United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

AGENDA
CITY COUNCIL MEETING
Tuesday, April 26, 2022
7:00 p.m.
City Hall Council Chambers
800 Game Farm Road, Yorkville, IL

Call to Order:

Pledge of Allegiance:

Roll Call by Clerk:

WARD I	WARD II	WARD III	WARD IV
Ken Koch	Arden Joe Plocher	Chris Funkhouser	Seaver Tarulis
Dan Transier	Craig Soling	Matt Marek	Jason Peterson

Establishment of Quorum:

Amendments to Agenda:

Presentations:

1. Yorkville Intermediate School Recognizing School Resource Officer Goldsmith

Public Hearings:

Citizen Comments on Agenda Items:

Consent Agenda:

1. Minutes of the Regular City Council – March 22, 2022
2. Bill Payments for Approval
   - $ 664,209.21 (vendors)
   - $ 327,282.83 (payroll period ending 4/15/2022)
   - $ 991,492.04 (total)

Mayor's Report:

1. CC 2022-05 Ordinance Approving an Agreement by and Among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC
2. CC 2022-15 Poppy Days Proclamation
3. CC 2022-16 Motorcycle Awareness Month Proclamation
4. CC 2022-17 Appointments to Boards and Commissions

Public Works Committee Report:

Economic Development Committee Report:

1. PZC 2022-03 & EDC 2022-21 Ordinance Approving the Second Amendment to the Annexation and Planned Unit Development Agreement for a Portion of the Windmill Farms Development (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)

Public Safety Committee Report:

Administration Committee Report:

Park Board:

Planning and Zoning Commission:

1. PZC 2022-02 & EDC 2022-20 Ordinance Approving the Rezoning to the B-3 General Business Zoning District of the Property Located at 8721 Route 126 and Repeal of the Ordinance 2008-42 as it Applies to the Property (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)
2. PZC 2022-06 & EDC 2022-22 Ordinance Approving the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3
3. PZC 2022-07 & EDC 2022-23 Ordinance Approving the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13

City Council Report:

City Clerk's Report:

Community and Liaison Report:

Staff Report:

Mayor's Report (cont'd):

5. CC 2021-04 City Buildings Updates
6. CC 2021-38 Water Study Update

Additional Business:

Citizen Comments:

Executive Session:

Adjournment:

COMMITTEES, MEMBERS AND RESPONSIBILITIES

ADMINISTRATION: May 18, 2022 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Soling	Finance	Library
Vice-Chairman:	Alderman Funkhouser	Administration	
Committee:	Alderman Transier		
Committee:	Alderman Tarulis		

COMMITTEES, MEMBERS AND RESPONSIBILITIES cont'd:

ECONOMIC DEVELOPMENT: May 3, 2022 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Peterson	Community Development	Planning & Zoning Commission
Vice-Chairman:	Alderman Koch	Building Safety & Zoning	Kendall Co. Plan Commission
Committee:	Alderman Plocher		
Committee:	Alderman Funkhouser		

PUBLIC SAFETY: May 5, 2022 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Transier	Police	School District
Vice-Chairman:	Alderman Tarulis		
Committee:	Alderman Soling		
Committee:	Alderman Marek		

PUBLIC WORKS: May 17, 2022 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Marek	Public Works	Park Board
Vice-Chairman:	Alderman Plocher	Engineering	YBSD
Committee:	Alderman Koch	Parks and Recreation	
Committee:	Alderman Peterson		

UNITED CITY OF YORKVILLE
WORKSHEET
CITY COUNCIL
Tuesday, April 26, 2022
7:00 PM
CITY COUNCIL CHAMBERS

AMENDMENTS TO AGENDA:

PRESENTATIONS:

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1. Yorkville Intermediate School Recognizing School Resource Officer Goldsmith

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CITIZEN COMMENTS ON AGENDA ITEMS:

CONSENT AGENDA:

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1. Minutes of the Regular City Council – March 22, 2022
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

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2. Bill Payments for Approval
   - ☐ Approved _____
     - ☐ As presented
     - ☐ As amended
   - ☐ Notes _____

MAYOR'S REPORT:

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1. CC 2022-05 Ordinance Approving an Agreement by and Among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

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2. CC 2022-15 Poppy Days Proclamation
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

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3. CC 2022-16 Motorcycle Awareness Month Proclamation
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

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4. CC 2022-17 Appointments to Boards and Commissions
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

ECONOMIC DEVELOPMENT COMMITTEE:

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1. PZC 2022-03 & EDC 2022-21 Ordinance Approving the Second Amendment to the Annexation and Planned Unit Development Agreement for a Portion of the Windmill Farms Development (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

PLANNING AND ZONING COMMISSION:

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1. PZC 2022-02 & EDC 2022-20 Ordinance Approving the Rezoning to the B-3 General Business Zoning District of the Property Located at 8721 Route 126 and Repeal of the Ordinance 2008-42 as it Applies to the Property (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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2. PZC 2022-06 & EDC 2022-22 Ordinance Approving the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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3. PZC 2022-07 & EDC 2022-23 Ordinance Approving the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

MAYOR'S REPORT (CONT'D):

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5. CC 2021-04 City Buildings Updates

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

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6. CC 2021-38 Water Study Update

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

ADDITIONAL BUSINESS:

CITIZEN COMMENTS:

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #1

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Regular City Council – March 22, 2022

Meeting and Date: City Council – April 26, 2022

Synopsis: Approval of Minutes

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Jori Behland (Name) Administration (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

DRAFT

MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, HELD IN THE CITY COUNCIL CHAMBERS, 800 GAME FARM ROAD ON TUESDAY, MARCH 22, 2022

Mayor Purcell called the meeting to order at 7:00 p.m. and led the Council in the Pledge of Allegiance.

Mayor Purcell stated that he has determined that under the Governor's orders the meeting can be held with electronic attendance for the safety of the council members and the public and to help prevent the spread of the coronavirus.

ROLL CALL

City Clerk Behland called the roll.

Ward I	Koch	Present	
	Transier	Present	
Ward II	Plocher	Present	(electronic attendance)
	Soling	Present	
Ward III	Funkhouser	Present	
	Marek	Present	(electronic attendance)
Ward IV	Tarulis	Present	
	Peterson	Present	(electronic attendance)

Staff in attendance at City Hall: City Clerk Behland, City Administrator Olson, Chief of Police Jensen, Attorney Orr, Public Works Director Dhuse, Finance Director Fredrickson, Parks and Recreation Director Evans, Facilities Manager Raasch, and EEI Engineer Sanderson.

Staff in attendance electronically: Community Development Director Barksdale-Noble.

Clerk's Note: Due to COVID-19, in accordance with Public Act 101-0640 and Gubernatorial Disaster Proclamation issued by Governor Pritzker pursuant to the powers vested in the Governor under the Illinois Emergency Management Act, the United City of Yorkville encouraged social distancing by allowing remote attendance to the City Council meeting.

Members of the public were able to attend this meeting in person while practicing social distancing as well as being able to access the meeting remotely via Zoom which allowed for video, audio, and telephonic participation.

A meeting notice was posted on the City's website on the agenda, minutes, and packets webpage with instructions regarding remote meeting access and a link was included for the public to participate in the meeting remotely: https://us02web.zoom.us/j/84907067800?pwd=RXJMR1lIWEUvSzdhOUdVWHdTOWRxUT09. The Zoom meeting ID was 849 0706 7800.

QUORUM

A quorum was established**.**

AMENDMENTS TO THE AGENDA

Before the public hearing, Mayor Purcell asked to move up Mayor's Report #2 Proclamation for Yorkville Library Mini Golf FUN Raiser Day.

PRESENTATIONS

None.

MAYOR'S REPORT

Proclamation for Yorkville Library Mini Golf FUN Raiser Day
(CC 2022-10)

Mayor Purcell proclaimed Sunday, April 3, 2022, as the "Yorkville Library Mini Golf FUN Raiser Day" in the United City of Yorkville (*see attached)*.

PUBLIC HEARINGS

Timber Ridge Estates – Dormant SSA

Mayor Purcell opened the public hearing for the Timber Ridge Estates – Dormant SSA. He asked if anyone wished to comment on the Timber Ridge Estates – Dormant SSA. Upon hearing no public comments, Mayor Purcell then closed the public hearing.

CITIZEN COMMENTS ON AGENDA ITEMS

None.

CONSENT AGENDA

1. Minutes of the Regular City Council – February 22, 2022
2. Bill Payments for Approval
   - $ 622,651.59 (vendors)
   - $ 344,765.92 (payroll period ending 3/4/22)
   - $ 967,417.51 (total)
3. Water Department Reports October 2021 – February 2022 (PW 2022-19)
4. Kennedy Road and Mill Road Intersection Improvements – Bid Award – *award bid for the Kennedy Road and Mill Road Intersection Improvements project to Geneva Construction in an amount not to exceed $384,526.38* (PW 2022-24)
5. Kennedy Road and Mill Road Intersection Improvements – Construction Engineering Agreement – *authorize the Mayor and City Clerk to execute* (PW 2022-25)
6. Bucket Truck Price Increase – *approve the price increase for the bucket truck from $230,658 to $234,961 and amend the proposed FY23 budget to reflect the increase* (PW 2022-27)
7. **Resolution 2022-14** in Support of the "Wyland Mayor's Challenge for Water Conservation" – *authorize the Mayor and City Clerk to execute* (PW 2022-30)
8. Treasurer's Report for February 2022 (ADM 2022-15)
9. Fiscal Year 2023 Insurance Renewals - *approve a contract for the renewal of existing HMO and PPO plans with Blue Cross Blue Shield; to approve a contract with Blue Cross Blue Shield for the dental plan; to approve a contract with Dearborn National (BCBS) for vision plan, to approve a contract with Blue Cross Blue Shield for the life and AD&D plans; to approve employee HRA card amounts in the same amount as FY 2022 and to authorize non-union employee contribution percentages in the amounts of 10.5% for HMO coverage and 12.5% for PPO coverage and with union employee contributions rates in the amount as authorized by the Police Department and Public Works union contract* (ADM 2022-17)
10. Water, Sewer, and Road Infrastructure Fee Renewal (ADM 2022-20)
    a. **Ordinance 2022-09** Amending the Infrastructure Maintenance Fee for Water and Sanitary Sewer Service – *authorize the Mayor and City Clerk to execute*
    b. **Ordinance 2022-10** Amending the Termination Date of the Motor Vehicle Tax in the United City of Yorkville – *authorize the Mayor and City Clerk to execute*

Mayor Purcell entertained a motion to approve the consent agenda. So moved by Alderman Tarulis; seconded by Alderman Soling.

Motion approved by a roll call vote. Ayes-8 Nays-0
Koch-aye, Plocher-aye, Funkhouser-aye, Tarulis-aye,
Transier-aye, Soling-aye, Marek-aye, Peterson-aye

REPORTS

MAYOR'S REPORT

Parks and Recreation Event Updates

Even with the colder weather, Parks and Recreation Director Evans said St. Patrick's Day parade had a great turnout. Mayor Purcell said he heard great things about the firework show. On April 2, 2022, is the Easter Egg-Stravaganza at Town Square Park. Then coming up in May is Margaritas En Mayo on May 26, 2022.

Bright Farms Development Agreement

(CC 2022-05)

City Administrator Olson explained three new topics on the Bright Farms Development Agreement matter. The first item they have discussed is the timeline for Corneils Road improvements required by the City for the development. The second item discussed is the project's overall price and total contributions from the City, Bright Farms, and the sanitary district. Then the third piece that is being discussed is the building permit fees. This is the first time the City had this size of a project for industrial development. Staff is currently surveying other towns' permit fees before making a recommendation to the Council. The water well analysis was submitted to staff this afternoon, and there are plans to bring it to a future meeting as a presentation. Mayor Purcell said there is no vote tonight, but if anyone on the Council had any questions, they could ask.

Alderman Transier asked if there were any updates on the grant application. City Administrator Olson said the state has asked for post submittal material and additional documents, but there is no timeline. Alderman Funkhouser asked when we will have building permit fee recommendations, to which City

Administrator Olson said hopefully by the April 12th City Council meeting. Alderman Funkhouser asked if staff saw any issue with small payments. City Administrator Olson noted this doesn't come up that often to make a comparison. Sean O'Neil with Bright Farms said they are not looking for a deferred payment but more to pay as they complete work. Mr. O'Neil also brought up that Bright Farms does not need Corneils Road improved the entire length, but they understand it's a requirement by the City. Bright Farms questioned if they could improve a smaller part of the road, possibly a few hundred feet.

Letter of Understanding for a Shared Use Path and Maintenance – IL – 71 Reconstruction
(CC 2022-11)

Mayor Purcell entertained a motion to approve a revised Letter of Understanding with IDOT for the Route 71 expansion project and authorize the Mayor to execute. So moved by Alderman Koch; seconded by Alderman Peterson.

Alderman Funkhouser asked, if the trail needs to be replaced, does the City have to replace the trail? City Administrator Olson said it's not clear, but he does believe the state would still replace it when they come through to do their repaving on the street. Alderman Soling asked what the term "good working order" means by the state's standards. Administrator Olson said it would include fixing potholes and cleaning up trash.

Motion approved by a roll call vote. Ayes-8 Nays-0
Plocher-aye, Funkhouser-aye, Tarulis-aye, Transier-aye,
Soling-aye, Marek-aye, Peterson-aye, Koch-aye

Poplar Drive Railroad Crossing Maintenance
(CC 2022-12)

Mayor Purcell entertained a motion to proceed per the Public Road Crossing Agreement in an amount not to exceed $181,838.00. So moved by Alderman Transier; seconded by Alderman Funkhouser.

Motion approved by a roll call vote. Ayes-8 Nays-0
Funkhouser-aye, Tarulis-aye, Transier-aye, Soling-aye,
Marek-aye, Peterson-aye, Koch-aye, Plocher-aye

Public Works Amended Authorization for the Second Purchase Price Increase of a Single Axle Dump Truck
(CC 2021-22)

Mayor Purcell entertained a motion to accept the price increase of $2,640.00 for the single axle dump truck purchased through JX Peterbilt for a new total price of $114,300.00. So moved by Alderman Soling; seconded by Alderman Peterson.

Motion approved by a roll call vote. Ayes-8 Nays-0
Tarulis-aye, Transier-aye, Soling-aye, Marek-aye,
Peterson-aye, Koch-aye, Plocher-aye, Funkhouser-aye

PUBLIC WORKS COMMITTEE REPORT

2022 Road to Better Roads Program – Bid Award
(PW 2022-20)

Alderman Marek made a motion to accept bid and award contract to Geneva Construction in an amount not to exceed $1,409,944.25 and authorize the Mayor and City Clerk to execute; seconded by Alderman Funkhouser.

Motion approved by a roll call vote. Ayes-8 Nays-0
Transier-aye, Soling-aye, Marek-aye, Peterson-aye,
Koch-aye, Plocher-aye, Funkhouser-aye Tarulis-aye

2022 Road to Better Roads Program – Construction Engineering Agreement
(PW 2022-21)

Alderman Marek made a motion to approve the 2022 Roads to Better Roads Program Professional Services Agreement – Construction Engineering and authorize the Mayor and City Clerk to execute; seconded by Alderman Peterson.

Motion approved by a roll call vote. Ayes-8 Nays-0
Soling-aye, Marek-aye, Peterson-aye, Koch-aye,
Plocher-aye, Funkhouser-aye Tarulis-aye, Transier-aye

E. Main Street Water Main Improvements – Bid Award
(PW 2022-22)

Alderman Marek made a motion to accept bid and award contract to Holiday Sewer & Water Construction Inc. in an amount not to exceed $1,111,222.33; seconded by Alderman Tarulis.

Alderman Funkhouser asked if this would cover new sidewalks, and City Engineer Sanderson said it would not cover 100% of the sidewalks because some of the sidewalks are being maintained and are still in decent shape. But it would cover the entire street.

Motion approved by a roll call vote. Ayes-8 Nays-0
Tarulis-aye, Transier-aye, Plocher-aye, Marek-aye,
Peterson-aye, Koch-aye, Milschewski-aye, Funkhouser-aye

E. Main Street Water Main Improvements – Construction Engineering Agreement
(PW 2022-23)

Alderman Marek made a motion to approve the East Main Street Improvements – Professional Services Agreement – Construction Engineering and authorize the Mayor and City Clerk to execute; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-8 Nays-0
Marek-aye, Peterson-aye, Koch-aye, Plocher-aye,
Funkhouser-aye Tarulis-aye, Transier-aye, Soling-aye

Fox Hill Roadway Improvements – Pavement Condition Update
(PW 2022-26)

Alderman Marek made a motion to approve the staff recommendations to update the punch list to include any noted deficiencies, additional crack routing and filling to address centerline issues, milling of the uneven joint at Diehl and Cottonwood Trail, and the requirement of applying asphalt rejuvenator to the entire project and also collect the calculated liquidated damages in the full amount of $39,525.00; seconded by Alderman Peterson.

Alderman Funkhouser explained residents' concerns and wanted to know if this resolves all issues. City Engineer Sanderson said yes, this should resolve the issues; there is no timeline yet, but they will start working on the punch list once approved.

Motion approved by a roll call vote. Ayes-8 Nays-0
Koch-aye, Plocher-aye, Funkhouser-aye, Tarulis-aye,
Transier-aye, Soling-aye, Marek-aye, Peterson-aye

Resolution 2022-15 **Authorizing a Contract for Street Light Heads, Arms, and Poles with Amperage Electrical Supply, Roselle, Illinois in the Amount Not to Exceed $80,534.00 and authorize the Mayor and City Clerk to execute**
(PW 2022-29)

Alderman Marek made a motion to approve a Resolution Authorizing a Contract for Street Light Heads, Arms, and Poles with Amperage Electrical Supply, Roselle, Illinois in the Amount Not to Exceed $80,534.00 and authorize the Mayor and City Clerk to execute; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-8 Nays-0
Plocher-aye, Funkhouser-aye, Tarulis-aye, Transier-aye,
Soling-aye, Marek-aye, Peterson-aye, Koch-aye

ECONOMIC DEVELOPMENT COMMITTEE REPORT

No report.

PUBLIC SAFETY COMMITTEE REPORT

No report.

ADMINISTRATION COMMITTEE REPORT

Facilities Manager Intergovernmental Agreement
(ADM 2022-18)

Alderman Funkhouser made a motion to direct staff to proceed with intergovernmental agreement negotiations for the Facilities Manager position, as recommended; seconded by Alderman Soling.

Motion approved by a roll call vote. Ayes-8 Nays-0
Funkhouser-aye, Tarulis-aye, Transier-aye, Soling-aye,
Marek-aye, Peterson-aye, Koch-aye, Plocher-aye

Ordinance 2022-11 **Amending Water Service Rates and Sewer Maintenance Fees**
(ADM 2022-19)

Alderman Funkhouser made a motion to approve an Ordinance Amending Service Rates and Sewer Maintenance Fees and authorize the Mayor and City Clerk to execute; seconded by Alderman Tarulis.

Mayor Purcell said the first increase would not occur until September 1st, slightly increasing the base rate. Then the second increase is a bimetric increase that will start on January 1st. Alderman Funkhouser said this is very challenging for him to do these increases, but we will do more harm pushing this out, which makes this necessary. Alderman Transier mentioned he would like to look at volume usage and how it's billed out currently regarding the base rate. Alderman Koch and Soling agree with Alderman Transier regarding looking at the base rates.

Motion approved by a roll call vote. Ayes-8 Nays-0
Tarulis-aye, Transier-aye, Soling-aye, Marek-aye,
Peterson-aye, Koch-aye, Plocher-aye, Funkhouser-aye

PARK BOARD

No report.

PLANNING AND ZONING COMMISSION

No report.

CITY COUNCIL REPORT

No report.

CITY CLERK'S REPORT

No report.

COMMUNITY & LIAISON REPORT

Fox Metro

Alderman Soling reported that Fox Metro would be doing smoke testing, so if you see smoke coming out of your sewers, don't panic.

Hydrant Flushing

Public Works Director Dhuse said they would start hydrant flushing in April. This will be a modified schedule because the well is down. This summer, Mayor Purcell mentioned that we might have to restrict water if it's a dry summer.

STAFF REPORT

No report.

