2) Business Planned Development. To promote the cooperative development of business centers each with adequate off-street parking; to control access points on thoroughfares; to separate pedestrian and automobile traffic; to aid in stabilizing property values; to develop centers of size and location compatible with the market potential; to buffer adjacent residential areas with landscaped green spaces and to encourage harmonious architecture between adjacent commercial structures.

(3) Industrial Planned Development. To promote the establishment of industrial parks; to permit groups of industrial buildings with integrated design and a coordinated physical plan; to encourage recreational facilities within industrial areas and to buffer adjacent residential areas with landscaped green spaces.

b. REQUIRED INFORMATION. The developer shall be required to submit the following information, and any other information that may be required by the Zoning Board of Appeals and the Planning Commission.

- (1) A site plan indicating the arrangement and tentative location of buildings, uses permitted, land to be preserved as permanent common open space, parking and loading spaces, and other special features of the development plan.
- (2) A draft of the proposed protective covenants whereby the owner proposes to regulate land-use and otherwise protect the proposed development.
- (3) A draft of any proposed incorporation agreement and a draft of any by-laws or easement declarations concerning maintenance of recreational and other common facilities.
- (4) Data on the market potential necessary to support the location of the site and the size of uses in any planned development.

c. USE EXCEPTIONS. The Zoning Board of Appeals and the Planning Commission may recommend and the Council may authorize that there be in part of the area of such development, and for the duration of such development, specified uses not permitted by the use regulations of the district in which said development is located, provided that the Zoning Board of Appeals shall find:

- (1) That the uses permitted by such exception are necessary or desirable and are appropriate with respect to the primary purpose of the development;
- (2) That the uses permitted by such exception are not of such a nature or so located as to exercise a detrimental influence on the surrounding neighborhood; and
- (3) That not more than 25 percent of the ground area or of the gross floor area of such development shall be devoted to the uses permitted by said exception.

d. BULK REGULATIONS. In the case of any planned development the Zoning Board of Appeals and the Planning Commission may recommend and the Council may authorize exceptions to the applicable bulk regulations of this Ordinance within the boundaries of such development, provided that the Zoning Board of Appeals shall find:

- (1) That such exception shall be solely for the purpose of promoting an integrated site plan no less beneficial to the residents or occupants of such development as well as the neighboring property, than would be obtained under the bulk regulations of this Ordinance for building development on separate zoning lots;

- (2) That the lot coverage percent for residential planned development would not exceed by more than 20 percent the maximum lot coverage percent which would be determined on the basis of the percentage required for the individual uses in such planned developments, as listed in the Schedule of Bulk and Coverage Controls;
- (3) That in a residential planned development the maximum number of dwelling units permitted shall be determined by dividing the net development area by the minimum lot area per dwelling unit required by the district or districts in which the area is located, and, then, increasing this number by 20 percent. Net development area shall be determined by subtracting the area set aside for non-residential uses from the gross development area and deducting 10 percent of the remainder for streets regardless of the amount of land actually required for streets. The area of land set aside for common open space or recreational use may be included in determining the number of dwelling units permitted.

e. DESIGNATION OF PERMANENT COMMON OPEN SPACE.

- (1) Definition. Permanent common open space shall be defined as parks, playgrounds, parkway medians, landscaped green space, schools, community centers or other similar areas in public ownership or covered by an open space easement.
- (2) Designation. No plan for a planned development shall be approved unless such plan provides for permanent open space equivalent to 10 percent of the total area in single-family residential planned developments, 20 percent in multiple-family planned developments, and 5 percent in business and industrial planned developments.

f. MINIMUM LOT AREA IN RESIDENTIAL PLANNED DEVELOPMENTS. Provided the overall number of dwelling units per acre (density) is not increased beyond the provisions of paragraph d. (5), above, and provided that the permanent common open space is in accord with paragraph e. above, the minimum individual lot area per dwelling unit provisions of the district in which the development is located may be waived.



METRO TRANSPORTATION GROUP, INC.
Your Transportation Resource

3100 W. HIGGINS ROAD, STE. 100
HOFFMAN ESTATES, IL 60169-2093

TELEPHONE: 630.213.1000
FACSIMILE: 630.213.3227
www.metrotransportation.com

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Mr. George Hanus
Aetna Development

FROM: Rolf P. Kilian
President

DATE: July 23, 2010

SUBJECT: Retail Development
Ashland Avenue
Blue Island, Illinois

INTRODUCTION

Metro Transportation Group, Inc. was retained by Aetna Development Corporation to conduct a traffic impact analysis and site access review for a proposed commercial retail development in Blue Island, Illinois. The proposed site, illustrated in Figure 1, includes two parcels located on the west side of Ashland Avenue and north of the Calumet-Sag Channel.

The proposed development plan includes 13,900 square feet of commercial retail space (3,900 square feet on the north parcel and 10,000 square feet on the south parcel), 61 total off-street parking spaces (9 spaces on the north parcel and 52 spaces on the south parcel) and three access driveways. For the north parcel, a full access is proposed to align opposite the access driveway serving the commercial property on the east side of Ashland Avenue. Access to the south parcel is proposed via one full access driveway (approximately 650 feet south of Vermont Street) and a full access driveway, intended to serve delivery/service vehicles, on the south side of the site approximately 800 feet south of Vermont Street.

The following report presents and documents Metro's methodology, data collection, analyses, and identifies improvements, as necessary, to accommodate site access and mitigate traffic impacts the proposed development may have on the adjacent roadway network.



SITE LOCATION MAP

FIGURE: 1



EXISTING CONDITIONS

Metro conducted a field survey to collect information relating to the site, surrounding area land uses, adjacent roadway network, traffic control, current traffic volumes, and to observe current traffic operating conditions. This section of the report discusses these issues.

Area Land Uses

The site, currently vacant, is located on the west side of Ashland Avenue and north of the Calumet-Sag Channel. The land uses within the site vicinity primarily include commercial uses. The site is bordered to the north by auto service uses and to the east by a retail development (Ultra Foods, Chase Bank, Rainbow, AJ Wright, Shoe Carnival, and Aldi). Interstate 57 borders the site to the west and the Calumet-Sag Channel is to the immediate south.

Area Roadways

The roadway system in the site vicinity includes Ashland Avenue and Vermont Street. These roadways are described below in more detail.

Ashland Avenue is a north/south roadway along the eastern site boundary providing two lanes in each direction. Adjacent to the site and traveling north from the Calumet-Sag Channel, Ashland Avenue transitions from a four-lane cross-section at the bridge to a five-lane cross-section just north of the subject site including left-turn lanes. At its signalized intersection with Vermont Street, the northbound and southbound approaches of Ashland Avenue each contain a separate left-turn lane and two thru lanes with shared right-turns. The retail development on the east side of Ashland Avenue provides a full access driveway extending east from Ashland Avenue near the north boundary of the subject site. At this unsignalized "T" intersection, northbound Ashland Avenue contains two thru lanes while the southbound approach contains two thru lanes and a separate left-turn lane. Ashland Avenue has a posted speed limit of 40 MPH adjacent to the site and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Vermont Street is an east/west roadway approximately 475 feet north of the subject site. At its signalized intersection with Ashland Avenue, the eastbound and westbound approaches of Vermont Street both contain a separate left-turn lane and two thru lanes with shared right-turns. Vermont Street has a posted speed limit of 35 MPH just west of Ashland Avenue and is under the jurisdiction of IDOT.