MAYOR'S REPORT (cont'd)

City Buildings Updates
(CC 2021-04)

Resolution 2022-16 **Approving a Contract for the New City Hall Security System with Scientel Solutions LLC., of Aurora, Illinois in an Amount Not to Exceed $200,000**

Mayor Purcell entertained a motion to approve a Resolution Approving a contract for the New City Hall Security System with Scientel Solutions LLC., of Aurora, Illinois in an Amount Not to Exceed $200,000.00 and authorize the Mayor and City Clerk to execute. So moved by Alderman Tarulis; seconded by Alderman Peterson.

Motion approved by a roll call vote. Ayes-8 Nays-0
Transier-aye, Soling-aye, Marek-aye, Peterson-aye,
Koch-aye, Plocher-aye, Funkhouser-aye, Tarulis-aye

Water Study Update
(CC 2021-38)

Administrator Olson said that he added Oswego's real estate transfer tax proposal to the packet. A few of the alderman requested information about what the real estate transfer tax was and about Oswego's proposal. In general, this is a tax on property sales. Since researching, staff has found out this is only available for home rule municipalities. This can't be added to a referendum if you are not home rule. We can look at this for the City after we become home rule. Mayor Purcell mentioned that from a budget perspective looking at transfer tax, you have to keep in mind it would not be steady and wouldn't be able to count on the same amount month to month. Mayor Purcell said he is open to ideas of where else the City can find funds to help with the water project cost and to keep water rates low.

Budget for Fiscal Year 2022-2023
(CC 2022-09)

City Administrator Olson explained there are three budget adjustments in the packet. There was also a FEMA reimbursement of $80,000.00. Staff plans to have the ordinance and a motion at the next City Council meeting.

ADDITIONAL BUSINESS

Ward 4

Alderman Peterson wanted to thank Public Works Director Dhuse on behalf of Ward 4 and Grande Reserve for getting the lights turned on at Freedom Place and Kennedy Road. Alderman Peterson also asked if there was any update on the Tuma Road and Route 34 light getting fixed, and City Administrator Olson said we are still waiting to hear back from ComEd.

FORE! Yorkville Golf Outing

Alderman Marked shared that the FORE! Yorkville Golf Outing is live, and registrations are open. The event will take place on Thursday, June 9, 2022.

CITIZEN COMMENTS

None.

EXECUTIVE SESSION

None.

ADJOURNMENT

Mayor Purcell entertained a motion to adjourn the City Council meeting. So moved by Alderman Koch; seconded by Alderman Soling.

Motion approved by a roll call vote. Ayes-8 Nays-0
Soling-aye, Marek-aye, Peterson-aye, Koch-aye,
Plocher-aye, Funkhouser-aye, Tarulis-aye Transier-aye

Meeting adjourned at 8:06 p.m.

Minutes submitted by:

Jori Behland,
City Clerk, City of Yorkville, Illinois

UNITED CITY OF YORKVILLE

KENDALL COUNTY, ILLINOIS

CITY COUNCIL MEETING

PUBLIC HEARING

800 Game Farm Road

Yorkville, Illinois

Tuesday, March 22, 2022

7:00 p.m.

PRESENT (in person and via Zoom):

Mr. John Purcell, Mayor;

Mr. Ken Koch, Alderman;

Mr. Dan Transier, Alderman;

Mr. Arden Joe Plocher, Mayor Pro-Tem;

Mr. Craig Soling, Alderman;

Mr. Chris Funkhouser, Alderman;

Mr. Matt Marek, Alderman;

Mr. Seaver Tarulis, Alderman;

Mr. Jason Peterson, Alderman.

ALSO PRESENT (in person and via Zoom):

Mr. Bart Olson, City Administrator;

Ms. Jori Behland, City Clerk;

Ms. Kathleen Field-Orr, City Attorney;

Mr. Brad Sanderson, City Engineer;

Mr. Eric Dhuse, Public Works Director;

Ms. Krysti Barksdale-Noble, Community Development Director;

Mr. Rob Fredrickson, Finance Director;

Mr. Tim Evans, Parks and Recreation Director;

Chief James Jensen, Yorkville Police Department;

Mr. Steve Raasch, Facilities Manager.

(WHEREUPON, the following proceedings were had in public hearing portion of the meeting:)

MAYOR PURCELL: I will open the Timber Ridge Estates Dormant SSA public hearing. Are there any members -- I'll start with Zoom. Are there any members on Zoom that would like to comment on the Timber Ridge Estates Dormant SSA public hearing?

(No response.)

MAYOR PURCELL: Hearing none, are there any members here in the Council Chambers?

(No response.)

MAYOR PURCELL: Hearing none, I close the Timber Ridge Estates SSA public hearing.

(Which were all the proceedings had in the public hearing portion of the meeting.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF LASALLE)

I, Christine M. Vitosh, a Certified Shorthand Reporter, do hereby certify that I transcribed the proceedings had at the pubic hearing and that the foregoing, Pages 1 through 4, inclusive, is a true, correct and complete computer-generated transcript of the proceedings had at the time and place aforesaid.

I further certify that my certificate annexed hereto applies to the original transcript and copies thereof, signed and certified under my hand only. I assume no responsibility for the accuracy of any reproduced copies not made under my control or direction.

As certification thereof, I have hereunto set my hand this 22nd day of March, A.D., 2022.

Christine M Vitosh

Christine M. Vitosh, CSR
Illinois CSR No. 084-002883

0

084-002883 [1] - 4:20

1

1 [1] - 4:6

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UNITED CITY OF YORKVILLE

Proclamation

WHEREAS, libraries provide access to information and also serve as community centers; and

WHEREAS, the Friends of the Yorkville Public Library is a support group for the library; and

WHEREAS, the Friends of the Yorkville Public Library strive to focus attention on library services and needs and also help to strengthen and expand library services; and

WHEREAS, the Friends of the Yorkville Public Library participates in fundraising for library projects, programs, and the purchase of special equipment; and

WHEREAS, the Friends of the Yorkville Public Library will be holding a Mini Golf FUN Raiser on Sunday, April 3, 2022 from 11:00 a.m. to 4:00 p.m. in the Yorkville Public Library.

NOW, THEREFORE, I, John Purcell, Mayor of the United City of Yorkville, do hereby proclaim Sunday, April 3, 2022 as the "Yorkville Library Mini Golf FUN Raiser Day" in the United City of Yorkville and encourage all residents to support the Yorkville Public Library by participating in this FUN raiser day.

Dated this 22nd day of March, 2022, A.D.

UNITED CITY OF YORKVILLE Corporate SEAL KENDALL CO. IL

John Purcell, Mayor

Reviewed By:	
Legal	☐
Finance	■
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #2

Tracking Number

Agenda Item Summary Memo

Title: Bills for Payment

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Amy Simmons (Name) Finance (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536382	AACVB	AURORA AREA CONVENTION							
	01/22-HOLIDAY		04/01/22	01	JAN 2022 HOLIDAY INN HOTEL TAX	01-640-54-00-5481		3,447.62	
						INVOICE TOTAL:		3,447.62	*
	02/22-HOLIDAY		04/01/22	01	FEB 2022 HOLIDAY INN HOTEL TAX	01-640-54-00-5481		3,839.12	
						INVOICE TOTAL:		3,839.12	*
						CHECK TOTAL:		7,286.74	
D002473	ANTPLACE	ANTHONY PLACE YORKVILLE LP							
	MAY 2022		04/10/22	01	CITY OF YORKVILLE HOUSING	01-000-14-00-1400		835.00	
				02	ASSISTANCE PROGRAM RENT	** COMMENT **			
				03	REIMBURSEMENT FOR MAY 2022	** COMMENT **			
						INVOICE TOTAL:		835.00	*
						DIRECT DEPOSIT TOTAL:		835.00	
536383	BFCONSTR	B&F CONSTRUCTION CODE SERVICES							
	15781		04/08/22	01	FEB 2022 INSPECTIONS	01-220-54-00-5459		7,440.00	
						INVOICE TOTAL:		7,440.00	*
						CHECK TOTAL:		7,440.00	
536384	BNSF	BNSF RAILWAY COMPANY							
	90235105		03/29/22	01	REPLACE CONSTANT WARNING,	23-230-60-00-6012		9.35	
				02	FLASHERS AND GATES AT MILL RD	** COMMENT **			
				03	CROSSING	** COMMENT **			
						INVOICE TOTAL:		9.35	*
						CHECK TOTAL:		9.35	
536385	CALLONE	PEERLESS NETWORK, iNC							

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536385	CALLONE	PEERLESS NETWORK, iNC							
	513592		04/15/22	01	04/15-05/14 ADMIN LINES	01-110-54-00-5440		1,258.65	
				02	04/15-05/14 POLICE LINES	01-210-54-00-5440		465.60	
				03	04/15-05/14 CITY HALL FIRE	01-210-54-00-5440		1,015.77	
				04	04/15-05/14 CITY HALL FIRE	01-110-54-00-5440		1,015.77	
				05	04/15-05/14 PW LINES	51-510-54-00-5440		3,161.62	
				06	04/15-05/14 SEWER LINES	52-520-54-00-5440		442.78	
				07	04/15-05/14 TRAFFIC SIGNAL	01-410-54-00-5435		66.71	
				08	MAINTENANCE	** COMMENT **			
				09	04/15-05/14 RECREATION LINES	79-795-54-00-5440		469.95	
						INVOICE TOTAL:		7,896.85	*
						CHECK TOTAL:			7,896.85
536386	COMED	COMMONWEALTH EDISON							
	0091033126-0322		03/31/22	01	03/02-03/31 RT34 & AUTMN CRK	23-230-54-00-5482		203.89	
						INVOICE TOTAL:		203.89	*
	0435057364-0322		03/28/22	01	02/25-03/28 RT126 & SCHLHSE	23-230-54-00-5482		117.07	
						INVOICE TOTAL:		117.07	*
						CHECK TOTAL:			320.96
536387	COMED	COMMONWEALTH EDISON							
	1161132039-040522		04/05/22	01	MUNICIPAL AGGREGATION REPORT	01-000-24-00-2440		64.00	
				02	FEE	** COMMENT **			
						INVOICE TOTAL:		64.00	*
						CHECK TOTAL:			64.00
536388	COMED	COMMONWEALTH EDISON							
	1647065335-0322		04/01/22	01	03/02-03/31 SARAVANOS PUMP	52-520-54-00-5440		251.97	
						INVOICE TOTAL:		251.97	*

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
536388	COMED COMMONWEALTH EDISON						
	2947052031-0322	03/30/22	01	03/01-03/30 RT47 & RIVER	23-230-54-00-5482		306.61
					INVOICE TOTAL:		306.61 *
	6819027011-0322	04/05/22	01	02/28-03/30 MIS PR BUILDINGS	79-795-54-00-5480		284.19
					INVOICE TOTAL:		284.19 *
	7110074020-0322	03/29/22	01	02/28-03/29 104 E VAN EMMON	01-110-54-00-5480		271.76
					INVOICE TOTAL:		271.76 *
	7982120022-0322	04/01/22	01	03/01-03/30 609 N BRIDGE	01-110-54-00-5480		33.88
					INVOICE TOTAL:		33.88 *
					CHECK TOTAL:		1,148.41
536389	COREMAIN CORE & MAIN LP						
	Q549409	03/22/22	01	METERS, WIRE, SCREWS	51-510-56-00-5664		3,156.61
					INVOICE TOTAL:		3,156.61 *
					CHECK TOTAL:		3,156.61
536390	DIRENRGY DIRECT ENERGY BUSINESS						
	1704705-220900048654	03/31/22	01	02/28-03/28 KENNEDY & MCHUGH	23-230-54-00-5482		17.61
					INVOICE TOTAL:		17.61 *
	1704706-220970048714	04/07/22	01	03/03-03/31 RT34 & BEECHER	23-230-54-00-5482		74.31
					INVOICE TOTAL:		74.31 *
	1704707-220810048571	03/22/22	01	02/17-03/18 RT47 & KENNEDY	23-230-54-00-5482		1,171.03
					INVOICE TOTAL:		1,171.03 *
	1704708-220940048683	04/04/22	01	03/01-03/29 1850 MARKETVIEW	23-230-54-00-5482		71.55
					INVOICE TOTAL:		71.55 *

01-110	**ADMINISTRATION**	**01-112**	**SUNFLOWER ESTATES**	**25-225**	**PARK & REC CAPITAL**	**82-820**	**LIBRARY OPERATIONS**
01-120	**FINANCE**	**15-155**	**MOTOR FUEL TAX**	**42-420**	**DEBT SERVICE**	**84-840**	**LIBRARAY CAPITAL**
01-210	**POLICE**	**23-216**	**MUNICIPAL BUILDING**	**51-510**	**WATER OPERATIONS**	**87-870**	**COUNTRYSIDE TIF**
01-220	**COMMUNITY DEVELOPMENT**	**23-230**	**CITY-WIDE CAPITAL**	**52-520**	**SEWER OPERATIONS**	**88-880**	**DOWNTOWN TIF**
01-410	**STREETS OPERATION**	**24-216**	**BUILDING & GROUNDS**	**72-720**	**LAND CASH**	**89-890**	**DOWNTOWN TIF II**
01-640	**ADMINISTRATIVE SERVICES**	**25-205**	**POLICE CAPITAL**	**79-790**	**PARKS DEPARTMENT**	**90-XXX**	**DEVELOPER ESCROW**
01-111	**FOX HILL SSA**	**25-215**	**PUBLIC WORKS CAPITAL**	**79-795**	**RECREATION DEPARTMENT**	**950-XXX**	**ESCROW DEPOSIT**

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536390	DIRENRGY DIRECT ENERGY BUSINESS							
	1704709-220940048683	04/04/22	01	03/01-03/29 7 COUNTRYSIDE PKWY	23-230-54-00-5482		119.65	
					INVOICE TOTAL:		119.65	*
	1704710-220900048654	03/31/22	01	02/28-03/28 VAN EMMON LOT	23-230-54-00-5482		16.99	
					INVOICE TOTAL:		16.99	*
	1704712-220870048623	03/28/22	01	02/22-03/23 421 POPAR	23-230-54-00-5482		4,637.88	
					INVOICE TOTAL:		4,637.88	*
	1704713-220840048605	03/25/22	01	02/21-03/22 FOX & PAVILLION	23-230-54-00-5482		13.06	
					INVOICE TOTAL:		13.06	*
	1704714-220940048683	04/04/22	01	03/01-03/29 MCHUGH RD	23-230-54-00-5482		72.36	
					INVOICE TOTAL:		72.36	*
	1704715-220870048623	03/28/22	01	02/22-03/23 998 WHITE PLAINS	23-230-54-00-5482		8.33	
					INVOICE TOTAL:		8.33	*
	1704716-220940048683	04/04/22	01	03/01-03/30 1 COUNTRYSIDE PKWY	23-230-54-00-5482		147.21	
					INVOICE TOTAL:		147.21	*
	1704719-220880048633	03/29/22	01	02/24-03/25 SUNSET & LEASURE	23-230-54-00-5482		339.29	
					INVOICE TOTAL:		339.29	*
	1704721-220940048683	04/04/22	01	03/01-03/29 610 TOWER WELLS	51-510-54-00-5480		5,397.72	
					INVOICE TOTAL:		5,397.72	*
	1704722-220950048692	04/05/22	01	03/03-03/30 2921 BRISTOL RDGE	51-510-54-00-5480		5,859.97	
					INVOICE TOTAL:		5,859.97	*
	1704724-220810048571	03/22/22	01	02/17-03/17 3299 LEHMAN CR	51-510-54-00-5480		8,029.65	
					INVOICE TOTAL:		8,029.65	*
	704723-2209600487042	04/06/22	01	02/28-03/31 2224 TREMONT	51-510-54-00-5480		7,722.84	
					INVOICE TOTAL:		7,722.84	*
					CHECK TOTAL:		33,699.45	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536391	DUTEK	THOMAS & JULIE FLETCHER							
	1016615		03/28/22	01	HOSE ASSEMBLY	01-410-56-00-5628		53.50	
						INVOICE TOTAL:		53.50	*
						CHECK TOTAL:		53.50	
536392	DYNEGY	DYNEGY ENERGY SERVICES							
	386643522031		03/31/22	01	01/31-02/28 420 FAIRHAVEB	52-520-54-00-5480		119.85	
				02	02/01-03/01 6780 RT47	51-510-54-00-5480		120.21	
				03	02/28-03/28 456 KENNEDY	51-510-54-00-5480		113.43	
				04	02/14-03/14 4600 N BRIDGE	51-510-54-00-5480		74.43	
				05	02/25-03/27 1106 PRAIRIE CR	52-520-54-00-5480		111.93	
				06	02/28-03/28 301 E HYDRAULIC	79-795-54-00-5480		47.85	
				07	02/02-03/02 FOXHILL 7 LIFT	52-520-54-00-5480		78.42	
				08	02/25-03/27 872 PRAIRIE CR	79-795-54-00-5480		54.58	
				09	02/14-03/14 9257 GALENA PARK	79-795-54-00-5480		49.36	
				10	01/31-02/28 101 BRUELL ST	52-520-54-00-5480		479.46	
				11	02/25-03/27 1908 RAINTREE RD	51-510-54-00-5480		517.02	
				12	02/28-03/28 PRESTWICK LIFT	52-520-54-00-5480		130.01	
				13	02/28-03/28 1991 CANNONBALL TR	51-510-54-00-5480		284.32	
				14	01/31-02/28 610 TOWER	51-510-54-00-5480		231.95	
				15	02/28-03/28 276 WINDHAM LIFT	52-520-54-00-5480		137.79	
				16	02/28-03/28 133 E HYDRAULIC	79-795-54-00-5480		104.34	
				17	01/31-02/28 1975 PRIDGE LIFT	52-520-54-00-5480		529.06	
						INVOICE TOTAL:		3,184.01	*
						CHECK TOTAL:		3,184.01	
536393	EATONCOR	EATON CORPORATION							
	59119248		03/22/22	01	WELL REPAIR PARTS	51-510-54-00-5445		2,320.00	
						INVOICE TOTAL:		2,320.00	*
						CHECK TOTAL:		2,320.00	

UNITED CITY OF YORKVILLE
CHECK REGISTER

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CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536394	EEI	ENGINEERING ENTERPRISES, INC.							
	73806		03/31/22	01	UTILITY PERMIT REVIEWS	01-640-54-00-5465		1,196.25	
						INVOICE TOTAL:		1,196.25	*
	73807		03/31/22	01	GRANDE RESERVE-AVANTI	90-163-00-00-0111		683.75	
						INVOICE TOTAL:		683.75	*
	73808		03/31/22	01	PRESTWICK	01-640-54-00-5465		189.00	
						INVOICE TOTAL:		189.00	*
	73809		03/31/22	01	HEARTLAND MEADOWS	90-064-00-00-0111		331.75	
						INVOICE TOTAL:		331.75	*
	73810		03/31/22	01	STORM WATER BASIN INSPECTIONS	01-640-54-00-5465		110.25	
						INVOICE TOTAL:		110.25	*
	73811		03/31/22	01	WHISPERING MEADOWS-TRG	01-640-54-00-5465		606.00	
						INVOICE TOTAL:		606.00	*
	73812		03/31/22	01	GRANDE RESERVE UNIT 23-ENG	01-640-54-00-5465		100.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		100.00	*
	73813		03/31/22	01	GRANDE RESERVE UNIT 8-ENG	01-640-54-00-5465		500.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		500.00	*
	73814		03/31/22	01	HEARTLAND MEADOWS-ENG	01-640-54-00-5465		100.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		100.00	*
	73815		03/31/22	01	PRESTWICK-ENG INSPECTIONS	01-640-54-00-5465		500.00	
						INVOICE TOTAL:		500.00	*
	73816		03/31/22	01	GRANDE RESERVE UNITS 26 & 27	90-147-00-00-0111		972.50	
						INVOICE TOTAL:		972.50	*

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536394	EEI	ENGINEERING ENTERPRISES, INC.							
	73817		03/31/22	01	HEARTLAND CIRCLE UNIT 3-ENG	01-640-54-00-5465		100.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		100.00	*
	73818		03/31/22	01	RAINTREE VILLAGE UNIT 4-ENG	01-640-54-00-5465		200.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		200.00	*
	73819		03/31/22	01	RAINTREE VILLAGE UNIT 5-ENG	01-640-54-00-5465		100.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		100.00	*
	73820		03/31/22	01	2021 ROAD PROGRAM	23-230-60-00-6025		73.50	
						INVOICE TOTAL:		73.50	*
	73821		03/31/22	01	PRAIRIE POINTE IMPROVEMENTS	24-216-60-00-6030	PRAIRIE PT	1,198.80	
						INVOICE TOTAL:		1,198.80	*
	73822		03/31/22	01	GRANDE RESERVE UNITS 15 & 22	01-640-54-00-5465		61.50	
						INVOICE TOTAL:		61.50	*
	73823		03/31/22	01	FOX HILL ROADWAY IMPROVEMENTS	23-230-54-00-5465		2,121.50	
						INVOICE TOTAL:		2,121.50	*
						CHECK TOTAL:		9,144.80	
536395	EEI	ENGINEERING ENTERPRISES, INC.							
	73824		03/31/22	01	BRISTOL RIDGE ROAD RESURFACING	23-230-60-00-6032		41,578.24	
						INVOICE TOTAL:		41,578.24	*
						CHECK TOTAL:		41,578.24	
536396	EEI	ENGINEERING ENTERPRISES, INC.							