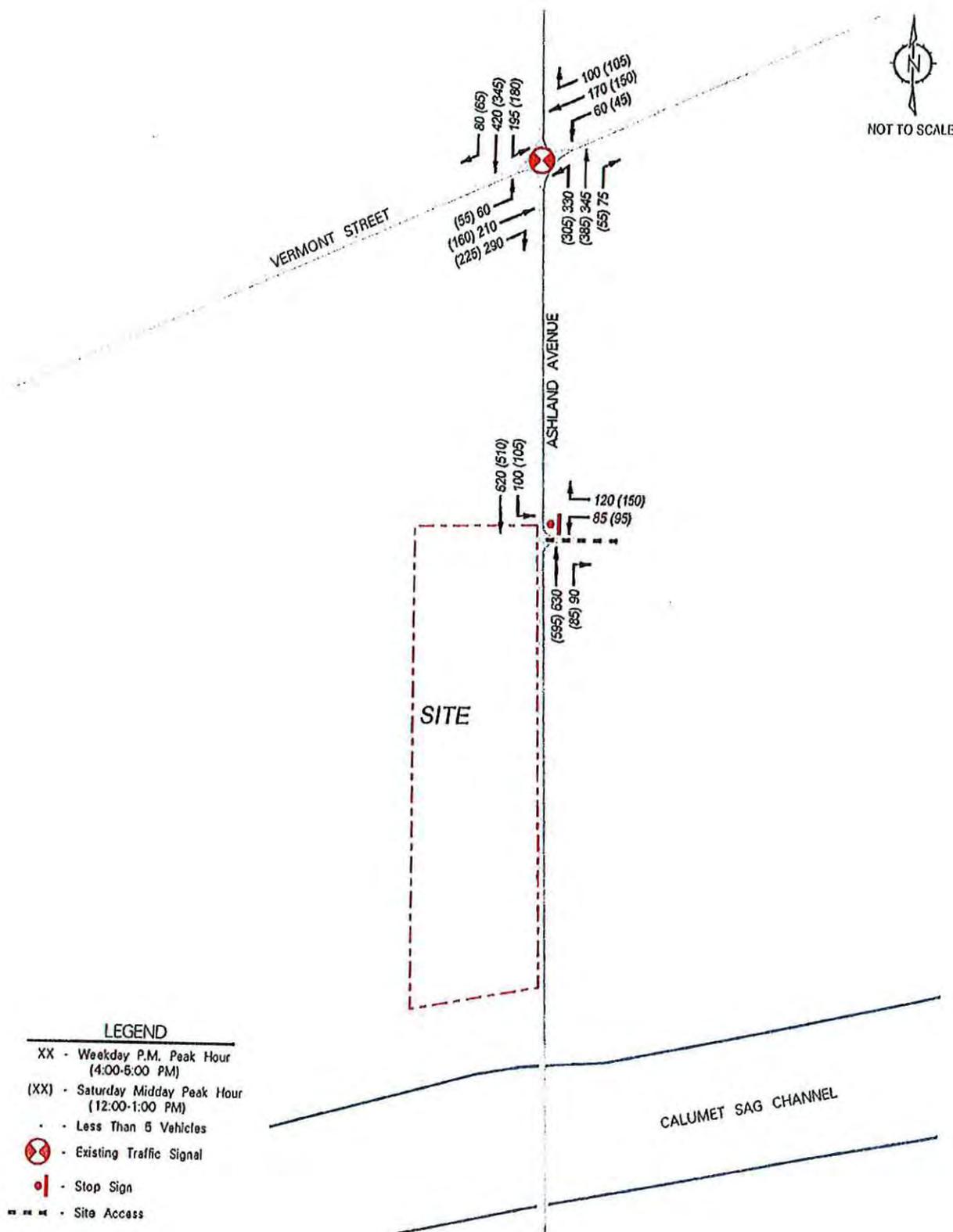


Existing Traffic Counts

In order to gather current traffic volume data, Metro conducted peak hour intersection counts on Wednesday, April 14th, Thursday, April 15th, and Saturday, April 17th of 2010 at the following intersections:

- Ashland Avenue / Vermont Street
- Ashland Avenue / Site Access Driveway (east)

The counts were conducted during the weekday evening (4:00 to 6:00 PM) and Saturday midday (11:00 AM to 1:00 PM) peak periods. These time periods were chosen since they coincide with the anticipated peak period of the proposed retail development. The results indicate that the peak hours of existing traffic during the weekday evening and Saturday midday occurred from 4:00 to 5:00 PM and 12:00 to 1:00 PM, respectively. The existing traffic counts are illustrated on **Figure 2**.



EXISTING TRAFFIC

FIGURE: 2



DEVELOPMENT TRAFFIC CHARACTERISTICS

This section of the report presents traffic characteristics associated with the proposed development, anticipated background traffic growth at the study area intersections, estimated trip generation during the weekday evening and Saturday midday peak hours, directional distribution of traffic, and an assignment of traffic volumes to project future traffic conditions at the study intersections.

Trip Generation

The amount of traffic generated by a development depends on the type and density of the land use being proposed. Trip generation estimates for the proposed retail development were calculated based upon information published in the Institute of Transportation Engineers (ITE) manual titled *Trip Generation*, 8th Edition. The ITE report is a compilation of traffic data surveys collected throughout the United States for a wide-range of land uses. For this study, Metro referenced trip generation data for Land Use Code 820 (Shopping Center).

Table 1 summarizes the estimated trip generation for each of the two separate buildings comprising the proposed retail development.

TABLE 1. TRIP GENERATION ESTIMATE

Land Use	Units	Weekday PM Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total
Retail (South) ¹	10,000 sf	15	20	35	25	25	50
Retail (North) ¹	3,900 sf	5	5	10	10	5	15
Total		20	25	45	35	30	65

1 - Based on ITE *Trip Generation*, 8th Edition Land Use Code 820 (Shopping Center)

Directional Distribution

The directional distribution of site traffic is dependent upon various factors, including the proposed land use, access locations, the adjacent roadway network, and levels of congestion. The expected directional distribution of site traffic for the proposed retail development is outlined in Table 2.



TABLE 2. SITE TRAFFIC DIRECTIONAL DISTRIBUTION

To/from the...	Roadway	Percentage
North	Ashland Avenue	30%
South		30%
East	Vermont Street	15%
West		25%
Total		100%