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536396	EEI	ENGINEERING ENTERPRISES, INC.							
	73825		03/31/22	01	KENNEDY AND MILL ROAD	23-230-60-00-6088		1,541.49	
				02	INTERSECTION IMPROVEMENTS	** COMMENT **			
						INVOICE TOTAL:		1,541.49	*
	73826		03/31/22	01	MUNICIPAL ENGINEERING SERVICES	01-640-54-00-5465		1,900.00	
						INVOICE TOTAL:		1,900.00	*
	73827		03/31/22	01	YBSD SOLIDS HANDLING	01-640-54-00-5465		524.50	
				02	IMPROVEMENTS	** COMMENT **			
						INVOICE TOTAL:		524.50	*
	73828		03/31/22	01	WATER TREATMENT PLANT #4	51-510-60-00-6081		1,305.20	
				02	CATION EXCHANGE MEDIA	** COMMENT **			
				03	REPLACEMENT	** COMMENT **			
						INVOICE TOTAL:		1,305.20	*
	73829		03/31/22	01	GRANDE RESERVE UNITS 13 & 14	01-640-54-00-5465		1,348.50	
						INVOICE TOTAL:		1,348.50	*
	73830		03/31/22	01	GRANDE RESERVE UNIT 9	01-640-54-00-5465		1,005.00	
						INVOICE TOTAL:		1,005.00	*
	73831		03/31/22	01	BRIGHT FARMS	90-174-00-00-0111		2,529.00	
						INVOICE TOTAL:		2,529.00	*
	73832		03/31/22	01	GRANDE RESERVE UNIT 4-ENG	01-640-54-00-5465		200.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		200.00	*
	73833		03/31/22	01	WELL #4 REHABILITATION	51-510-60-00-6060		10,292.60	
						INVOICE TOTAL:		10,292.60	*
						CHECK TOTAL:			20,646.29
536397	EEI	ENGINEERING ENTERPRISES, INC.							

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536397	EEI	ENGINEERING ENTERPRISES, INC.							
	73834		03/31/22	01	E. MAIN STREET IMPROVEMENTS	51-510-60-00-6025		18,242.85	
						INVOICE TOTAL:		18,242.85	*
						CHECK TOTAL:		18,242.85	
536398	EEI	ENGINEERING ENTERPRISES, INC.							
	73835		03/31/22	01	GRANDE RESERVE UNIT 26-ENG	01-640-54-00-5465		200.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		200.00	*
	73836		03/31/22	01	KENDALLWOOD ESTATES	90-174-00-00-0111		2,407.00	
						INVOICE TOTAL:		2,407.00	*
	73837		03/31/22	01	GRANDE RESERVE UNIT 20-ENG	01-640-54-00-5465		200.00	
				02	INSPECTIONS	** COMMENT **			
						INVOICE TOTAL:		200.00	*
	73838		03/31/22	01	CHIPOLTE-444 E VETERANS PKWY	90-177-00-00-0111		2,009.00	
						INVOICE TOTAL:		2,009.00	*
	73839		03/31/22	01	FY 2023 BUDGET	01-640-54-00-5465		3,789.50	
						INVOICE TOTAL:		3,789.50	*
	73840		03/31/22	01	2022 ROAD PROGRAM	23-230-60-00-6025		6,806.80	
						INVOICE TOTAL:		6,806.80	*
	73841		03/31/22	01	LAKE MICHIGAN ALLOCATION	51-510-54-00-5465		5,992.50	
				02	PERMIT APPLICATION	** COMMENT **			
						INVOICE TOTAL:		5,992.50	*
	73842		03/31/22	01	1735 MARKETVIEW-BELLE TIRE	90-175-00-00-0111		924.50	
						INVOICE TOTAL:		924.50	*
						CHECK TOTAL:		22,329.30	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536399	EEI	ENGINEERING ENTERPRISES, INC.						
	73843		03/31/22	01	CORNEILS RD INTERCEPTOR SEWER	52-520-60-00-6092		20,990.90
						INVOICE TOTAL:		20,990.90 *
						CHECK TOTAL:		20,990.90
536400	EEI	ENGINEERING ENTERPRISES, INC.						
	73844		03/31/22	01	5 YEAR CAPITAL IMPROVEMENT	51-510-54-00-5465		4,607.50
				02	PLAN-LAKE MICHIGAN CONNECTION	** COMMENT **		
						INVOICE TOTAL:		4,607.50 *
	73845		03/31/22	01	CITY OF YORKVILLE-GENERAL	01-640-54-00-5465		2,015.25
						INVOICE TOTAL:		2,015.25 *
	73846		03/31/22	01	GRANDE RESERVE UNIT 15-ENG	01-640-54-00-5465		300.00
				02	INSPECTIONS	** COMMENT **		
						INVOICE TOTAL:		300.00 *
	73847		03/31/22	01	RAILNTREE VILLAGE UNIT 6-ENG	01-640-54-00-5465		600.00
				02	INSPECTIONS	** COMMENT **		
						INVOICE TOTAL:		600.00 *
	73848		03/31/22	01	BRISTOL BAY ELEMENTARY	01-640-54-00-5465		1,407.75
				02	TRAFFIC ANALYSIS	** COMMENT **		
						INVOICE TOTAL:		1,407.75 *
						CHECK TOTAL:		8,930.50
536401	FARMFLEE	BLAIN'S FARM & FLEET						
	3751-B.BEHRENS		04/02/22	01	JEANS, SHORTS, TSHIRTS	01-410-56-00-5600		120.57
						INVOICE TOTAL:		120.57 *
						CHECK TOTAL:		120.57

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536402	FIRST	FIRST PLACE RENTAL						
	328162		03/30/22	01	MARKING PAINT	51-510-56-00-5665		234.72
						INVOICE TOTAL:		234.72 *
						CHECK TOTAL:		234.72
536403	FIRSTNON	FIRST NONPROFIT UNEMPLOYEMENT						
	122719N-040122		04/01/22	01	2022 UNEMPLOY INS INSTL#2	01-000-14-00-1400		3,785.65
				02	2022 UNEMPLOY INS INSTL#2-P	01-000-14-00-1400		959.33
				03	2022 UNEMPLOY INS INSTL#2-L	01-000-14-00-1400		295.18
				04	2022 UNEMPLOY INS INSTL#2-L	51-000-14-00-1400		467.12
				05	2022 UNEMPLOY INS INSTL#2-L	52-000-14-00-1400		245.72
						INVOICE TOTAL:		5,753.00 *
						CHECK TOTAL:		5,753.00
536404	FOXRIDGE	FOX RIDGE STONE						
	5768		03/31/22	01	CONCRETE/ASPHALT DELIVERY	51-510-54-00-5462		270.00
						INVOICE TOTAL:		270.00 *
						CHECK TOTAL:		270.00
536405	FRNKMRSH	FRANK MARSHALL						
	91174		04/07/22	01	ENGINEER'S PAYMENT ESTIMATE	51-510-60-00-6060		74,993.40
				02	#3 BEAVER STREET PUMP STATION	** COMMENT **		
				03	IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:		74,993.40 *
						CHECK TOTAL:		74,993.40
536406	FRNKMRSH	FRANK MARSHALL						
	91175		04/04/22	01	ELECTRICAL WORK AT BEECHER	24-216-54-00-5446		262.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536406	FRNKMRSH FRANK MARSHALL						
	91175	04/04/22	02	CONCESSION STAND	** COMMENT **		
					INVOICE TOTAL:		262.00 *
					CHECK TOTAL:		262.00
536407	GARDKOCH GARDINER KOCH & WEISBERG						
	H-2364C-8405	04/10/22	01	KIMBALL HILL I MATTERS	01-640-54-00-5461		858.00
					INVOICE TOTAL:		858.00 *
	H-3586C-8406	04/10/22	01	NICHOLSON MATTERS	01-640-54-00-5461		267.00
					INVOICE TOTAL:		267.00 *
					CHECK TOTAL:		1,125.00
536408	GOVIT GOVERNMENT IT CONSORTIUM						
	2022-006	03/31/22	01	IMPERVIA URL WEBSITE SECURITY	01-640-54-00-5450		10,139.00
			02	AND NETWORK MONITORING	** COMMENT **		
					INVOICE TOTAL:		10,139.00 *
					CHECK TOTAL:		10,139.00
536409	GSLSPORT BIG DAWG ATHLETICS LLC						
	2-033122	03/31/22	01	ADULT SOFTBALL SANCTION FEE	79-000-14-00-1400		240.00
					INVOICE TOTAL:		240.00 *
					CHECK TOTAL:		240.00
536410	HARRIS HARRIS COMPUTER SYSTEMS						
	MSIXT0000255	04/01/22	01	MAR 2022 MYGOVHUB FEES	01-120-54-00-5462		263.15
			02	MAR 2022 MYGOVHUB FEES	51-510-54-00-5462		397.13

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536410	HARRIS	HARRIS COMPUTER SYSTEMS					
	MSIXT0000255	04/01/22	03	MAR 2022 MYGOVHUB FEES	52-520-54-00-5462		114.61
					INVOICE TOTAL:		774.89 *
					CHECK TOTAL:		774.89
536411	HOUSEAL	HOUSEAL LAVIGNE ASSOCIATES					
	5516	03/30/22	01	FEB 2022 CONSULTING SERVICES	01-220-54-00-5462		6,647.50
					INVOICE TOTAL:		6,647.50 *
					CHECK TOTAL:		6,647.50
536412	IDABWM	ILLINOIS DEPT. OF AGRICULTURE					
	040722	04/07/22	01	PEST CONTROL LICENSE-HOULE	79-790-54-00-5412		60.00
			02	PEST CONTROL	79-790-54-00-5412		60.00
			03	LICENSE-KLEEFISCH	** COMMENT **		
			04	PEST CONTROL LICENSE-SCOTT	79-790-54-00-5412		60.00
			05	PEST CONTROL	79-790-54-00-5412		60.00
			06	LICENSE-R.HERNANDEZ	** COMMENT **		
			07	PEST CONTROL LICENSE-HORNER	79-790-54-00-5412		60.00
			08	PEST CONTROL LICENSE-WOLF	79-790-54-00-5412		60.00
			09	PEST CONTROL	79-790-54-00-5412		60.00
			10	LICENSE-E.HERNANDEZ	** COMMENT **		
			11	PEST CONTROL LICENSE-CLEVER	79-790-54-00-5412		60.00
			12	PEST CONTROL LICENSE-SMITH	79-790-54-00-5412		60.00
					INVOICE TOTAL:		540.00 *
					CHECK TOTAL:		540.00
536413	ILTRUCK	ILLINOIS TRUCK MAINTENANCE, IN					
	029510	03/24/22	01	REPLACED DIFFERENTIAL, COOLER	01-410-54-00-5490		6,396.99
			02	LINES & SERVICES TRANS	** COMMENT **		
					INVOICE TOTAL:		6,396.99 *
					CHECK TOTAL:		6,396.99

01-110	**ADMINISTRATION**	**01-112**	**SUNFLOWER ESTATES**	**25-225**	**PARK & REC CAPITAL**	**82-820**	**LIBRARY OPERATIONS**
01-120	**FINANCE**	**15-155**	**MOTOR FUEL TAX**	**42-420**	**DEBT SERVICE**	**84-840**	**LIBRARAY CAPITAL**
01-210	**POLICE**	**23-216**	**MUNICIPAL BUILDING**	**51-510**	**WATER OPERATIONS**	**87-870**	**COUNTRYSIDE TIF**
01-220	**COMMUNITY DEVELOPMENT**	**23-230**	**CITY-WIDE CAPITAL**	**52-520**	**SEWER OPERATIONS**	**88-880**	**DOWNTOWN TIF**
01-410	**STREETS OPERATION**	**24-216**	**BUILDING & GROUNDS**	**72-720**	**LAND CASH**	**89-890**	**DOWNTOWN TIF II**
01-640	**ADMINISTRATIVE SERVICES**	**25-205**	**POLICE CAPITAL**	**79-790**	**PARKS DEPARTMENT**	**90-XXX**	**DEVELOPER ESCROW**
01-111	**FOX HILL SSA**	**25-215**	**PUBLIC WORKS CAPITAL**	**79-795**	**RECREATION DEPARTMENT**	**950-XXX**	**ESCROW DEPOSIT**

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CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536414	IMPACT	IMPACT NETWORKING, LLC							
	2493214		03/31/22	01	MAR 2022 COPIER FEES	01-110-54-00-5430		122.50	
				02	MAR 2022 COPIER FEES	01-120-54-00-5430		40.84	
				03	MAR 2022 COPIER FEES	01-220-54-00-5430		132.66	
				04	MAR 2022 COPIER FEES	01-210-54-00-5430		231.00	
				05	MAR 2022 COPIER FEES	01-410-54-00-5462		10.97	
				06	MAR 2022 COPIER FEES	51-510-54-00-5430		10.97	
				07	MAR 2022 COPIER FEES	52-520-54-00-5430		10.97	
				08	MAR 2022 COPIER FEES	79-795-54-00-5462		159.55	
				09	MAR 2022 COPIER FEES	79-790-54-00-5462		159.54	
							INVOICE TOTAL:	879.00	*
							CHECK TOTAL:		879.00
536415	IMPERINV	IMPERIAL INVESTMENTS							
	FEB 2022-REBATE		04/08/22	01	FEB 2022 BUSINESS DIST REBATE	01-000-24-00-2488		3,462.13	
							INVOICE TOTAL:	3,462.13	*
							CHECK TOTAL:		3,462.13
536416	KENDCROS	KENDALL CROSSING, LLC							
	BD REBATE 02/22		04/08/22	01	FEB 2022 BUSINESS DIST REBATE	01-000-24-00-2487		4,551.77	
							INVOICE TOTAL:	4,551.77	*
							CHECK TOTAL:		4,551.77
536417	LAYNE	LAYNE CHRISTENSEN COMPANY							
	2202147		04/14/22	01	ENGINEER'S PAYMENT ESTIMATE	51-510-60-00-6022		34,965.00	
				02	#1 WELL 4 REHABILITATION	** COMMENT **			
							INVOICE TOTAL:	34,965.00	*
							CHECK TOTAL:		34,965.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536418	LITE	LITE CONSTRUCTION							
	040722		04/07/22	01	WORK COMPLETED ON YORKVILLE	24-216-60-00-6030		139,960.80	
				02	CITY HALL & POLICE FACILITY	** COMMENT **			
						INVOICE TOTAL:		139,960.80	*
						CHECK TOTAL:		139,960.80	
536419	MADBOMB	MAD BOMBER FIREWORK PRODUCTION							
	2022-MAYO		04/12/22	01	MARGARITAS EN MAYO FIREWORKS	79-000-14-00-1400		8,000.00	
						INVOICE TOTAL:		8,000.00	*
						CHECK TOTAL:		8,000.00	
536420	MEADE	MEADE ELECTRIC COMPANY, INC.							
	700029		03/31/22	01	CABLE LOCATE FOR HYDRO VAC	01-410-54-00-5435		336.11	
				02	EXCAVATING AT RT47 & 34	** COMMENT **			
						INVOICE TOTAL:		336.11	*
	700030		03/31/22	01	CABLE LOCATE FOR CONDUIT	01-410-54-00-5435		424.16	
				02	INSTALL AT US34 & SYCAMORE	** COMMENT **			
						INVOICE TOTAL:		424.16	*
						CHECK TOTAL:		760.27	
536421	MENLAND	MENARDS - YORKVILLE							
	38213		03/18/22	01	COIL, CALIPER	79-790-56-00-5630		39.98	
						INVOICE TOTAL:		39.98	*
	38418		03/21/22	01	PAINT SPOUT, PAINT	01-410-56-00-5620		47.40	
						INVOICE TOTAL:		47.40	*
	38419		03/21/22	01	BAR CLAMP	01-410-56-00-5630		17.99	
						INVOICE TOTAL:		17.99	*

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536421	MENLAND	MENARDS - YORKVILLE							
	38488		03/22/22	01	LOCKNUTS	01-410-56-00-5620		6.27	
						INVOICE TOTAL:		6.27	*
	38562		03/23/22	01	PLIERS	01-410-56-00-5630		4.99	
						INVOICE TOTAL:		4.99	*
	38566		03/23/22	01	SCREWS, WOOD GLUE	52-520-56-00-5620		20.16	
						INVOICE TOTAL:		20.16	*
	38577		03/23/22	01	LIGHTING TORCH PROP, UNIONS,	79-790-56-00-5640		89.94	
				02	BALL VALVE, SOLDER KIT,	** COMMENT **			
				03	CLEANING RUSH, COPER PIPE	** COMMENT **			
						INVOICE TOTAL:		89.94	*
	38585		03/23/22	01	WIRE CONNECTORS	01-410-56-00-5620		7.99	
						INVOICE TOTAL:		7.99	*
	38588		03/23/22	01	UNION	79-790-56-00-5640		7.79	
						INVOICE TOTAL:		7.79	*
	38637		03/24/22	01	PVC PIPE, ELBOWS, PVC CEMENT,	24-216-56-00-5656		43.10	
				02	PRIOMER, COUPLING, STRAPS	** COMMENT **			
						INVOICE TOTAL:		43.10	*
	38643		03/24/22	01	PAINT, ROLLER	79-790-56-00-5640		20.95	
						INVOICE TOTAL:		20.95	*
	38648		03/24/22	01	SPRAY PAINT, ELBOWS, BOLTS	79-790-56-00-5640		15.36	
						INVOICE TOTAL:		15.36	*
	38654		03/24/22	01	COUPLING, ELBOWS, PVC PIPE	24-216-56-00-5656		28.00	
						INVOICE TOTAL:		28.00	*
	38669		03/24/22	01	STRAW, BLEACH, TARP	52-520-56-00-5620		19.13	
						INVOICE TOTAL:		19.13	*

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536421	MENLAND	MENARDS - YORKVILLE							
	38724		03/25/22	01	CONCRETE MIX	79-790-56-00-5646		28.80	
						INVOICE TOTAL:		28.80	*
						CHECK TOTAL:		397.85	
536422	MESIMPSO	M.E. SIMPSON CO, INC							
	38309		02/28/22	01	573 BARBERRY LEAK LOCATION	51-510-54-00-5462		695.00	
						INVOICE TOTAL:		695.00	*
	38315		02/28/22	01	105 PARK LEAK LOCATION	51-510-54-00-5462		275.00	
						INVOICE TOTAL:		275.00	*
						CHECK TOTAL:		970.00	
536423	MIDWSALT	MIDWEST SALT							
	0221093		04/07/22	01	BULK ROCK SALT	51-510-56-00-5638		2,831.22	
						INVOICE TOTAL:		2,831.22	*
	P463120		03/30/22	01	BULK ROCK SALT	51-510-56-00-5638		2,935.80	
						INVOICE TOTAL:		2,935.80	*
						CHECK TOTAL:		5,767.02	
536424	NICOR	NICOR GAS							
	00-41-22-8748 4-0322		04/01/22	01	03/03-04/01 1107 PRAIRIE	01-110-54-00-5480		80.61	
						INVOICE TOTAL:		80.61	*
	12-43-53-5625 3-0322		04/04/22	01	03/04-04/04 609 N BRIDGE ST	01-110-54-00-5480		129.93	
						INVOICE TOTAL:		129.93	*
	15-41-50-1000 6-0322		04/04/22	01	03/03-04/01 804 GAME FARM RD	01-110-54-00-5480		504.53	
						INVOICE TOTAL:		504.53	*