Site Traffic Assignment

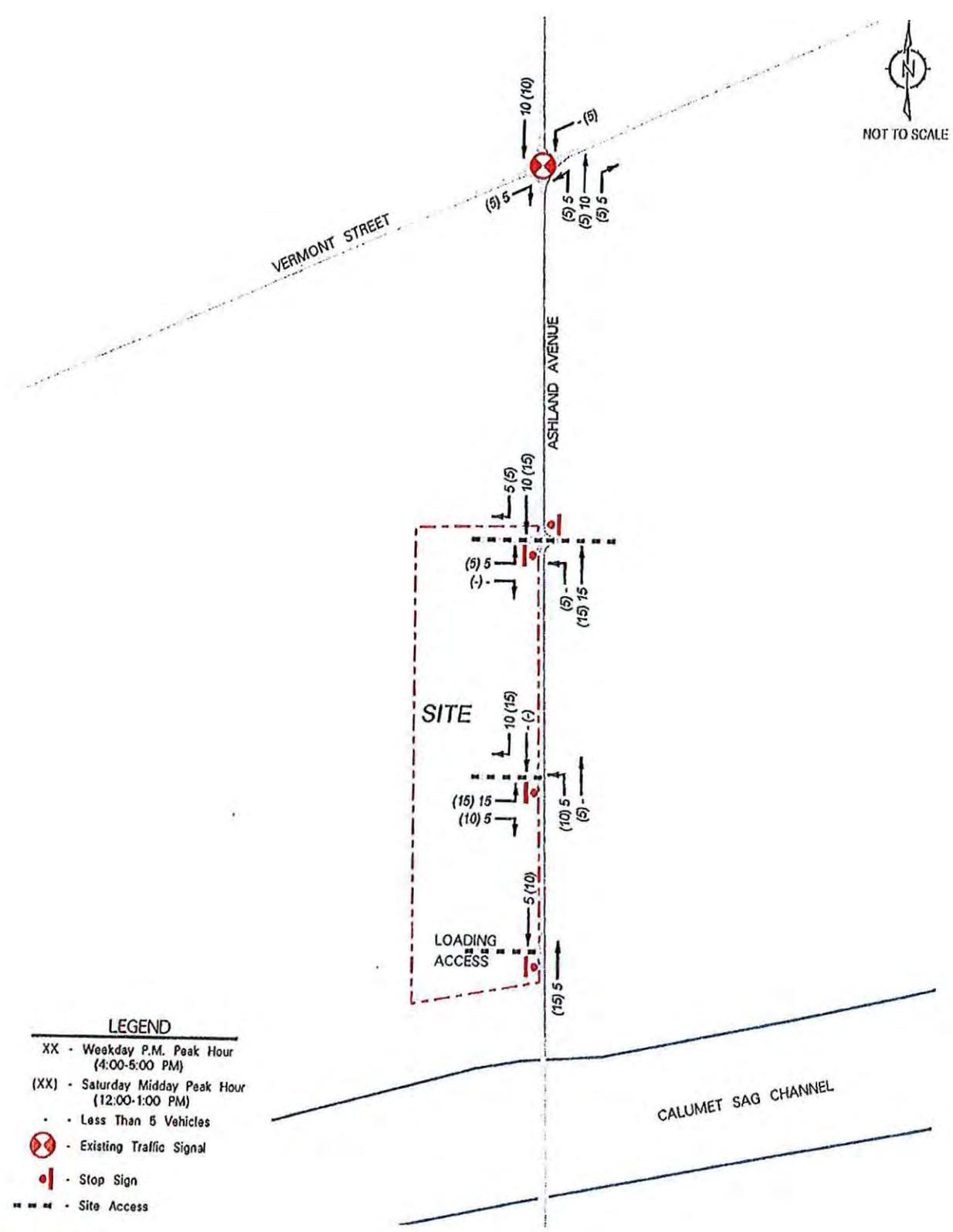
The site traffic assignment is based on the estimated trip generation for the proposed retail development (Table 1) in conjunction with the expected directional distribution on the surrounding intersections and roadways (Table 2). The weekday evening and Saturday midday peak hour site traffic assignments are presented on Figure 3.

Background Traffic Growth

Construction and occupancy of the proposed retail development is planned by Year 2011. In order to account for growth in background traffic associated with potential new development and population growth in the surrounding area, Metro estimated an average growth rate for a typical "build plus five years" analysis horizon. Given that the surrounding area is generally built-out, Metro applied a 6 percent growth factor (1 percent average per year x 6 years) to the existing traffic volumes along Ashland Avenue and Vermont Street project background traffic growth to Year 2016.

Total Traffic Assignment

The total traffic assignment represents the estimated future traffic volumes on the surrounding roadways for the "build plus five years" analysis horizon (Year 2016). The total traffic assignments were determined by combining the existing traffic (Figure 2), site traffic assignments (Figure 3) and background traffic growth. Total traffic assignments for the weekday evening and Saturday midday peak hours are illustrated in Figure 4.



NOT TO SCALE

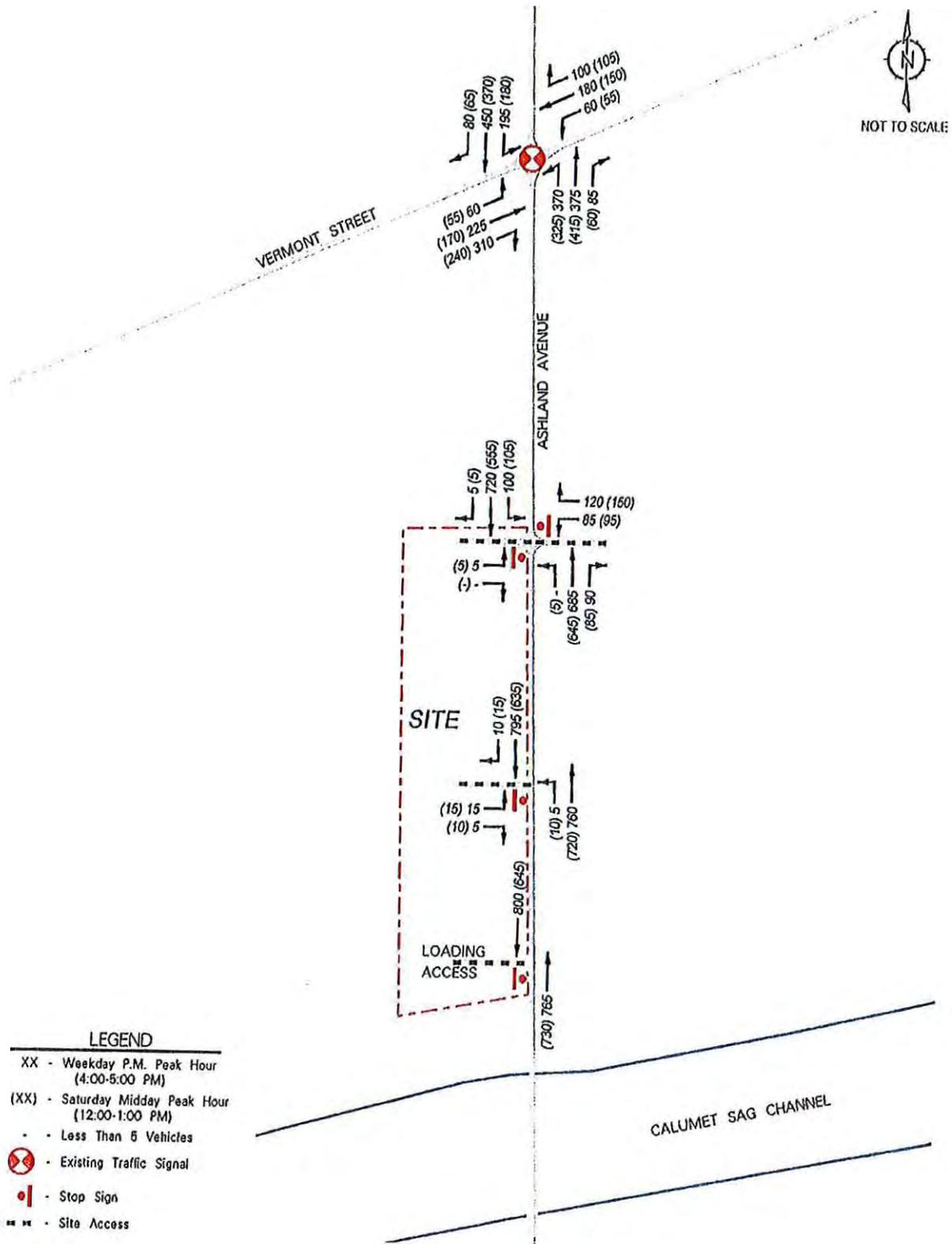
LEGEND

- XX - Weekday P.M. Peak Hour (4:00-5:00 PM)
- (XX) - Saturday Midday Peak Hour (12:00-1:00 PM)
- () - Less Than 5 Vehicles
- ⊗ - Existing Traffic Signal
- ⊠ - Stop Sign
- - Site Access



SITE TRAFFIC ASSIGNMENT

FIGURE: 3



TOTAL TRAFFIC ASSIGNMENT

FIGURE: 4



ANALYSIS AND RECOMMENDATIONS

An analysis of the study area intersections was conducted for existing and future conditions. Recommendations are identified, as necessary, in order to accommodate the proposed site access and mitigate traffic impacts associated with the proposed retail development. These analyses and recommendations are summarized below.

Capacity Analyses

Capacity analyses were conducted to evaluate the overall traffic operations of the study intersections and site access driveways during the weekday evening and Saturday midday peak hours for existing and future conditions. The existing and future condition capacity analyses incorporate the current existing lane configurations and traffic control.