01-110	**ADMINISTRATION**	**01-112**	**SUNFLOWER ESTATES**	**25-225**	**PARK & REC CAPITAL**	**82-820**	**LIBRARY OPERATIONS**
01-120	**FINANCE**	**15-155**	**MOTOR FUEL TAX**	**42-420**	**DEBT SERVICE**	**84-840**	**LIBRARAY CAPITAL**
01-210	**POLICE**	**23-216**	**MUNICIPAL BUILDING**	**51-510**	**WATER OPERATIONS**	**87-870**	**COUNTRYSIDE TIF**
01-220	**COMMUNITY DEVELOPMENT**	**23-230**	**CITY-WIDE CAPITAL**	**52-520**	**SEWER OPERATIONS**	**88-880**	**DOWNTOWN TIF**
01-410	**STREETS OPERATION**	**24-216**	**BUILDING & GROUNDS**	**72-720**	**LAND CASH**	**89-890**	**DOWNTOWN TIF II**
01-640	**ADMINISTRATIVE SERVICES**	**25-205**	**POLICE CAPITAL**	**79-790**	**PARKS DEPARTMENT**	**90-XXX**	**DEVELOPER ESCROW**
01-111	**FOX HILL SSA**	**25-215**	**PUBLIC WORKS CAPITAL**	**79-795**	**RECREATION DEPARTMENT**	**950-XXX**	**ESCROW DEPOSIT**

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536424	NICOR	NICOR GAS							
	15-64-61-3532 5-0322		04/01/22	01	03/03-04/01 1991 CANNONBALL	01-110-54-00-5480		53.39	
						INVOICE TOTAL:		53.39	*
	20-52-56-2042 1-0322		03/30/22	01	02/28-03/30 420 FAIRHAVEN	01-110-54-00-5480		159.01	
						INVOICE TOTAL:		159.01	*
	23-45-91-4862 5-0322		04/06/22	01	03/04-04/05 101 BRUELL ST	01-110-54-00-5480		168.68	
						INVOICE TOTAL:		168.68	*
	40-52-64-8356 1-0322		04/05/22	01	03/08-04/05 102 E VAN EMMON	01-110-54-00-5480		498.33	
						INVOICE TOTAL:		498.33	*
	61-60-41-1000 9-0322		04/05/22	01	03/04-04/04 610 TOWER	01-110-54-00-5480		980.31	
						INVOICE TOTAL:		980.31	*
	83-80-00-1000 7-0322		04/05/22	01	03/04-04/04 610 TOWER UNIT B	01-110-54-00-5480		354.95	
						INVOICE TOTAL:		354.95	*
	91-85-68-4012 8-0322		04/04/22	01	03/03-04/01 902 GAME FARM RD	82-820-54-00-5480		2,094.38	
						INVOICE TOTAL:		2,094.38	*
	95-16-10-1000 4-0322		04/06/22	01	03/04-04/04 1 RT47	01-110-54-00-5480		49.01	
						INVOICE TOTAL:		49.01	*
						CHECK TOTAL:		5,073.13	
536425	OMALLEY	O'MALLEY WELDING & FABRICATING							
	20233		02/18/22	01	TRAILER SHEARING PLATE REPAIR	01-410-54-00-5490		880.00	
						INVOICE TOTAL:		880.00	*
						CHECK TOTAL:		880.00	
536426	PEPSI	PEPSI-COLA GENERAL BOTTLE							

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536426	PEPSI	PEPSI-COLA GENERAL BOTTLE							
	1-9PX28G9		04/12/22	01	BEECHER CONCESSION DRINKS	79-795-56-00-5607		977.63	
						INVOICE TOTAL:		977.63	*
	1-9PX3U50		04/12/22	01	BRIDGE CONCESSION DRINKS	79-795-56-00-5607		951.74	
						INVOICE TOTAL:		951.74	*
						CHECK TOTAL:		1,929.37	
536427	PETITEPA	THE PETITE PALETTE							
	032922		03/29/22	01	SPRING BREAK ART CAMP	79-795-54-00-5462		520.00	
						INVOICE TOTAL:		520.00	*
						CHECK TOTAL:		520.00	
536428	PITSTOP	PIT STOP							
	PS444935		04/07/22	01	03/31-04/07 TOWN SQUARE PARK	79-795-56-00-5620		52.00	
				02	PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		52.00	*
	PS444936		04/07/22	01	03/31-04/07 RIVERFRONT PARK	79-795-56-00-5620		182.00	
				02	PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		182.00	*
	PS444937		04/07/22	01	04/01-04/07 VAN EMMON PARK	79-795-56-00-5620		20.00	
				02	PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		20.00	*
	PS444938		04/07/22	01	04/01-04/07 BEECHER PARK	79-795-56-00-5620		65.50	
				02	PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		65.50	*
	PS444939		04/07/22	01	03/29-04/07 STEVEN BRIDGE	79-795-56-00-5620		28.57	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536428	PITSTOP	PIT STOP							
	PS444939		04/07/22	02	PARK PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		28.57	*
	PS444941		04/07/22	01	03/25-04/07 SOCCER EQUIPMENT	79-795-56-00-5620		234.50	
				02	SHED PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		234.50	*
	PS444942		04/07/22	01	04/01-04/07 STEPPING STONES	79-795-56-00-5620		20.00	
				02	PARK PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		20.00	*
	PS444943		04/08/22	01	04/07 HIDING SPOT PARK	79-795-56-00-5620		2.86	
				02	PORTOLET UPKEEP	** COMMENT **			
						INVOICE TOTAL:		2.86	*
						CHECK TOTAL:			605.43
536429	PRINTSRC	LAMBERT PRINT SOURCE, LLC							
	2621		03/25/22	01	SOCCER FIELD NUMBERS	79-795-56-00-5606		67.50	
						INVOICE TOTAL:		67.50	*
						CHECK TOTAL:			67.50
536430	PROSPAN	PROSPAN MANUFACTURING CO. INC							
	2022-010014		02/28/22	01	TRENCH SHIELD	51-510-56-00-5620		90.50	
						INVOICE TOTAL:		90.50	*
						CHECK TOTAL:			90.50
536431	R0001740	MEGAN FANTHORPE							
	MLBX RPLCMNT		04/14/22	01	MAILBOX REPLACEMENT	01-410-56-00-5640		177.20	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536431	R0001740	MEGAN FANTHORPE							
	MLBX RPLCMNT		04/14/22	02	REIMBURSEMENT	** COMMENT **			
							INVOICE TOTAL:	177.20	*
						CHECK TOTAL:		177.20	
536432	R0002508	DONNA PHEIFER							
	010322-MLBX		01/03/22	01	DAMAGED MAILBOX REPLACEMENT	01-410-56-00-5620		66.64	
				02	REIMBURSEMENT	** COMMENT **			
							INVOICE TOTAL:	66.64	*
						CHECK TOTAL:		66.64	
536433	R0002509	SPECIAL OLYMPICS ILLINOIS							
	2022 POLAR PLUNGE		04/19/22	01	2022 POLAR PLUNGE PROCEEDS	01-000-24-00-2421		990.00	
							INVOICE TOTAL:	990.00	*
						CHECK TOTAL:		990.00	
536434	REIL	TEAM REIL INC.							
	165633		03/23/21	01	PRICE PARK EQUIPMENT AND	25-225-60-00-6010		37,613.71	
				02	PLAYGROUND REFRESH	** COMMENT **			
							INVOICE TOTAL:	37,613.71	*
	165805		04/18/22	01	FOX HILL PARK REFRESH	25-225-60-00-6010		38,078.19	
							INVOICE TOTAL:	38,078.19	*
						CHECK TOTAL:		75,691.90	
536435	SINANEST	OSCAR M. DIAZ							
	2022-MAYO		04/11/22	01	2022 MARGARITAS EN MAYO BAND	79-000-14-00-1400		2,250.00	
							INVOICE TOTAL:	2,250.00	*
						CHECK TOTAL:		2,250.00	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536436	SPRTFLD	SPORTSFIELDS, INC.							
	2022133		04/04/22	01	BULK DURAPLAY	79-790-56-00-5646		6,548.20	
						INVOICE TOTAL:		6,548.20	*
						CHECK TOTAL:		6,548.20	
536437	STEVENS	STEVEN'S SILKSCREENING							
	19812		03/30/22	01	STAFF SWEATSHIRT	79-790-56-00-5600		45.00	
						INVOICE TOTAL:		45.00	*
						CHECK TOTAL:		45.00	
536438	SUBURLAB	SUBURBAN LABORATORIES INC.							
	201426		03/31/22	01	COLIFORM SAMPLES	51-510-54-00-5429		513.60	
						INVOICE TOTAL:		513.60	*
						CHECK TOTAL:		513.60	
536439	SUPERIOR	SUPERIOR ASPHALT MATERIALS LLC							
	20220137		03/29/22	01	ASPHALT	23-230-60-00-6032		1,372.75	
						INVOICE TOTAL:		1,372.75	*
						CHECK TOTAL:		1,372.75	
536440	TRAFFIC	TRAFFIC CONTROL CORPORATION							
	135131		03/30/22	01	NIPPLE, VISOR PED TUNNEL	01-410-54-00-5435		109.00	
						INVOICE TOTAL:		109.00	*
	13515		03/30/22	01	VISOR TUNNEL	01-410-54-00-5435		75.00	
						INVOICE TOTAL:		75.00	*
						CHECK TOTAL:		184.00	

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
536441	UAPEVENT	UAP ENTERPRISES LLC							
	2022 MAYO		04/11/22	01	2022 MARGARITAS EN MAYO BAND	79-000-14-00-1400		1,950.00	
						INVOICE TOTAL:		1,950.00	*
						CHECK TOTAL:		1,950.00	
536442	WATERSER	WATER SERVICES CO.							
	33492		04/07/22	01	METER TESTING	51-510-54-00-5445		660.00	
						INVOICE TOTAL:		660.00	*
						CHECK TOTAL:		660.00	
D002474	YBSD	YORKVILLE BRISTOL							
	2022.004		04/04/22	01	MAR 2022 LANDFILL EXPENSE	51-510-54-00-5445		17,602.17	
				02	APR 2022 LANDFILL EXPENSE	51-510-54-00-5445		23,115.15	
						INVOICE TOTAL:		40,717.32	*
						DIRECT DEPOSIT TOTAL:		40,717.32	
536443	YOUNGM	MARLYS J. YOUNG							
	031522		03/29/22	01	03/15/22 PW MEETING MINUTES	01-110-54-00-5462		85.00	
						INVOICE TOTAL:		85.00	*
						CHECK TOTAL:		85.00	

TOTAL CHECKS PAID:	615,353.89
TOTAL DIRECT DEPOSITS	41,552.32
PAID: TOTAL AMOUNT PAID:	656,906.21

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 04/26/2022

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
D002475	ORRK KATHLEEN FIELD ORR & ASSOC.							
	16828	04/04/22	01	MISC CITY LEGAL MATTERS	01-640-54-00-5456		4,477.00	
			02	BRGHT FARMS MATTER	90-173-00-00-0011		1,463.00	
			03	COUNTRYSIDE TIF MATTERS	87-870-54-00-5462		143.00	
			04	MEETINGS	01-640-54-00-5456		1,000.00	
			05	IGA REVIEW	79-790-54-00-5462		132.00	
			06	8721 RTE 126 AGREEMENT	90-180-00-00-0011		88.00	
						INVOICE TOTAL:	7,303.00	*

DIRECT DEPOSIT TOTAL: 7,303.00

TOTAL CHECKS PAID: 0.00

TOTAL DEPOSITS PAID: 7,303.00

TOTAL AMOUNT PAID: 7,303.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
PAYROLL SUMMARY
April 15, 2022

	REGULAR	OVERTIME	TOTAL	IMRF	FICA	TOTALS
MAYOR & LIQ. COM.	$ 908.34	$ -	$ 908.34	$ -	$ 69.49	$ 977.83
ALDERMAN	3,900.00	-	3,900.00	-	298.35	4,198.35
ADMINISTRATION	18,903.36	-	18,903.36	1,632.73	1,419.49	21,955.58
FINANCE	11,686.28	-	11,686.28	1,040.08	873.00	13,599.36
POLICE	121,263.75	434.71	121,698.46	537.73	9,011.43	131,247.62
COMMUNITY DEV.	23,838.17	-	23,838.17	2,121.61	1,765.08	27,724.86
STREETS	20,436.42	629.42	21,065.84	1,874.83	1,548.19	24,488.86
BUILDING & GROUNDS	2,095.20	-	2,095.20	186.47	160.28	2,441.95
WATER	17,492.42	358.72	17,851.14	1,588.75	1,299.36	20,739.25
SEWER	10,537.95	136.76	10,674.71	950.06	782.09	12,406.86
PARKS	25,600.40	-	25,600.40	2,238.55	1,895.77	29,734.72
RECREATION	15,574.90	-	15,574.90	1,218.18	1,156.34	17,949.42
LIBRARY	17,560.93	-	17,560.93	954.62	1,302.62	19,818.17
TOTALS	$ 289,798.12	$ 1,559.61	$ 291,357.73	$ 14,343.61	$ 21,581.49	$ 327,282.83

TOTAL PAYROLL **$ 327,282.83**

UNITED CITY OF YORKVILLE
BILL LIST SUMMARY

Tuesday, April 26, 2022

ACCOUNTS PAYABLE		**DATE**		
City Check Register *(Pages 1- 23)*		04/26/2022	$	656,906.21
Manual City Check Register *(Page 24)*		04/26/2022		7,303.00
	SUB-TOTAL:			**$664,209.21**
PAYROLL				
Bi - Weekly *(Page 25)*		04/15/2022	$	327,282.83
	SUB-TOTAL:		**$**	**327,282.83**
	TOTAL DISBURSEMENTS:		**$**	**991,492.04**

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #1

Tracking Number

CC 2022-05

Agenda Item Summary Memo

Title: Bright Farms Development Agreement

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

To: City Council
From: Bart Olson, City Administrator
CC:
Date: April 19, 2022
Subject: Bright Farms development status update

Summary

Review of a development and recapture agreement with BrightFarms covering construction of the greenhouse operation buildings, use of a private well, phased completion of Corneils Road improvements, and funding and construction of a public sewer extension.

Background

This item was last discussed by the City Council at the April 12th meeting. At that meeting, the City Council reviewed the draft development agreement, reviewed a verbal presentation from staff on the water well information, posed water use questions to Sean O'Neill of Bright Farms, and heard a citizen comment about water well concerns. Since the last meeting, new information is available on each of those topics.

At time of packet creation, the development agreement was still under legal review by both parties; it will distributed as a supplemental packet when it is completed. The summary of the agreement is included within the April 12th City Council memo (attached), with updates generally as follows:

1) The private water well sections have been updated to make it clear that the City Council is only approving a water well in the 640' range, which is within the St. Peter Sandstone of the Ancell Group formation. Any change to this water well or any new well will go through the normal county/state permitting processes (if required) and will require supplemental City Council approval. The process for the City Council approval of a new well or a changed well is not explicit in the agreement, which would give the City Council flexibility to demand information and studies at the time of the request. If that request comes in front of the City Council in the near future, we would recommend the same process as recently completed – BrightFarms would drill a test well and provide the information to staff; the staff would analyze the information and present the findings to City Council; and the City Council would review this information and consider the request publicly.

2) The Corneils Road paragraph (2.7) has been reformatted and specific language on the bond amount and bond posting process has been included. The same improvement deadlines exist from the last time the City Council reviewed the agreement; i.e. completion of the section between Eldamain Rd and the project entrance before occupancy permit, and the remaining section within 2 years. On this remaining

section, BrightFarms has requested that we remove the 2 year deadline and instead peg this improvement to the second phase of their development. Staff has declined this request as improvement of adjacent roadways is a standard development item and the City does not deviate from this requirement. BrightFarms is planning on appealing this decision to the City Council during the next meeting, but the staff recommendation remains to decline.

3) The sewer project payment section (2.5) has been heavily modified in paragraphs iii and iv, to reflect the choice of Bright Farms to forego a payment bond option and instead post the value of the entire project at time of contract bidding. Along these lines, the agreement has been drafted so that BrightFarms is responsible for any overages or change orders (subject to recapture depending on the nature of the change) and stands to benefit from any balancing change orders at the end of the project.

The verbal presentation from Brad Sanderson regarding the private water well information has been compiled into a memo with exhibits, for the City Council's use in considering the development agreement. None of the conclusions have changed since the City Council's last meeting.

Sean O'Neill has provided two narrative memos related to their water stewardship water reuse plan, per questions posed by the City Council at the last meeting. The first document is titled "BrightFarms Water Stewardship" and it discusses the gross and net usage of water on the property during initial buildout and full buildout. The figures attached in the table are generally in line with the exhibits presented via slide at the last meeting by BrightFarms. In this memo, however, the water balance is shown on for a sample day, as opposed to annual figures. The second document is titled "Bright Farms Water Reuse Plan" and it discusses the various systems they will use to collect and reuse water throughout their operation. Specific details for these systems were not provided to staff, as Mr. O'Neill had described in the last City Council meeting; the systems are under their internal review for improvement. Any systems installed in Yorkville would be subject to our normal building plan review and inspection processes, if required.

Finally, staff did reach out to the resident who attended the last City Council meeting to verify some well information. The result of that visit and the corresponding analysis is addressed in the water well informational memo from EEI.

Recommendation

Staff recommends approval of the ordinance and the development agreement for Bright Farms.

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Jori Behland, City Clerk
Krysti Barksdale Noble, Community Development Director

Date: April 21, 2022
Subject: Bright Farms – Review of Impact of Proposed Well

Overview

We have reviewed the information provided by BrightFarms and Resource Consulting, Inc. concerning the potential impact of a new groundwater well (see attached well cross section and construction details) located on the BrightFarms site near the northeast corner of Eldamain Road and Corneils Road. This information was provided in a series of emails between March 22nd and April 6th.

Based on the information provided and detailed analysis conducted by EEI staff, we have concluded the following:

- We do not believe that the City's wells will be adversely affected by the proposed well. Only one City well (#4) is open to this formation and there is sufficient distance between them as to not have interference.
- We are concerned that this well will have adverse effects on neighboring individual wells within the Ancell formation, potentially within a mile of the proposed well. Our concerns are further detailed below.
- We have reviewed the long-term sustainability of the well against the study conducted by the Illinois State Water Survey in 2013. Based on our analysis of the study, we have concluded that the proposed well will not have a significant impact on the sustainability of the Ancell sandstone aquifer (see attached EEI Memo).

Analysis

EEI used the raw data provided by the consultant to complete our own independent analysis.

The water level data collected from the pumping test of the BrightFarms well can be used to estimate transmissivity of the water bearing formations using an empirical method documented by Driscoll (1986). The 24-hour pumping test conducted by BrightFarms resulted in 151 feet of drawdown at the pumping rate of 200 gallons per minute. Thus, the specific capacity (pumping rate divided by drawdown) of the well is 1.32 gallon per minute (gpm) / foot of drawdown. The method developed by Driscoll estimates transmissivity by multiplying the specific capacity in gpm / foot by 2000. Applying this method results in an estimate of transmissivity of 2,640 gallons per day / foot, which converts to 353 $feet^2$/day. Given that the sandstone in the BrightFarms well was encountered between 518 and 640 feet bgs, the aquifer thickness is taken as 122 feet. Dividing transmissivity by aquifer thickness yields hydraulic conductivity of 2.9 feet / day. This value for hydraulic conductivity is consistent with published studies for the region (Roadcap, 2013). A storativity value of 0.0001 is assumed based on specific storage values presented in Meyer, 2009.

The estimated hydraulic parameters described above were used to estimate the drawdown created by the BrightFarms well. The estimates are based on continuous pumping of the well at 200 gallons per minute

using the solution developed by Theis (1935). The table below summarizes the results of the analysis, showing the drawdown (in feet) as a function of time (days of continuous pumping) and distance from the well (feet).

		Distance from Pumping Well (feet)		
		5,000	**10,000**	**15,000**
Days of Continuous Pumping	**30**	19	10	4
	365	40	31	22
	1,825 (5 yrs.)	55	43	36
	3,650 (10 yrs.)	60	49	42

Based on the analysis presented above, it is reasonable to expect that the BrightFarms well will create 40 to 60 feet of additional drawdown in farm wells located within 15,000 feet of the BrightFarms well over the long-term. The additional drawdown may not affect the operation of individual wells around the BrightFarms well, depending on the pump setting of the well in question. However, if an individual well is operated in a manner that currently lowers the water level in the well to less than 40 feet above the pump intake, the BrightFarms well may impact the operation of the well. In that case, the pump in the affected individual well may need to be lowered for the well to be operated as it was prior to the pumping of the BrightFarms well.