The effectiveness of how well an intersection operates is measured in terms of Levels of Service (LOS). Levels of Service range from LOS "A" (conditions with minimal vehicle delay) to LOS "F" (oversaturated conditions). LOS "E" represents at-capacity conditions. The minimum intersection LOS that is generally accepted by reviewing jurisdictions in Northeastern Illinois is LOS "D". Table 3 summarizes the capacity analyses for existing and future conditions.

TABLE 3. INTERSECTION LEVEL OF SERVICE

Intersection	Existing Conditions		Future Conditions	
	Weekday PM Peak	Saturday Midday Peak	Weekday PM Peak	Saturday Midday Peak
Ashland Avenue / Vermont Street *	NB App - C SB App - C EB App - D WB App - C Overall - C	NB App - C SB App - C EB App - D WB App - C Overall - C	NB App - C SB App - C EB App - D WB App - C Overall - C	NB App - C SB App - C EB App - D WB App - C Overall - C
Ashland Avenue / North Site Access ▲	SB Left - A WB Left - F WB Right - B	SB Left - A WB Left - F WB Right - B	NB Left - A SB Left - B WB Left - F WB Right - B EB App - F	NB Left - A SB Left - A WB Left - F WB Right - B EB App - E
Ashland Avenue / Middle Site Access ▲	N/A	N/A	NB Left - A EB App - D	NB Left - A EB App - C
Ashland Avenue / South Site Access ▲	N/A	N/A	NB Left - A EB App - A	NB Left - A EB App - A

NB - Northbound
 SB - Southbound
 * - Signalized Intersection
 N/A - Not Applicable

WB - Westbound
 EB - Eastbound
 ▲ - Two-Way Stop Control Intersection (Full Access)



Based on review of the capacity analysis, the approaches of the Ashland Avenue/Vermont Street intersection currently operate at an acceptable LOS D or better with an overall LOS C during the weekday evening and Saturday midday peak hours. With the addition of site-generated and background traffic, the levels of service will remain unchanged.

At the north site access, the westbound left-turn movement exiting the commercial development east of Ashland Avenue currently operates at LOS F during the weekday evening and Saturday midday peak hours. This is common for left-turn movements on the minor street approach of a two-way stop-controlled intersection with an arterial street. With the proposed site access aligned opposite this access, the analysis of future conditions indicate similar levels of service for the minor street left-turn movements. However, motorists turning left to exit either the proposed development or the commercial development across the street will continue to utilize gaps in traffic flow along Ashland Avenue created by the traffic signal at the Ashland Avenue/Vermont Street intersection located approximately 475 feet north of the access intersection. Furthermore, the capacity analysis indicates the 95th-percentile queue length exiting the proposed site is expected to be less than one vehicle and not impact on-site parking operations or circulation.

The critical movements entering and exiting each of the proposed middle site access driveway are projected to operate at LOS D or better during the weekday evening peak period and LOS C or better during the Saturday midday peak period. The southern access will serve as a truck entrance for loading and delivery vehicles. Little to no traffic is expected to exit the southern access with the potential exception of employees who park in the six parking spaces at the south end of the site.

Site Access and Circulation

As previously described and illustrated on the site plan (*see attached Technical Appendix*), the proposed development plan includes three access driveways on Ashland Avenue. The proposed access at the north end of the site serving the 3,900 square-foot building on the northern parcel is aligned opposite the commercial development east of Ashland Avenue. The northern parcel includes nine total parking spaces. However, based on the proposed site plan, the southernmost space along the Ashland Avenue frontage is essentially on the southern property line and is not provided an area to comfortably back out of and turn towards the access driveway. Therefore, Metro recommends eliminating the southernmost parking space along Ashland Avenue.

The proposed site plan indicates a proposed cross easement with the adjacent property to the north. This proposed cross-access will provide circulation options for vehicles if the parking spaces on the northern parcel are fully utilized. In addition, the proposed cross-access will also help facilitate access to the trash enclosure for refuse vehicles.