Recommendations

It is our recommendation that BrightFarms conduct a detailed survey of the pump setting and operational characteristics of the individual wells within a mile of the proposed well. We would also recommend that the pumps be lowered in any wells that are operating with less than 40 feet of water above the pump. Based on our review of public records, there potentials are three to four individual wells within the suggested area. The cost to lower these wells is not expected to be exorbitant.

References

Driscoll, F.G., 1986. Groundwater and Wells (2nd ed.), Johnson Filtration Systems, Inc., St. Paul, Minnesota, 1089p.

Roadcap, G. C., Meyer, S., Kelly, W. R., Wehrmann, H. A., & Lin, Y-F. (2013). Groundwater Studies for Water Supply Planning in Kendall County, IL. (ISWS Contract Report 2013-05; No. CR-2013-05).

Meyer, Scott & Roadcap, George & Lin, Yu-Feng & Walker, Douglas. (2009). Kane County Water Resources Investigations: Simulation of Groundwater Flow in Kane County and Northeastern Illinois.

Theis, C.V., 1935. The relation between the lowering of the piezometric surface and the rate and duration of discharge of a well using groundwater storage, Am. Geophys. Union Trans., vol. 16, pp. 519-524.

If you have any questions or require additional information, please let us know.

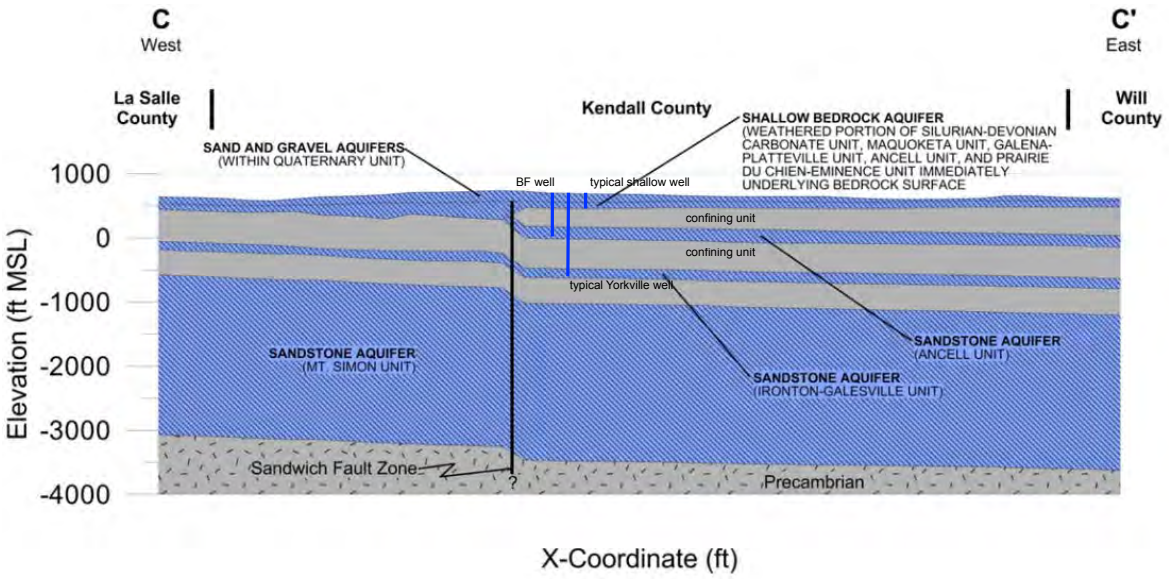
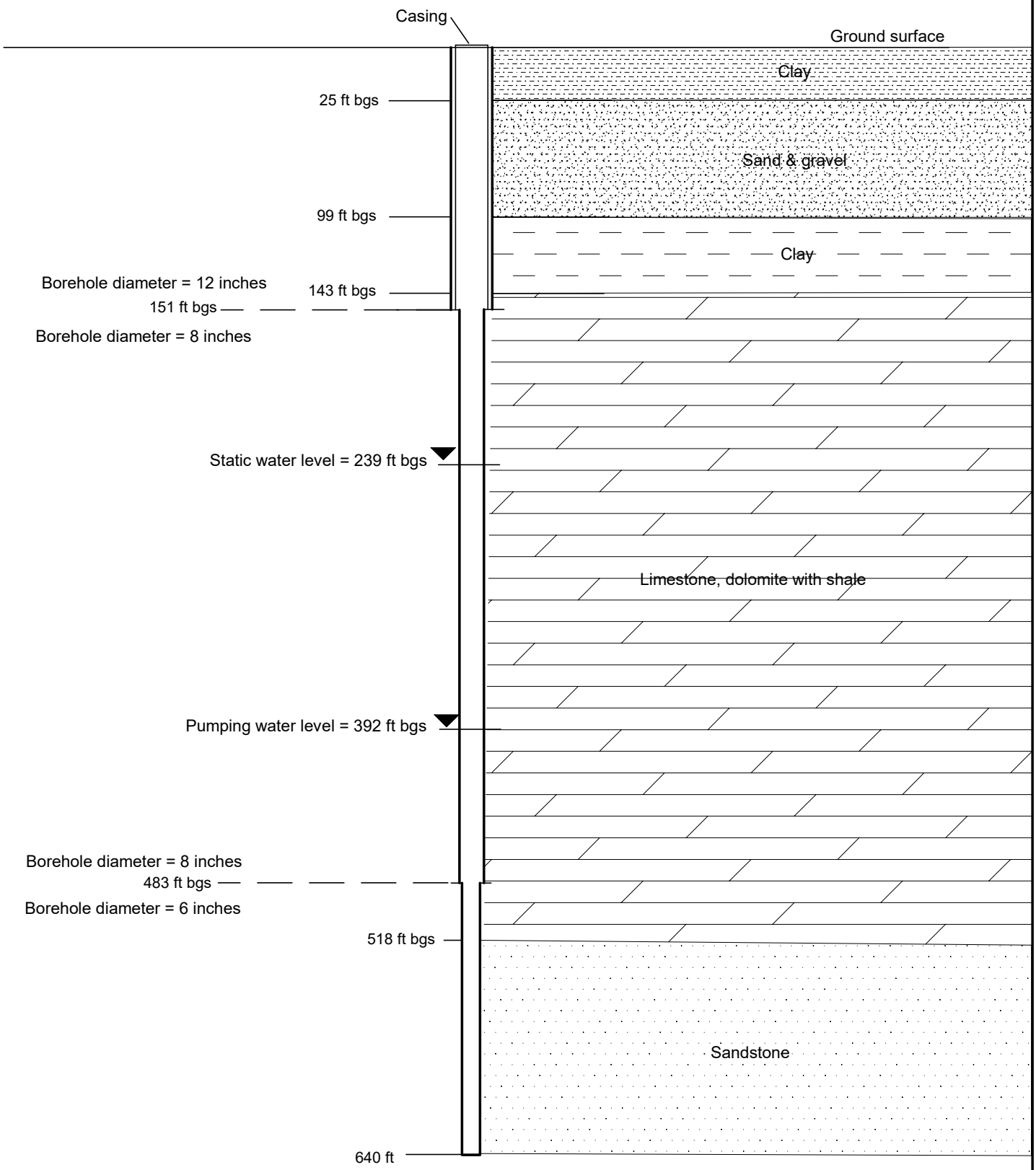


Figure 6. Detail from cross section C-C' (Figure 5) showing aquifers in Kendall County



WELL CONSTRUCTION

Subject Property
Northeast Corner of Corneils Road & Eldamain Road
Yorkville, Illinois

21-1032 01 01	3/30/22	DjH

RESOURCE

Engineering Enterprises, Inc.

Memo

To: Brad Sanderson, Chief Operating Officer / President

From: Tim Holdeman, Sr. Project Manager

Date: April 21, 2022

Re: Sustainability and the BrightFarms Proposed Water Supply Well

EEI Job #: YO2116-DR

Questions have been raised regarding the impact of the BrightFarms proposed water supply well on the sustainability of the Ancell Sandstone Aquifer. The following analysis is offered to address these questions. The primary conclusion of the analysis is that the water supply well proposed by Bright Farms will not have a significant impact on the sustainability of the Ancell Sandstone Aquifer.

The Illinois State Water Survey (ISWS) addresses the sustainability of the deep sandstone aquifers in Kendall County in Roadcap, 2013. The study uses a calibrated groundwater flow model to simulate groundwater conditions under various future groundwater pumping conditions to "gain insights on the hydraulic behavior of the aquifer system and the sustainability of increasing groundwater demands".

A key criterion for evaluating sustainability of the deep sandstone aquifers in Kendall County is the head in the Ancell sandstone. Specifically, sustainability is exceeded where groundwater withdrawals cause the head in the Ancell sandstone to drop below the top of the aquifer. This criterion is used to evaluate the impact of the BrightFarms well on sustainability of the aquifers.

The figure to the right is Figure 75 from Roadcap, 2013. The location of the BrightFarms well has been added to the figure. It shows the estimated available head (in feet) above the top of the Ancell Sandstone in 2005 based on the groundwater flow model. At the BrightFarms Well, the estimated available head above the top of the Ancell Sandstone is approximately 180 feet.

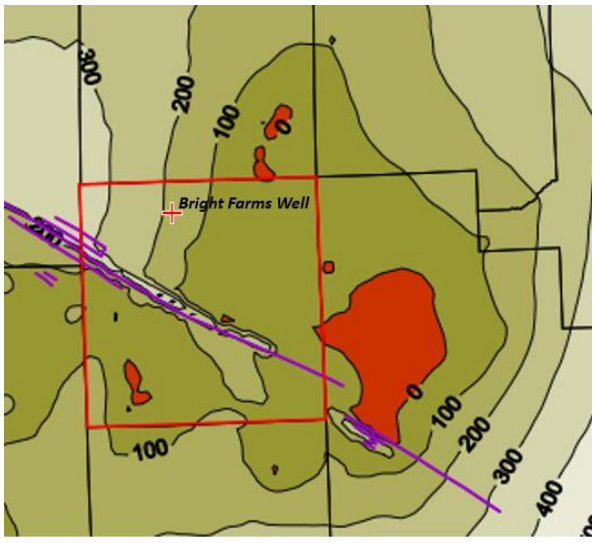
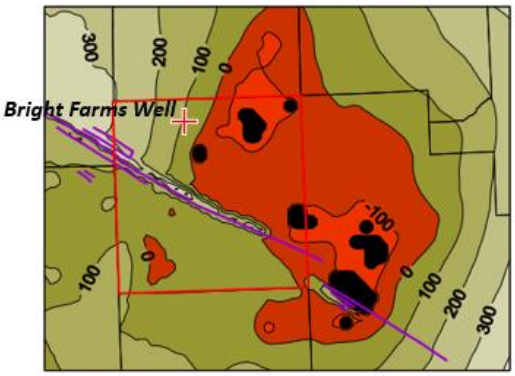


Figure 75. Available head (ft) above the top of the Ancell sandstone in 2005

52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

Results of drilling the BrightFarms Well indicate a static head of 239 feet below ground surface (bgs). The top of the Ancell sandstone is 518 feet bgs in the well. Thus, the available head above the top of the Ancell Sandstone prior to pumping is 279 feet (518 minus 239). This is nearly 100 feet greater than predicted by the groundwater model. The discrepancy between the predicted and actual available head above the top of the Ancell Sandstone suggests that the groundwater flow model results are conservative (i.e. predicts less available head above the top of the Ancell Sandstone) at the location of the BrightFarms Well.

The figures below are Figures 92-95 from Roadcap, 2013. They show the available head above the top of the Ancell Sandstone in 2050 as predicted using the calibrated groundwater flow model under four different groundwater withdrawal scenarios.



igure 92. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Baseline scenario. Black areas indicate dewatering

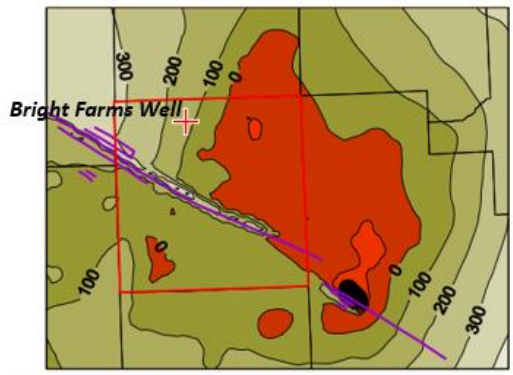


Figure 93. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Least Resource Intensive scenario. Black areas indicate dewatering

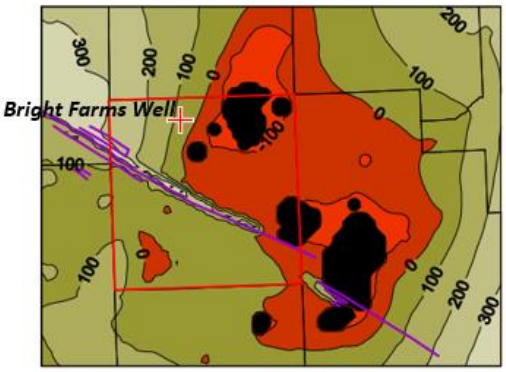


Figure 94. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Most Resource Intensive scenario. Black areas indicate dewatering

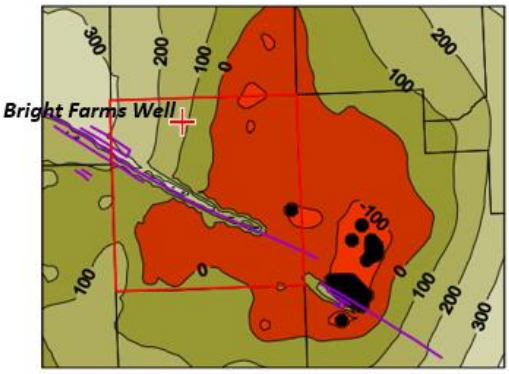


Figure 95. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Modified Baseline scenario. Black areas indicate dewatering

The estimated available head above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) in 2050 under each scenario is shown in the table below. In addition, the table shows the difference in available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) from 2005 (180 feet) to 2050.

Scenario	Figure	Estimated available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) in 2050	Difference in available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) from 2005 to 2050
Baseline	92	100	-80
Least Resource Intense	93	120	-60
Most Resource Intense	94	90	-90
Modified Baseline	95	110	-70

Several communities in Kendall County will be ceasing their use of the deep aquifer as the primary source of their water supply. Thus, it is reasonable to assume the Least Resource Intense scenario for predicting future head, which is a drop of 60 feet at the Bright Farms Well.

The pumping level in the BrightFarms Well after 24 hours of pumping at 200 gallons per minute was 392 feet bgs. This leaves 126 feet of available hear above the Ancell Sandstone (518 minus 392). If the head drops by 60 feet as predicted in the Least Resource Intense scenario, that still leaves 66 feet of head above the top of the Ancell Sandstone. It is recognized that long-term pumping at the BrightFarms Well will likely reduce the head below 392 feet. However, it is not likely to be greater than 66 feet using the solution developed by Theis (1935). Thus, the BrightFarms Well under expected future conditions will not likely create the unsustainable condition of reducing the available head to below the top of the Ancell Sandstone.

Reference

Roadcap, G. C., Meyer, S., Kelly, W. R., Wehrmann, H. A., & Lin, Y-F. (2013). Groundwater Studies for Water Supply Planning in Kendall County, IL. (ISWS Contract Report 2013-05; No. CR-2013-05).

Theis, C.V., 1935. The relation between the lowering of the piezometric surface and the rate and duration of discharge of a well using groundwater storage, Am. Geophys. Union Trans., vol. 16, pp. 519-524.

BrightFarms Water Stewardship, Initial Ancell Formation Well and Approach to Future Wells in Yorkville IL

From the beginning of its work in the Yorkville area, BrightFarms understood the importance of water and sustainable water use to the region. We chose the depth and the geologic formation of the initial well strategically so as to minimize impact on both the City of Yorkville and surrounding neighbors. We have engaged the State's leading water experts (the Illinois State Water Survey) to guide us in making careful decisions and will continue to do so.

Context: Continuous Improvement and Sustainability Goals

BrightFarms parent company, Cox Enterprises, has ambitious goals for water neutrality for its core holdings. Over time BrightFarms will be integrated into Cox's climate and sustainability objectives. Even absent the complex hydrogeologic context of the Western suburbs of Chicago, corporate values and imperatives would compel BrightFarms toward good water stewardship in Yorkville.

Initial Well and Water Balance

The initial BrightFarms well penetrates below the limestone that separates the sand and gravel aquifers from the sandstone aquifers, and penetrates roughly 120 feet into the Ancell unit. It does not reach the Ironton-Galesville unit, the formation from which Yorkville obtains the vast majority of its water supply. We do not request, nor do we anticipate requesting in the future, a well penetrating to the Ironton-Galesville. The City's engineers at EEI concur with our analysis that very few local wells utilize the Ancell unit. We have agreed to consult with the three or four well owners who might be impacted and cover the costs of lowering well pumps if that is necessary.

The water balance appears in the table below with comments reflecting anticipated future progress:

Water Usage in Gal/Day	1 module (phase 1)	4 modules (full build-out)	Comments
Plant Uptake	84,000	336,000	
Process/Washdown	23,000	92,000	BF is consistently improving these methods
Cooling Tower Make-up	2,500	10,000	
Domestic Water	5,800	23,200	Regs require use est of very high gal/day/employee
Total Usage	**115,300**	**461,200**	
Wastewater recycling	23,000	92,000	This number will increase over time
Rainwater capture (est)	25,500	102,000	
Condensate Recovery (transpiration)	15,000	60,000	
Condensate Recovery (boilers)	TBD	TBD	Initial est is 5,000 gal/day in summer, 15,000 in winter
Total Recycled	**63,500**	**254,000**	

Approaching this exercise from a regional perspective, our annual projected water usage of ~75,500,000 gallons compares favorably with the estimated water usage of 120 acres of hybrid corn at about 72,000,000 gallons per year (https://agresearchmag.ars.usda.gov/2011/aug/water). And, while

this comparison may underrepresent how much water that would reach sand and gravel layers (vs running off the site), it also does not account for the quantity of water BrightFarms will return to sand and gravel layers via infiltration basins (~10 acres) and undeveloped space (~20 acres).

Approach to Future Wells

BrightFarms will probably seek a permit for one or more sand and gravel wells. We do not anticipate a change in the water balance shown above, i.e. sand and gravel wells are not indicative of an increase in usage. The sand and gravel wells will:

- Reduce the cost (and carbon footprint) of our water production when compared to pumping from deeper aquifers hundreds of feet below the sand and gravel;
- Provide redundancy in case of pump problems or other temporary water challenges;
- Balance impacts across aquifers;
- Utilize lower quality water – sand and gravel wells are more likely to have salts and pesticide residues – for uses that are not food- or growing-related.

Our initial pump test, and substantial research by the ISWS, suggests ample water in the sand and gravel layers. Those studies do not anticipate significant dewatering through 2050 and suggest that recharge via stormwater and the Fox River is the norm.

For those wells we would anticipate a process just like the one we pursued for the initial well. BrightFarms would:

1. Permit and install a test well in the sand and gravel aquifer;
2. Perform a 24-hour drawdown test (or longer if necessary);
3. Use the results to estimate the cone of depression and the radius and extent of potential impacts on neighbors (if any);
4. Work with neighbors to the extent they could be impacted to ensure we mitigate any adverse effects.

We ask that approval of a sand and gravel well not be unreasonably withheld so long as this careful process is followed.

BrightFarms Water Reuse Plan for its new farm in Yorkville IL

BrightFarms, a leader in Controlled Environment Agriculture (CEA), is preparing to break ground on its newest farm in Yorkville, IL. CEA optimizes the use of sunlight, water, and energy resources, to efficiently grow healthy nutritious green vegetables. How we use water to grow our products is described below.

The Yorkville farm will receive water from an on site well, and from rainwater harvesting.

Incoming well water will be filtered and softened to remove hard water minerals, in Illinois high bicarbonate concentrations are the chief impediment to good water for growing. The primary use of well water will be for germinating new seedlings and for irrigating the growing crops.

Rainwater will be collected from the building roof areas held in special lined ponds on the site. Pumps will deliver this water to the facility where it will be filtered for sediment and any possible harmful contaminants. After this filtration, this water is ready to use for agricultural purposes such as irrigation and cleaning processing areas.

Condensate water will also be collected from heat exchangers that cool process air and boiler exhaust gases. This water will be filtered for potential contaminants and pH-adjusted as needed for reuse in irrigation and cleaning.

Floor drains in the facility drain to a central collection sump. This water may contain soil particles, pieces of harvested plants, and fertilizers from irrigation water. This water is filtered and reused in first rinses of equipment, particularly those processes where heavy soil removal is required.