The middle driveway, just north of the southerly building, is proposed as a full access. Based on review of the site plan and the proposed access driveways, the southern parcel provides convenient circulation through the site between the site access and parking aisles. Finally, the access at the south



end of the site is proposed to provide ingress for service/delivery vehicles. These service/delivery vehicles will proceed to the loading area on the west side of the building before exiting at the middle site access driveway. Delivery vehicles may navigate safely through the site. The site plan includes six parking spaces in the southern portion of the site. Due to their location on the site, proximity to the building entrance, and potential blocking by service/delivery/trash vehicles, these five spaces should be designated for employees only.

Auxiliary Lane Analysis

Analyses were conducted to determine whether auxiliary lanes are required to accommodate the site-generated traffic at the site access drive. According to the IDOT *Bureau of Design and Environment Manual (BDE)*, turn lanes should be provided where warranted based on the guidelines presented in Chapter 36-3.01 - *Turn Lane Guidelines*.

Right-Turn Lanes

Based on review of the projected traffic volumes at each of the proposed site access intersections and the guidelines stated in Section 36-3.01(a) and Figure 36-3B of the BDE, right-turn lanes are not warranted at any of the proposed access driveways.

Left-Turn Lanes

Metro reviewed the guidelines for the consideration of providing left-turn lanes at the site access driveways. For the proposed northern, middle, and southern (service vehicles) access driveways, the roadway width does not allow for the provision of full-length separate northbound left-turn lanes.

In addition, Metro reviewed Figure 36-3F (Volume Guidelines for Left-Turn Lanes at Unsignalized Intersections on Two-Lane Highways: 45 mph design speed) at each driveway. As Ashland Avenue is a four-lane roadway, the advancing and opposing volumes were halved to correspond with the two-lane guidelines in the table. Given the advancing and opposing volumes along with the % left-turns into the site, separate left-turn lanes are not warranted at any of the proposed full access intersections.

As previously described, Ashland Avenue along the site frontage transitions from a four-lane cross-section on the south, consistent with the bridge spanning the Calumet-Sag Channel, to a five-lane cross section at the northern access driveway. Thus, at the proposed middle and southern site access driveways, the median is not yet wide enough to fully strip a separate left-turn lane. However, for design consistency and the general practice of not promoting left-turn queuing in striped cross-hatch medians, the feasibility of re-striping the painted median at the northern access driveway to provide a northbound left-turn lane. Given the lack of available median width and tapering south of the northern access intersection, coordination with IDOT is necessary to identify appropriate storage and taper lengths, if provision of a turn lane is approved.



CONCLUSION

Based on Metro's review and analysis, the proposed 13,575 square-foot retail development on the west side of Ashland Avenue just north of the Calumet-Sag Channel will have a minimal impact on the peak hour operating conditions at the adjacent intersections. The development plan proposes three access locations on Ashland Avenue; a full access at the north end of the site aligned opposite an existing commercial access east of Ashland Avenue, a full access in the middle of the site just north of the retail building, and a service/delivery vehicle access at the southern end of the site.

With the exception of the northern access location, capacity analysis of the study intersections and access driveways indicate that all approaches and critical movements currently operate, and are expected to continue operating, at acceptable levels of service. At the northern access intersection, the westbound approach will continue to operate with similar levels of service during the weekday evening and Saturday midday peak hours with the exiting left-turn movements experiencing delay at Ashland Avenue. However, the traffic signal at the Ashland Avenue/Vermont Street intersection is expected to continue providing gaps in the traffic flow along Ashland Avenue to facilitate exiting left-turns from the proposed site and the commercial development across the street. In addition, 95th percentile queue lengths are low and not expected to negatively impact on-site circulation or parking operations.

Based on review of guidelines in the IDOT *BDE Manual* regarding the need for separate left-turn and right-turn lanes at the proposed access driveways, Metro's evaluation indicates that no turn lanes are warranted. However, coordination with IDOT is recommended to review the feasibility of re-stripping the painted median to create a northbound left-turn lane at the northern access intersection.