Solids from filtration processes will be composted with other residual plant and soils that are left over from the growing process.

BrightFarms prides itself on using technology to deliver the highest quality delicious, locally grown vegetables to its customers using sustainable practices.

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Jori Behland, City Clerk
Krysti Barksdale Noble, Community Development Director

Date: April 21, 2022
Subject: Bright Farms – Review of Impact of Proposed Well (River Road Resident)

This memo is to address the issue that was raised at the April 12th City Council meeting by a resident that lives on River Road.

After the meeting, EEI staff contacted the resident at 12340 River Road to gain an understanding of the construction of the property owners well. It was noted that the depth of the well approximately 350 feet.

Based on our review, the property owners well does not reach into the Ancell sandstone and it is 3.4 miles away from the proposed BrightFarms well. The primary zone contributing water to his well is the Galena-Platteville limestone/dolomite. In the BrightFarms proposed well, this zone is cased off, so no water from the Galena limestone/dolomite that supplies his well is being directly removed by the BrightFarms well. Therefore, we do not anticipate any well interference and/or disruption to the residents well from the BrightFarms project.

Memorandum

To: City Council
From: Bart Olson, City Administrator
CC:
Date: April 7, 2022
Subject: Bright Farms development status update

Summary

Review of the development status of the Bright Farms development.

Background

This item was last discussed by the City Council at the March 22nd City Council meeting, when the City Council reviewed a development status memo and Sean O'Neill was present to answer questions. Since that meeting, development negotiations have been ongoing.

Water Well

Water well information has been sent to staff. The analysis is complete with some recommendations to be made for regional wells. This material will be presented at the City Council meeting by City staff.

Draft Development Agreement Status

The current state of the draft development agreement is attached. Per prior status memos, we provide the following overview:

1) Bright Farms project commitment – 120 acres with 1.9m total square feet of buildings at final development. Phased construction of four greenhouses of approximately 400,000 square feet each connected to two central processing headhouses of 150,000 square feet each.
    a. Section 1.2

2) Approval to drill their own water well (requires City Council review and approval during the development agreement phase).
    a. Section 1.3 and Section 2.8.

3) Payment of Bright Farm's direct costs for the sewer project, estimated at $500,000 for their share of the 12" and 16" sewer lines, $507,000 for annexation fees into the sanitary district, and $507,000 for infrastructure fees into the sanitary district
    a. The $507,000 for annexation fees do not go to the sewer project; the fees go to the sanitary district to offset the cost of the sanitary district's general expenses.
    b. Section 2.3, 2.4 and 2.5

4) Payment of tributary properties direct costs for the sewer project, with recapture due to Bright Farms in an amount and method to be determined, based on the ongoing funding gap discussion.
    a. Section 2.5 and 2.6

5) An exhibit with the recapture agreement and related provisions due to Bright Farms
    a. To be provided later.

6) Reconciliation of design engineering costs and credits for Bright Farms based on their share of the engineering agreement and their deposits to keep the engineering work moving along
    a. Implicit to the agreement (work continues until funding stops, then the entire project costs are calculated later according to Section 2.5 and 2.6)

7) Clarification that if the CDBG sewer grant application is awarded, that the money will be sent to Bright Farms (they have the burden of providing financial information and project commitments to the state, the City is the pass-through entity) and that the grant application will not be used to offset the share of what other properties will eventually have to pay as recapture
    a. Section 2.1

8) Authorize the City to design and construct the sewer project, with YBSD input.
    a. Section 2.2

9) Authorizes YBSD and Bright Farms to negotiate the timing of the YBSD annexation fees and IPF payments to the district, as long as the City is not at risk for project costs during construction
    a. Not applicable.

10) Commitment to complete the sewer project by January 2023, and if that design is not met, a commitment from the City to Bright Farms to allow them to use temporary onsite septic and process water until the permanent sewer is constructed.
    a. Section 2.8

11) Bright Farms is asking for some relief in scope and timing for required improvements to Corneils Road adjacent to their property. Improving a road adjacent to a large development is a standard development obligation but we will review their request with appropriate context and present a recommendation to the City Council in the future.
    a. Section 2.7. Current proposal is Corneils between Eldamain and the development entrance must be completed before occupancy permits are issued. Security for the remaining portion of Corneil must be posted before occupancy, but work on this section must be complete within 2 years from occupancy permit issuance.

12) Bright Farms is asking for some consideration on timing of payments related to the sewer construction to more closely coincide with the actual payments the City will make to the contractor. We are working with them to work this language out via payment bond, other

form of security, or contractor contract language so the City's risk is eliminated or minimized in a scenario where the contract is approved and the developer doesn't fulfill the payment obligations.

a. This will be in Section 2.5, but language is still being negotiated.

13) Bright Farms has asked for some consideration on the building permit fees for the project, for which our current estimate is more than $350,000. As you might recall, the project will consist of four greenhouses of ~370,000 square feet each, plus two headhouses at ~145,000 square feet each, plus a headhouse connector building of 34,500 square feet. All in, this will be more than 1.8m square feet of buildings; our current building permit fee is $750 plus $0.20 per square foot. Their initial request is that they accept that they have to pay the full building permit fee on the headhouses and headhouse connector building, as these are standard industrial buildings with many modern components; but, they are requesting waivers or reductions on the greenhouses since they are more simplistic in nature and there will be four identical buildings. They have provided other information that other towns have waived these building permit fees or reduced them given the agricultural nature of the greenhouse buildings. We are reviewing our commercial permit fees relative to other Chicagoland towns who have a more established commercial/industrial base. In some of these towns, commercial permits are charged as a percentage of the total cost of the project (a couple quick examples showed a 1.1% and 2% fee). We are reviewing this material from other towns, their request for a fee waiver or reduction, how much time we think it will take our staff to plan review and inspect these buildings, and will provide a more detailed update and recommendation to City Council at a later date.

a. This will be in a future section, but the analysis and the agreement language is still being negotiated.

Recommendation

This is an informational item.

Ordinance No. 2022-_____

AN ORDINANCE APPROVING AN AGREEMENT BY AND AMONG THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, YORKVILLE-BRISTOL SANITARY DISTRICT AND ILLINOIS GREENHOUSE, LLC

WHEREAS, United City of Yorkville, Kendall County, Illinois (the "*City*"), is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; the Yorkville-Bristol Sanitary District ("*YBSD*") is an independent municipal corporation validly organized under the Illinois Sanitary District Act of 1917; and, Illinois Greenhouse, LLC, is a Delaware corporation d/b/a BrightFarms, is a hydroponic indoor farming company producing lettuce and herbs for shipping to local retailers ("*BrightFarms*"); and,

WHEREAS, BrightFarms submitted a proposal to the City to develop approximately forty (40) acres at the northeast corner of Eldamain and Corneils Roads (the "*Development Site*") to construct a 860,000 square foot greenhouse as Phase I, followed by a second 860,000 square foot greenhouse as Phase II for an indoor lettuce and herb growing operation, however, the Development Site is not served by water or sewer service; and,

WHEREAS, BrightFarms has informed the Village that it would not require City water service for its operations due to the fact that the presence of chlorine in the City's potable water supply impacts lettuce growth however it has requested the City to extend sewer services to the Development Site and has determined that the design of, land acquisition for, and construction of approximately 8,5000 linear feet of sanitary sewer interceptor from Rob Roy Creek to the Development Site (the "*Project*"), the acquisition of easements necessary for the sewer interceptor, permit fees and engineering design fees shall cost approximately $3,000,000 to $3,200,000 (the "*Project Cost*"); and,

WHEREAS, the City, YBSD and BrightFarms have come to an agreement with respect to the allocation of the Project Cost, and their respective responsibilities for the design and construction of the Project among them all as set forth in the Agreement attached hereto and made part hereof.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. All of the Preambles hereinabove set forth are incorporated herein as if restated.

Section 2. That the Agreement by and among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC and in the form attached hereto and presented to this meeting is hereby approved and the Mayor is hereby authorized to execute same and to implement the terms thereof.

Section 3: This Ordinance shall be in full force and effect after its passage, publication, and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	JASON PETERSON	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

MAYOR

Attest:

_____

CITY CLERK

RECAPTURE AGREEMENT

THIS RECAPTURE AGREEMENT ("*Agreement*"), is made and entered as of the ____ day of _____, 2022, by and between the United City of Yorkville, Kendall County, Illinois (the "City") and Illinois Greenhouse LLC, a Delaware corporation d/b/a BrightFarms ("*BrightFarms*").

RECITALS:

A. The City, BrightFarms and the Yorkville-Bristol Sanitary District, a corporation organized under the Illinois Sanitary District Act of 1017 (the "YBSD") have shared the cost and expense to design and construct all mains, devices and any other equipment and appurtenances thereto required in connection with the extension of the City's sewer system (the "*Sewer System*"), as depicted on *Exhibit A* and serving the area legally described on *Exhibit B* both Exhibits being attached hereto.

B. The City and BrightFarms desire to recapture their respective contributions to the costs of constructing the Sewer System which will provide sewer service from the City to properties along the route as depicted on *Exhibit A* and as identified by parcel number on Exhibit C attached hereto (the "Benefitted Properties").

C. The City and BrightFarms are desirous of entering into this Agreement to provide for the fair and allocable recapture from owners of the Benefitted Properties of a proportion of their costs to provide the Benefitted Properties with the Sewer System, subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties hereto, the parties hereby agree as follows:

Section 1. *Recapture Costs*. An estimate of the costs to construct the extension of the Sewer Service is set forth on *Exhibit D* attached hereto (the "*Recapture Costs*"). Upon completion of the construction of the Sewer System and acceptance by the City, an itemized list of the actual costs shall be appended hereto as Exhibit E (the "Final Project Costs").

Section 2. *Benefitted Properties*. Each Benefitted Property is eligible to connect to Sewer System upon satisfaction of the conditions hereinafter set forth. It is understood that at any time any one of the Benefitted Properties is subdivided into two or more parcels, all of such parcels shall be deemed to be added to the list of Benefitted Properties for purpose of receiving any potential benefit from a connection to the Sewer System.

Section 3. *Condition Precedent to Connection*. A Benefitted Property shall not be eligible to connect to the Sewer Service System unless the Owner has either annexed to the City or entered into a pre-annexation agreement with the City.

Section 4. *Recapture Cost Allocation*. The City and BrightFarms shall establish the equitable share of the Recapture Costs to be allocated to each Benefitted Property based upon the Final Project Costs, . The proportionate share of the cost of the Sewer System to be allocated to a Benefitted Property shall be based upon projected population equivalent ("PE") for the use to be served. Once Final Project Costs are known and certified, a cost per PE shall be established and referred to herein as the *Recapture Allocation*. For purposes of this Agreement, and based on standard engineering practices, one PE shall be equal to 100 gallons of water per person per day.

Section 5. *Collection of Recapture Costs*. The City shall assess against and collect from the Benefitted Owner of a Benefitted Property, or any portion thereof, his or her successors and assigns, the Recapture Costs as allocated to such Benefitted Property. At such time as a Benefitted Property owner annexes and/or subdivides a Benefitted Property, or any portion thereof, or subdivides the Benefitted Property from a larger parcel of land, or applies to the City for issuance of a permit for connection to the Sewer System, whichever shall first occur, the City shall collect from such Benefitted Owner, or its agent or representative, the applicable Recapture Costs, owed hereunder by such Benefitted Property. No Benefitted Property shall be issued a connection permit to the Sewer System until such Benefitted Property has fully paid the allocated Recapture Cost, owed by such Benefitted Property under this Agreement.

Section 6. *Obligation of the City*. Upon annexation of any Benefitted Property to the City, its officers, employees and agents shall make all reasonable efforts to collect the Recapture Costs as calculated for each Benefitted Property payable to the City. The City and BrightFarms shall share the funds collected calculated upon their proportionate costs each contributed to the design and construction of Sewer System.

Section 7. *City's Collection of other Fees and Charges*. Nothing contained in this Agreement shall limit or in any way affect the rights of the City to collect other fees and charges pursuant to City ordinances, resolutions, motions and policies. The Recapture Items provided for herein for each Benefitted Property is in addition to such other City fees and charges.

Section 8. *Term*. This Agreement shall remain in full force and effect for a period of twenty (20) years from the date hereof, unless sooner terminated. In the event no portion of a Benefitted Property and no connection permit as aforesaid is issued by the City for such Benefitted Property within twenty (20) years following the date of this Agreement, this Agreement, and each and every duty and undertaking set forth herein pertaining to such Benefitted Property, shall become null and void and of no further force and effect as to such Benefitted Property.

Section 9. Lien. This Agreement shall be recorded against the Benefitted Properties upon completion of the Sewer System and acceptance by the City and the attachment of Exhibit E with the actual costs of the Sewer System. The recordation by the City of this Agreement against the Benefitted Properties shall create and constitute a lien against each Benefitted Property, and each subdivided lot hereafter contained therein, in the amount of the Recapture Items, plus interest, applicable hereunder to such Benefitted Property.

Section 10. Miscellaneous Provisions.

A. Agreement: This Agreement may be amended upon the mutual consent of the parties hereto from time to time by written instrument and conformity with all applicable statutory and ordinance requirements and without the consent of any other person or corporation owning all or any portion of the Benefitted Properties.

B. Binding Effect: Except as otherwise herein provided, this Agreement shall inure to the benefit of and be binding upon the successors and assigns of the owner of a Benefitted Property.

C. Enforcement: Each party to this Agreement, and their respective successors and assigns, may either in law or in equity, by suit, action, mandamus, or other proceeding in force and compel performance of this Agreement.

D. Recordation: A true and correct copy of this Agreement shall be recorded with the Stephenson County Recorder's office by the County at its sole cost. This Agreement shall constitute a covenant running with the land and shall be binding upon the Benefitted Properties in accordance with the terms and provisions set forth herein.

E. Notices: Any notice required or desired to be given under this Agreement, unless expressly provided to the contrary herein, shall be in writing and shall be deemed to have been given on the date of personal delivery, on the date of confirmed telefacsimile transmission provided a hard copy of such notice is deposited in the U.S. mail addressed to the recipient within twenty-four hours following the telefacsimile transmission, or on the date when deposited in the U.S. Mail, registered or certified mail, postage prepaid, return receipt requested, and addressed as follows:

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Attn: City Administrator

With a copy to:

Kathleen Field Orr
Kathleen Field Orr & Associates
2024 Hickory Road, Suite 205
Homewood, Illinois 60430

with a copy to:

Illinois Greenhouse, LLC _____

F. Severability: The invalidity or unenforceability of any of the provisions hereof, or any charge imposed as to any portion of the Benefitted Properties, shall not affect the validity or enforceability of the remainder of this Agreement or the charges imposed hereunder.

G. Complete Agreement: This Agreement contains all the terms and conditions agreed upon by the parties hereto and no other prior agreement, regarding the subject matter of this Agreement shall be deemed to exist to bind the parties. This Agreement shall be governed by the laws of the State of Illinois.

H. Captions and Paragraph Headings: Captions and paragraph headings incorporated herein are for convenience only and are not part of this Agreement, and further shall not be used to construe the terms hereof.

I. Recitals and Attachments: The recitals set forth at the beginning of this Agreement and the exhibits attached hereto are hereby incorporated into this Agreement and made a part of the substance hereof.

J. Enforceability: This Agreement shall be enforceable in the Circuit Court of Kendall County by any of the parties hereto by an appropriate action of law or in equity to secure the performance of the covenants herein contained.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the dates set forth below their respective signatures, to be effective as of the Effective Date.

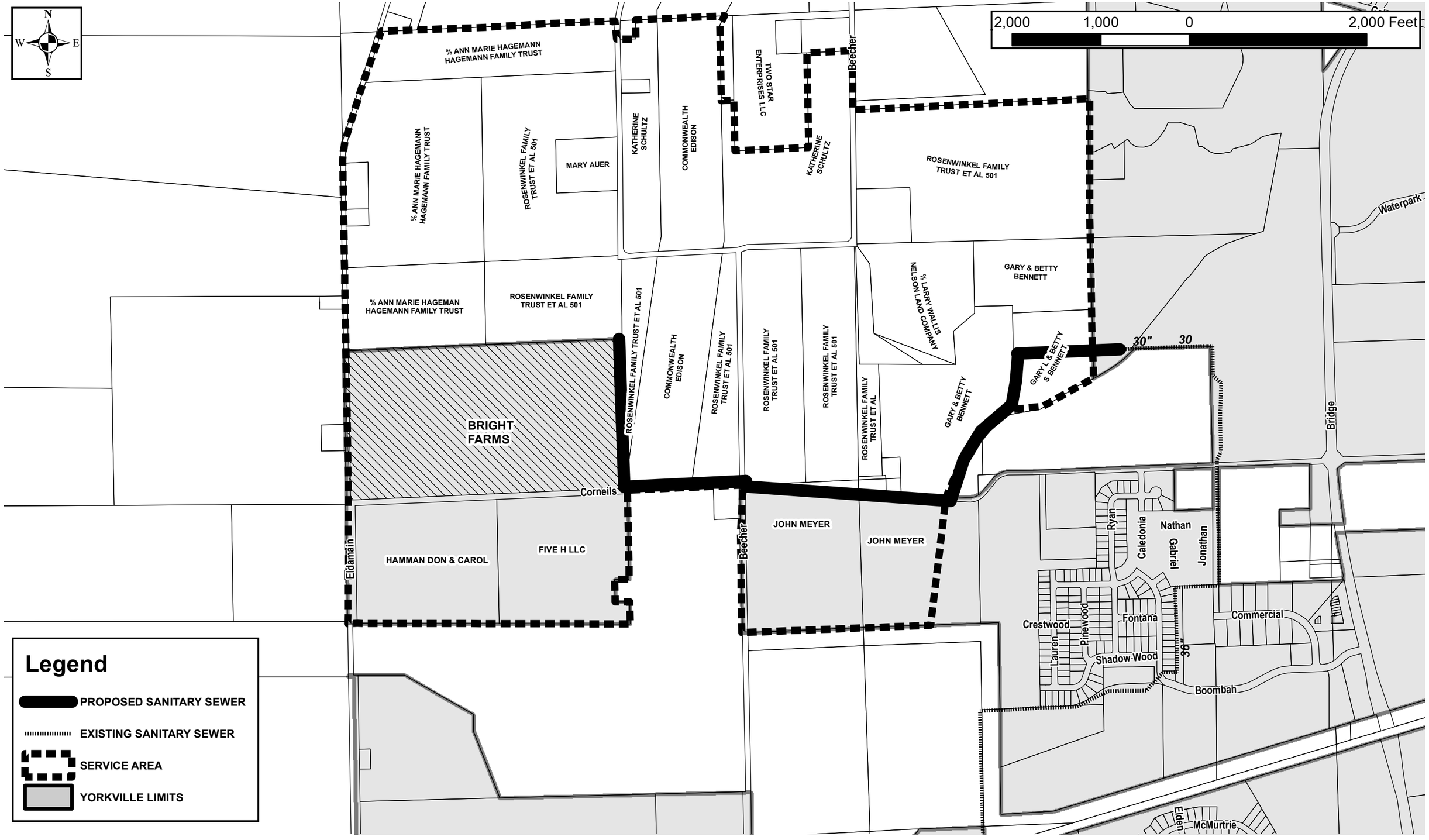
United City of Yorkville *Attest:*

By: _____ By: _____
Mayor City Clerk

Date: _____, 2022

Illinois Greenhouse, LLC *Attest*:

By:_____ By: _____
Its Manager



Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700 / www.eeiweb.con

United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
(630) 553-4350
http://www.yorkville.il.us

NO.	DATE	REVISIONS

DATE: FEBRUARY 2022
PROJECT NO.: YO2116
PATH: H:/GIS/PUBLIC/YORKVILLE/2021/
FILE: YO2116-Yorkville - Exhibit A Overall Ownership.BW

CORNEILS ROAD INTERCEPTOR SEWER

UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

EXHIBIT A
PROJECT SERVICE AREA

Exhibit B

THAT PART OF SECTIONS 7, 8, 17 AND 18, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 18; THENCE SOUTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER, 926.62 FEET; THENCE WESTERLY AT AN ANGLE OF 89 DEGREES 52 MINUTES 45 SECONDS MEASURED COUNTERCLOCKWISE FROM THE LAST DESCRIBED COURSE, 163.69 FEET; THENCE SOUTHERLY, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 252.72 FEET; THENCE EASTERLY, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 164.12 FEET TO THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE SOUTHERLY ALONG SAID EAST LINE, 249.67 FEET TO THE NORTH LINE OF THE COMMONWEALTH EDISON PARCEL HAVING A PIN OF 02-18-100-006; THENCE WESTERLY ALONG SAID NORTH LINE TO THE EAST LINE OF ELDAMAIN ROAD; THENCE NORTHERLY ALONG THE EAST LINE OF ELDAMAIN ROAD TO THE NORTH LINE OF SAID SECTION 7; THENCE EASTERLY ALONG SAID NORTH LINE TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH ALONG SAID WEST LINE, 208.00 FEET: THENCE EAST PERPENDICULAR TO SAID WEST LINE, 208.00 FEET; THENCE NORTH PARALLEL TO SAID WEST LINE, 213.90 FEET TO THE NORTH LINE OF SAID SECTION 7: THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 7 TO A POINT ON SAID NORTH LINE WHICH IS 85.68 FEET WESTERLY OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST QUARTER, SAID POINT BEING ON THE EAST LINE OF THE COMMONWEALTH EDISON PARCEL HAVING A PIN OF 02-07-200-003; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AS PARCEL 3 IN DOCUMENT 201700012660; THENCE THE FOLLOWING (5) COURSES ALONG THE NORTH LINES OF SAID PARCEL; THENCE EASTERLY 137.17 FEET ALONG A LINE PERPENDICULAR TO THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 7 TO THE WEST LINE OF THE EAST HALF OF SAID NORTHEAST QUARTER; THENCE SOUTHERLY, 646.01 FEET ALONG SAID WEST LINE; THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID EAST HALF, 807.14 FEET; THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID EAST HALF, 1051.29 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTH LINE OF SAID EAST HALF, 514.86 FEET TO THE WEST LINE OF SAID SECTION 8; THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION 8 TO A POINT THAT IS 1126.52 SOUTH OF THE NORTHWEST CORNER OF SAID SECTION 8; THENCE EASTERLY 2655.97 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8 THAT IS 1124.58 FEET SOUTH OF THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER AND THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8 TO THE CENTERLINE OF ROB ROY CREEK; THENCE SOUTHWESTERLY ALONG SAID CENTERLINE TO A LINE BEING PERPENDICULAR TO THE WEST LINE OF SAID SECTION 17, AND LYING 11.66 CHAINS NORTH OF THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 17, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 17; THENCE WESTERLY ALONG SAID PERPENDICULAR LINE TO THE EAST LINE OF SAID SECTION 18; THENCE WESTERLY TO A POINT IN THE CENTERLINE OF BEECHER ROAD, SAID POINT BEING 31.66 CHAINS NORTH OF THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 18; THENCE NORTH ALONG SAID CENTER LINE TO THE NORTH LINE OF SAID SECTION 18; THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 18 TO THE POINT OF BEGINNING ALL IN KENDALL COUNTY, ILLINOIS.

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02-07-200-010
02-07-200-003
02-07-200-008
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02-07-100-006
02-08-100-005
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02-07-300-005
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02-07-400-002
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02-08-300-015
02-08-300-014
02-08-300-016
02-08-300-012
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02-07-300-004
02-07-400-001
02-07-400-002
02-07-400-003
02-07-400-004
02-08-300-004
02-08-300-008
Bridge
02-08-300-010
Corneils
02-08-300-002
02-18-200-003
02-17-100-001
Eldamain
Beecher
Ryan
Caledonia
Nathan
Gabriel
Jonathan
02-18-100-004
02-18-100-003
02-18-200-004
02-17-100-004
Crestwood
Lauren
Pinewood
Fontana
Commercial
36"
Shadow Wood
Boombah
Elden
McMurtrie

Legend

- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- SERVICE AREA
- YORKVILLE LIMITS

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700 / www.eeiweb.con

United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
(630) 553-4350
http://www.yorkville.il.us

NO.	DATE	REVISIONS

DATE: FEBRUARY 2022
PROJECT NO.: YO2116
PATH: H:/GIS/PUBLIC/YORKVILLE/2021/
FILE: YO2116-Yorkville - Exhibit D Overall PINS BW

CORNEILS ROAD INTERCEPTOR SEWER
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

EXHIBIT D
PARCEL NUMBERS

Engineering Enterprises, Inc.
52 Wheeler Road, Sugar Grove, IL 60554

JOB NO:	YO2116-DR
DESIGNED:	NLS
DATE:	January 19, 2022
PROJECT TITLE:	**Bright Farms**

Preliminary Cost Estimate - Sanitary

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	SEWER CONSTRUCTION - PIPE SEWERS, 12" PVC	LF	700	$ 150.00	$ 105,000.00
2	SEWER CONSTRUCTION - PIPE SEWERS, 16" PVC	LF	6,450	$ 175.00	$ 1,128,750.00
3	SEWER CONSTRUCTION - PIPE SEWERS, 30" PVC	LF	1,300	$ 275.00	$ 357,500.00
4	BORE AND JACK 42" STEEL CASING PIPE	LF	50	$ 1,000.00	$ 50,000.00
5	CONNECT TO EXISTING SANITARY SEWER	EACH	1	$ 5,000.00	$ 5,000.00
6	TYPE A SANITARY MANHOLE 4' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	2	$ 6,000.00	$ 12,000.00
7	TYPE A SANITARY MANHOLE 5' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	17	$ 7,500.00	$ 127,500.00
8	TYPE A SANITARY MANHOLE 6' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	3	$ 9,000.00	$ 27,000.00
9	FOUNDATION MATERIAL	CY	160	$ 50.00	$ 8,000.00
10	SELECT GRANULAR BACKFILL	CY	90	$ 50.00	$ 4,500.00
11	SANITARY SEWER AIR TEST	LS	1	$ 25,000.00	$ 25,000.00
12	SANITARY SEWER DEFLECTION TEST	LS	1	$ 12,750.00	$ 12,750.00
13	MANHOLE VACUUM TESTING	LS	1	$ 9,000.00	$ 9,000.00
14	TELEVISING SANITARY SEWER	LS	1	$ 12,750.00	$ 12,750.00
15	TOPSOIL, STRIP, STOCKPILE AND REPLACEMENT	LS	1	$ 126,750.00	$ 126,750.00
16	SOIL EROSION AND SEDIMENTATION CONTROL	LS	1	$ 10,000.00	$ 10,000.00
17	MISC. REMOVALS	LS	1	$ 10,000.00	$ 10,000.00
18	TRAFFIC CONTROL AND PROTECTION	LS	1	$ 30,000.00	$ 30,000.00
				SUBTOTAL	$ 2,061,500.00
				CONTINGENCY (20%)	$ 412,300.00
				TOTAL	$ 2,473,800.00
				DESIGN ENGINEERING (8%)	$ 198,000.00
				CONSTRUCTION ENGINEERING (8%)	$ 198,000.00
				TOTAL PRELIMINARY COST ESTIMATE	**$ 2,869,800.00**

NOTES:

- SANITARY MANHOLE EVERY 400'

09/12

- MINIMUM 3' COVER

- 6' WIDE UTILITY TRENCH BACKFILL

- BORE AND JACK UNDER ROB ROY CREEK

- SANITARY SEWER INSTALLED THROUGH EXISTING FARMFIELDS - EASEMENT TO BE OBTAINED

- SELECT GRANULAR BACKFILL UNDER AND WITHIN 2' OF STRUCTURE

- FOUNDATION MATERIAL IS ASSUMED QUANTITY

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Jori Behland, City Clerk
Krysti Barksdale Noble, Community Development Director

Date: April 6, 2022
Subject: Bright Farms – Traffic Study Review

We have reviewed the Traffic Impact Study dated March 30, 2022 prepared by San Schwartz Consulting, LLC and find it to be in conformance with City standards.

The study reviewed the following projected traffic volumes from the development:

Land Use	Vehicle Type	Independent Variable	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Greenhouse[1] 1,803,100 SF	Cars	261 employees	1,080	75	20	95	75	45	120
	Trucks	4 modules	100	5	-	5	-	5	5
	Total		***1,180***	***80***	***20***	***100***	***75***	***50***	***125***

[1]Trips generated are based on counts from a similar existing facility in Rochelle, IL.

As shown, the proposed development is expected to generate 100 total trips during the morning peak hour of adjacent street traffic and 125 trips in the evening peak hour. Approximately five trucks are projected in or out of the site during these typical peak hours.

Based on the projected peak hour traffic and total volume of traffic, the following improvements are recommended:

- A northbound right-turn lane providing a 215-foot storage bay and a 220-foot taper should be constructed on Eldamain Road at its intersection with Corneils Road.

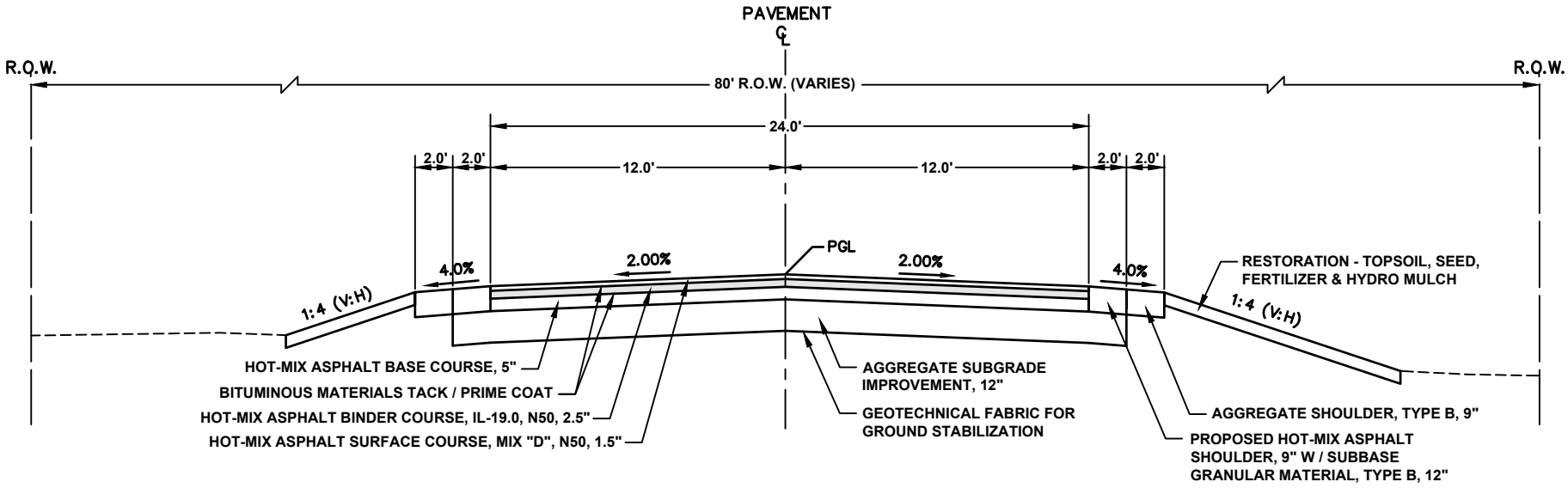
  Note that this will require a permit from Kendall County.

- The site access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

In addition, no additional turn lanes are necessary beyond what is existing on the Corneils leg at its intersection of Eldamain Road. Corneils Road should be reconstructed across the frontage of the property as required by City Code. A cross section of the proposed improvements required is attached.

If you have any questions or require additional information, please let us know.

PROPOSED CORNEILS ROAD PAVEMENT SECTION



PROJECT NO. YO2116

UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

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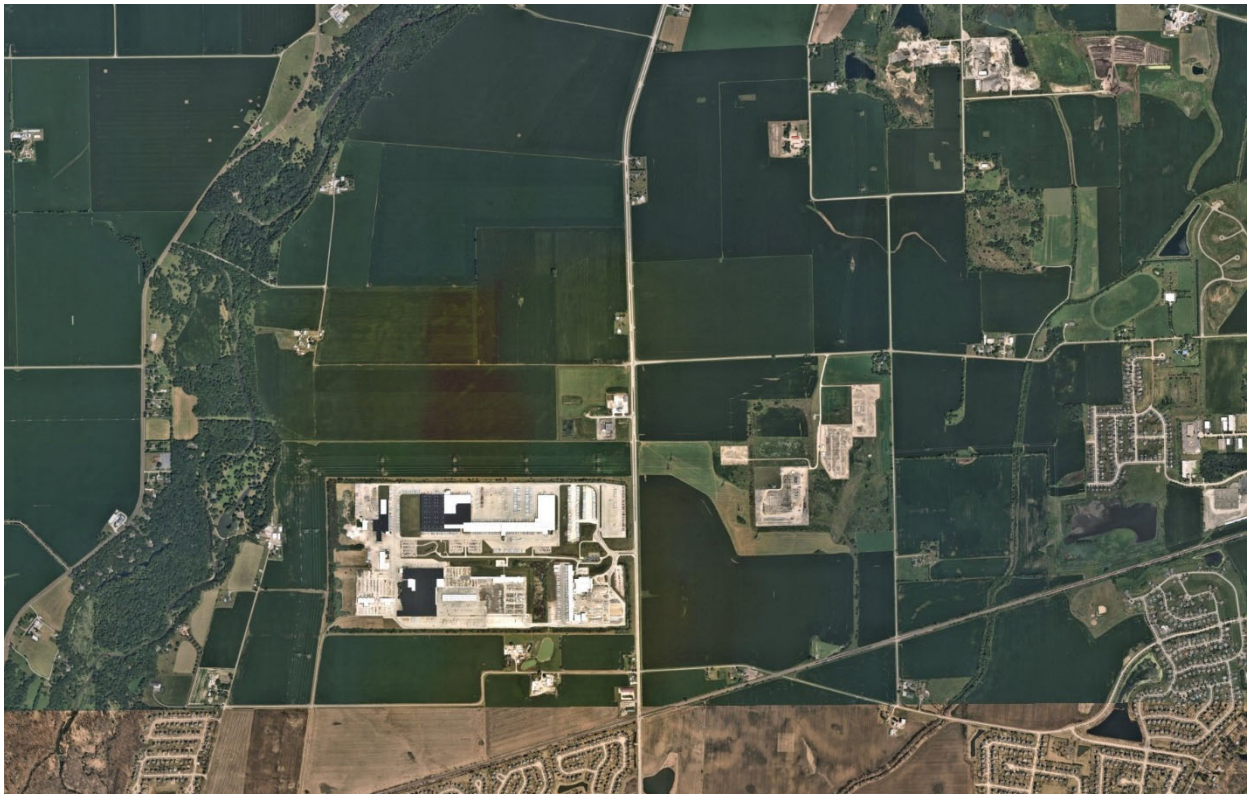
CROSS SECTION

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 – www.eeiweb.com

SCALE:	DRAWN BY:
NTS	CLN
DATE: 01/20/22	REVISED:

Plotted: January 25, 2022 @ 8:46 AM By: Kris Pung – Tab: Exbt 4 – Area 4 – 8.5x11
Path: H:\SDSKPROJ\YO_YORKVILLE\2021\YO2116\DWG EXHIBIT\YO2116-TYPSECTIONS



TRAFFIC IMPACT STUDY

Proposed Industrial Greenhouse Building – Yorkville, Illinois

March 30, 2022

Jacob & Hefner Associates, Inc.
1333 Butterfield Road, Suite 300
Downers Grove, Illinois 60515

Sam Schwartz

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APPENDIX 26

01. Introduction

Sam Schwartz Consulting, LLC (Sam Schwartz) was retained by Jacob & Hefner Associates to conduct a traffic impact study for an industrial greenhouse development proposed on the northeast corner of Eldamain Road at Corneils Road in Yorkville, Illinois. The site is currently used for agricultural purposes. An aerial view of the study area can be seen on ***Figure 1***.

As proposed, a four-module greenhouse building would be constructed totaling approximately 1.80 million square feet. The greenhouse would be occupied by an end-user that grows produce for distribution to retail locations. Access to the greenhouse would be provided via a single access driveway along Corneils Road. A site plan is included in the Appendix.

The following report documents Sam Schwartz's methodology regarding data collection, traffic forecasting, and analyses for this study.

N

Not to Scale

Sam Schwartz

Figure 1
Site Location Map

02. Existing Conditions

Sam Schwartz conducted field visits to collect relevant information pertaining to the site, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection capacity was evaluated to establish baseline operational conditions for the study area. This section of the report provides a description of these existing conditions.

2.1. Area Land Uses & Connectivity

Located on the northeast quadrant of the intersection of Eldamain Road and Corneils Road, the subject parcel is currently used for agriculture. US Route 34 (US 34) is located approximately two miles south of the site and provides regional connectivity. Also providing regional connectivity, Illinois Route 47 (IL 47) is located approximately two miles east of the site. Interstate 88 (I-88) is located approximately 10 miles north of the site and can be accessed via interchanges with IL 47 (full access) and Illinois Route 56 (access to/from the east only).

Land uses in the area are generally agricultural and industrial in nature. There is a concrete and material supplier (Grundy Redi-Mix) located south of the subject site on the west side of Eldamain Road and a Menard's distribution center further south along Eldamain Road. Additionally, there is an electrical substation located on Corneils Road directly east of the site and a residential area approximately one and one-quarter miles south of the site.

2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways of Eldamain Road, Ashe Road, Corneils Road, US 34, Galena Road, and the private driveway to the Grundy Redi-Mix facility (hereafter referred to as "Existing Grundy Access") located on the southwest quadrant of Eldamain Road/Corneils Road. Descriptions of these roadways are provided below.

Eldamain Road is a north-south minor arterial roadway that provides one lane in each direction and a barrier median through the study area. At its signalized intersection with US 34, the northbound and southbound approaches each provide an exclusive left-turn lane, one through lane, and a dedicated right-turn lane. At its signalized intersection with Galena Road, the northbound approach provides a dedicated left-turn lane, a through lane, and an exclusive right-turn lane. The southbound approach at this intersection is Ashe Road, which is described further in the following paragraph. At its intersection with Corneils Road, the northbound and southbound approaches of Eldamain Road each provide a dedicated left-turn lane and a shared through/right-turn lane. Lastly, at its intersection with Existing Grundy Access, the northbound approach provides a dedicated left-turn lane and a through lane, while the southbound approach provides a through lane and an exclusive right-turn lane. A 45 MPH speed limit is posted on Eldamain Road in the study area. Eldamain Road is under the jurisdiction of the Kendall County Highway Department and its Annual Average Daily Traffic (AADT) is 7,900 vehicles, based on an Illinois Department of Transportation (IDOT) count from 2019.

Ashe Road is a north-south minor arterial roadway that provides one lane in each direction. Ashe Road serves as a continuation of Eldamain Road north of its terminus at Galena Road. At its signalized intersection with Galena Road, the southbound approach of Ashe Road provides an exclusive left-turn

lane, one through lane, and a dedicated right-turn lane. Ashe Road is under the jurisdiction of Bristol Township, and there is no speed limit posted. For the purposes of this study, it is assumed to operate with a speed limit of 45 MPH, which is the posted speed limit on Eldamain Road. AADT is 6,300 vehicles, based on an IDOT count from 2019.

Corneils Road is an east-west local roadway that intersects with Eldamain Road at the subject site and provides one lane in each direction near the study area. At its intersection with Eldamain Road, the westbound approach operates under minor-leg stop control and provides an exclusive left-turn lane and a shared through/right-turn lane. The eastbound approach at this intersection is used as an unpaved access to a farm on the west side of Eldamain Road; based on its functional operations and negligible traffic volumes, this driveway was assumed to provide one shared left-turn/through/right-turn lane and a single receiving lane. At this location, Corneils Road is under the jurisdiction of the United City of Yorkville and does not have a posted speed limit. For the purposes of this study, it is assumed to operate with a speed limit of 55 MPH, based on Section 11-601(d) of the Illinois Vehicle Code. There is signage posted along Corneils Road prohibiting trucks heavier than eight tons. The AADT on Corneils Road is 1,300 vehicles, based on an IDOT count from 2019.

US Route 34 is an east-west principal arterial roadway that provides two lanes in each direction and intersects Eldamain Road approximately two miles south of the subject site. At its signalized intersection with Eldamain Road, the eastbound and westbound approaches of US 34 each provide a dedicated left-turn lane, two through lanes, and an exclusive right-turn lane. US 34 has a posted speed limit of 45 MPH and is under the jurisdiction of the Illinois Department of Transportation (IDOT). The AADT on US 34 in this area is 15,000 vehicles, based on an IDOT count from 2019.

Galena Road is an east-west minor arterial roadway that provides one lane in each direction and intersects Eldamain Road approximately one and a half miles north of the subject site. At its signalized intersection with Eldamain Road, the eastbound and westbound approaches each provide an exclusive left-turn lane, one through lane, and a dedicated right-turn lane. Galena Road is under the jurisdiction of the Kendall County Highway Department and does not have a posted speed limit. For the purposes of this study, it is assumed to operate with a speed limit of 55 MPH. Galena Road has an AADT of 6,800 vehicles, based on an IDOT count from 2019.

Existing Grundy Access is a private driveway serving the Grundy Redi-Mix facility on the southwest quadrant of Eldamain Road and Corneils Road. This driveway provides a shared left-turn/right-turn lane and operates under minor-leg stop control at its intersection with Eldamain Road.

2.3. Existing Traffic Volumes

The current state of area traffic conditions has been affected by the COVID-19 pandemic, resulting in changes to daily travel behaviors. Traffic volumes throughout the region have therefore been impacted and require a comparison against historical data to provide a more reliable basis for traffic analyses. This section describes how baseline traffic volumes were derived.

Sam Schwartz conducted intersection turning movement counts (TMCs) in July 2021 at the following locations:

- Eldamain Road/Ashe Road and Galena Road
- Eldamain Road and Corneils Road

- Eldamain Road and Existing Grundy Access
- Eldamain Road and US 34

Counts were performed during the weekday morning and weekday evening periods (6:00-9:00AM and 3:00-6:00PM) to coincide with the peak activity on the area roadway network. Counts for the three southern intersections were obtained on a Wednesday and counts at Eldamain Road and Galena Road were obtained on the following Tuesday. The counts showed only minor volume differences along Eldamain Road. Based on the resulting count data, peak hours occurred from 7:30-8:30AM and from 3:15-4:15PM during the weekday morning and weekday evening peak periods, respectively. The 2021 counts show that northbound and eastbound traffic volumes are generally higher in the morning peak hour, whereas southbound and westbound traffic volumes are higher in the evening peak hour, suggesting a commuter travel pattern for residential areas to the south and west. Overall traffic in the area is heavier in the evening peak hour than the morning peak hour, particularly along US 34.

To supplement the peak period counts and account for the current pandemic, Sam Schwartz obtained historical Average Daily Traffic (ADT) data on Ashe Road and US 34 from the IDOT website for the most recent reporting years (2018 for Ashe Road and 2019 for US 34). Sam Schwartz sorted the historical data by hour and selected the peak bidirectional traffic volumes during both the weekday morning and evening peak periods. These volumes were compared to the peak hour volumes collected as a part of this study's data collection effort during the morning and evening peak periods. The volumes are summarized in Table 1.

Table 1. Bidirectional Traffic Volume Comparison

Roadway	Peak Hour	Field-Collected Bidirectional Traffic Volume [A][1]	Historical Bidirectional Traffic Volume [B][2]	Variance $\frac{[A]-[B]}{[A]} \times 100$	Growth Factor
Ashe Road	AM	435	475	-9.2%	1.09
	PM	568	537	5.5%	0.95
US 34	AM	1,031	883	14.4%	0.86
	PM	1,739	1,682	3.3%	0.97

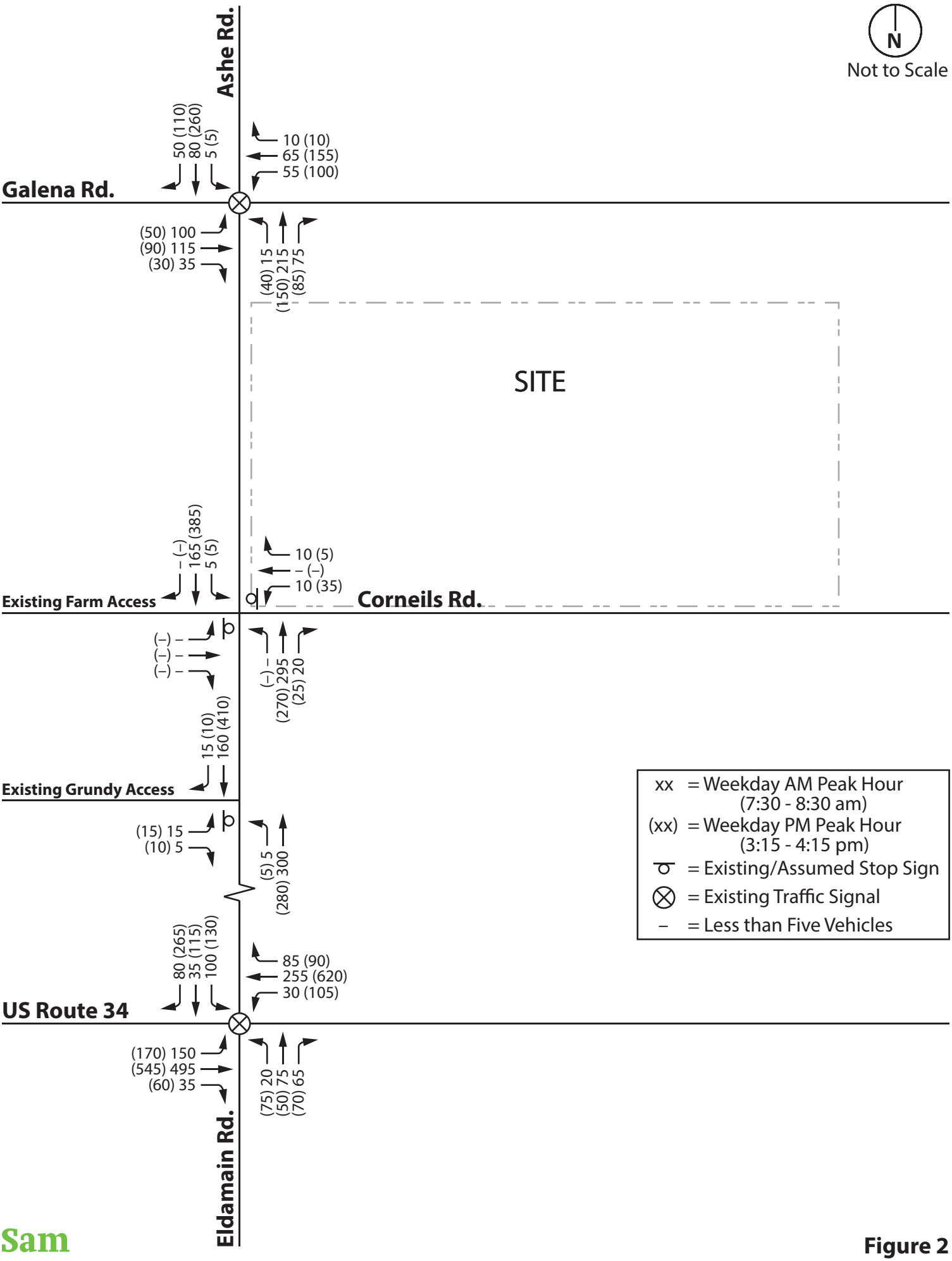
[1] Represents Bidirectional Volume data collected by Sam Schwartz, Year 2021.
[2] Represents IDOT Bidirectional Volume collected in 2018 and 2019.

As shown above, 2021 hourly weekday volumes on the analyzed roadways were generally found to be up to 14 percent higher than historical counts. The one exception is along Ashe Road during the morning peak hour.

Given the results of the comparison in Table 1, the traffic volumes on most study roadways were not adjusted to account for pandemic-related reductions in travel. However, a 1.09 growth factor was applied to all movements to and from the north leg of Ashe Road at Galena Road in the morning peak hour. This same growth factor was also applied to all through movements along Eldamain Road, since historical hourly bidirectional counts were not available on this roadway.

The volume network was balanced where applicable throughout the study area. Based on these assumptions, a baseline Year 2021 volume network was established. The resulting traffic volumes at

each intersection during the weekday morning and weekday evening peak hours are illustrated in ***Figure 2***. Summaries of the raw TMC counts and the historical IDOT ADT data are contained in the Appendix.



Sam Schwartz

Figure 2
Existing Traffic Volumes

2.4. Existing Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A being the best level of operation for an intersection and LOS F being the worst. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions.

LOS at a signalized intersection is defined in terms of average control delay (measured in seconds per vehicle), which is the portion of total delay experienced by a motorist that is attributable to the traffic signal. LOS A describes operations with minimal delays (up to 10 seconds per vehicle on average), while LOS F describes operations with delays in excess of 80 seconds per vehicle. At intersections with long cycle lengths, the quantity of red time that is allocated to an approach or movement may near or exceed that 80-second threshold, increasing the likelihood of poor LOS. The LOS criteria for signalized intersections, as defined in the Highway Capacity Manual, Sixth Edition (HCM), are provided in ***Table 2***.

Table 2. LOS Criteria for Signalized Intersections

Level of Service (LOS)	Average Delay	Volume-to-Capacity (v/c) Ratio
A	≤ 10.0 seconds	< 1.0
B	> 10.0 and ≤ 20.0 seconds	< 1.0
C	> 20.0 and ≤ 35.0 seconds	< 1.0
D	> 35.0 and ≤ 55.0 seconds	< 1.0
E	> 55.0 and ≤ 80.0 seconds	< 1.0
F	> 80.0 seconds	≥ 1.0

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

For unsignalized intersections, total delay (measured in seconds per vehicle) is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The LOS criteria for unsignalized intersections, as defined in the HCM, are summarized in ***Table 3***.

Table 3. LOS Criteria for Unsignalized Intersections

Level of Service (LOS)	Average Delay	Volume-to-Capacity (v/c) Ratio
A	≤ 10.0 seconds	< 1.0
B	> 10.0 and ≤ 15.0 seconds	< 1.0
C	> 15.0 and ≤ 25.0 seconds	< 1.0
D	> 25.0 and ≤ 35.0 seconds	< 1.0
E	> 35.0 and ≤ 50.0 seconds	< 1.0
F	> 50.0 seconds	≥ 1.0

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 10 capacity analysis software. For the signalized intersection, Synchro's *Lanes, Volumes, and Timings* reports were utilized. The HCM 6th Edition report was referenced for unsignalized study intersections. The results for each study intersection under existing conditions are summarized in ***Table 4***.

Table 4. Existing (Year 2021) Levels of Service

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Eldamain Road / Galena Road[1]				
Eastbound	13.7	B	15.6	B
Westbound	14.5	B	18.7	B
Northbound	20.8	C	16.9	B
Southbound	16.9	B	25.3	C
Intersection	*17.0*	*B*	*20.0*	*C*
Eldamain Road / Corneils Road[2]				
Eastbound	11.5	B	14.9	B
Westbound	11.3	B	17.7	C
Northbound Left Turn	7.5	A	8.2	A
Southbound Left Turn	7.9	A	8.2	A
Eldamain Road / Existing Grundy Access[2]				
Eastbound	13.4	B	17.8	C
Northbound Left Turn	8.5	A	9.7	A
Eldamain Road / US 34[1]				
Eastbound	25.0	C	25.9	C
Westbound	24.4	C	29.6	C
Northbound	17.2	B	21.6	C
Southbound	13.1	B	16.6	B
Intersection	*22.2*	*C*	*24.8*	*C*

[1]Signalized Intersection
[2]Two-Way Stop-Controlled Intersection

As shown above, existing traffic operations are shown to be acceptable at LOS D or better for all approaches.

03. Future Conditions

In order to evaluate future intersection operations, traffic volumes were forecasted for a "build-plus-five" design year. With the expectation that the proposed redevelopment would be completed by Year 2027, a Year 2032 design year was utilized. Future traffic forecasting was based on two main factors: background traffic growth and trips generated by the proposed development. Based on the resulting projections, capacity analyses were prepared to evaluate future operational conditions with and without completion of the greenhouse facility. The findings and resulting recommendations are discussed in this section of the report.

3.1. Eldamain Road Extension Plans

Eldamain Road was recently reconstructed from Galena Road to south of Corneils Road. Construction on a new Eldamain Road bridge to extend this roadway across the Fox River started in 2021 and is estimated to be complete in 2023. Both projects are part of a multi-phase regional Kendall County plan to extend Eldamain Road south to ultimately connect to Walker Road via Lisbon Road and provide a strategic north-south travel corridor through the County.

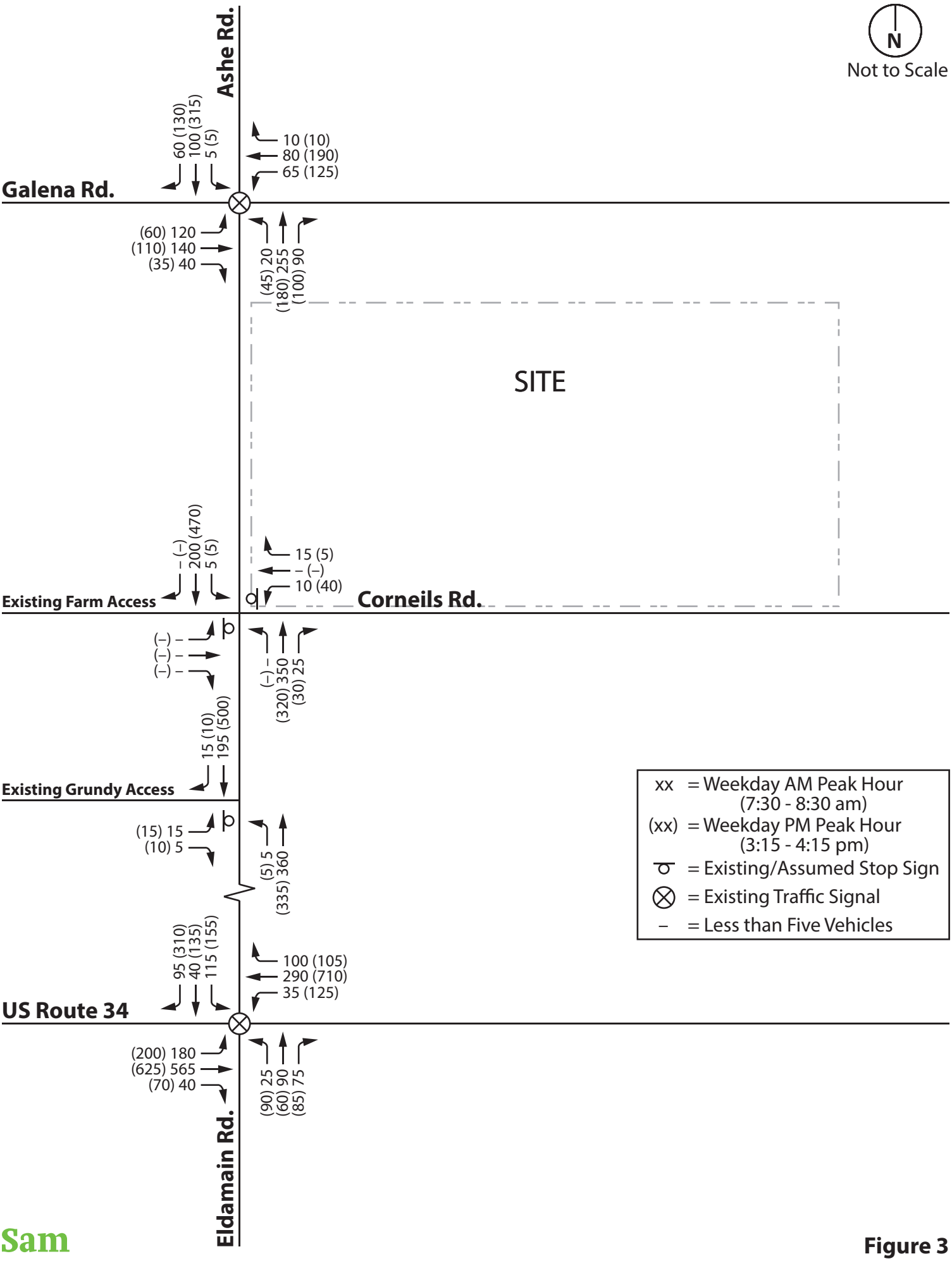
3.2. No-Build Traffic Volumes

In order to estimate future background traffic for the Year 2032 design horizon, Year 2050 Average Daily Traffic (ADT) projections were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for the roadways within the study area. The CMAP traffic model projects Eldamain Road will carry approximately 12,700 vehicles per day past the site by 2050 when considering completion of the corridor extension project. Based on the projections provided, compounded annual growth rates were derived for each roadway, as summarized below:

- Eldamain Road: 1.54%
- Galena Road: 1.87%
- Corneils Road: 1.56%
- US Route 34: 1.24%

The growth rate calculated for Eldamain Road was applied to all existing volumes on Eldamain Road, as well as all turning movements onto this roadway, over a period of 11 years. The growth rates calculated for Galena Road and US 34 were applied to their respective through movements. The resulting volumes were balanced across the study area and added to existing volumes to yield Year 2032 No-Build traffic projections, illustrated on ***Figure 3***.

Previously the City of Plano indicated that there are plans to extend Miller Road to connect between Rock Creek Road and Eldamain Road at its existing intersection with Corneils Road. However, given there is no timeline or funding yet associated with this project, this planned improvement was not included in the future analysis. As such, no improvements other than those recommended as a part of this study are included in future Year 2032 conditions.



Sam Schwartz

Figure 3

Future No Build (Year 2032) Traffic Volumes

3.3. Site Development Plan

As proposed, the site would contain a four-module industrial greenhouse building totaling approximately 1.80 million square feet with approximately 292 parking spaces. Access to the site is proposed via a single 25-foot-wide access drive to Corneils Road approximately 760 feet east of its intersection with Eldamain Road. Corneils Road will be reconstructed between Eldamain Road and the Site Access drive to consist of one 12-foot lane in each direction and a 4-foot shoulder on each side.

A conceptual site plan illustrating the access location and the internal traffic circulation can be found in the Appendix.

3.4. Trip Generation

Site-generated trip projections would typically be calculated using the Institute of Transportation Engineers (ITE) manual Trip Generation, 11th Edition. However, there is no similar land use code available for the proposed use in the ITE manual. Trip generation surveys were, therefore, performed at a comparable greenhouse facility currently occupied by the same prospective tenant in Rochelle, Illinois, and used to derive traffic projections for the proposed Yorkville facility. Data collection consisted of 72-hour bi-directional lane volume counts Tuesday through Thursday at the existing facility's access drives. Trip generation rates were derived from the survey data at this model site. Passenger vehicle trip rates were calculated using the employee count at the model site (40 employees). Based on information from the client, truck trip rates were derived per module using an assumption of 50 trucks daily (100 trips) for the proposed four-module site, which is similar to the rate of truck trips counted at the Rochelle site. Projected peak hour truck trip rates were then calculated according to the percentage of total daily truck traffic seen in each of these hours at the model site. A summary of the resulting trip rates is provided in ***Table A*** in the Appendix.

The proposed site in Yorkville is expected to have two different shifts for hourly workers, each with 120 employees, as well as 21 additional non-hourly employees. Since the model site in Rochelle has only one shift of 40 employees, peak hour passenger vehicle trips were calculated differently for the two peak hours. Weekday morning peak hour trips were calculated by applying the derived weekday morning passenger vehicle trip rate to an employee count of 141—assumed to be the first shift employee count of 120 and the 21 non-hourly workers. Weekday evening peak hour trips were calculated to account for the overlapping departure of the first shift and non-hourly workers and the arrival of the second shift. Trips generated using the weekday morning passenger vehicle trip rate for 120 employees (assumed to account for the employees arriving for the second shift) were therefore added to the trips generated using the weekday evening passenger vehicle trip rate for 141 employees (assumed to account for both the non-hourly employees and the hourly employees leaving after the first shift). ***Table B*** in the Appendix provides a summary of these calculations. The resulting projected site-generated traffic volumes are shown in ***Table 5***. Vehicle trips were rounded to the nearest five vehicles.

Table 5. Site-Generated Trips

Land Use	Vehicle Type	Independent Variable	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Greenhouse[1] 1,803,100 SF	Cars	261 employees	1,080	75	20	95	75	45	120
	Trucks	4 modules	100	5	-	5	-	5	5
	Total		***1,180***	***80***	***20***	***100***	***75***	***50***	***125***

[1]Trips generated are based on counts from a similar existing facility in Rochelle, IL.

As shown, the proposed development is expected to generate 100 total trips during the morning peak hour of adjacent street traffic and 125 trips in the evening peak hour. Approximately five trucks are projected in or out of the site during these typical peak hours.

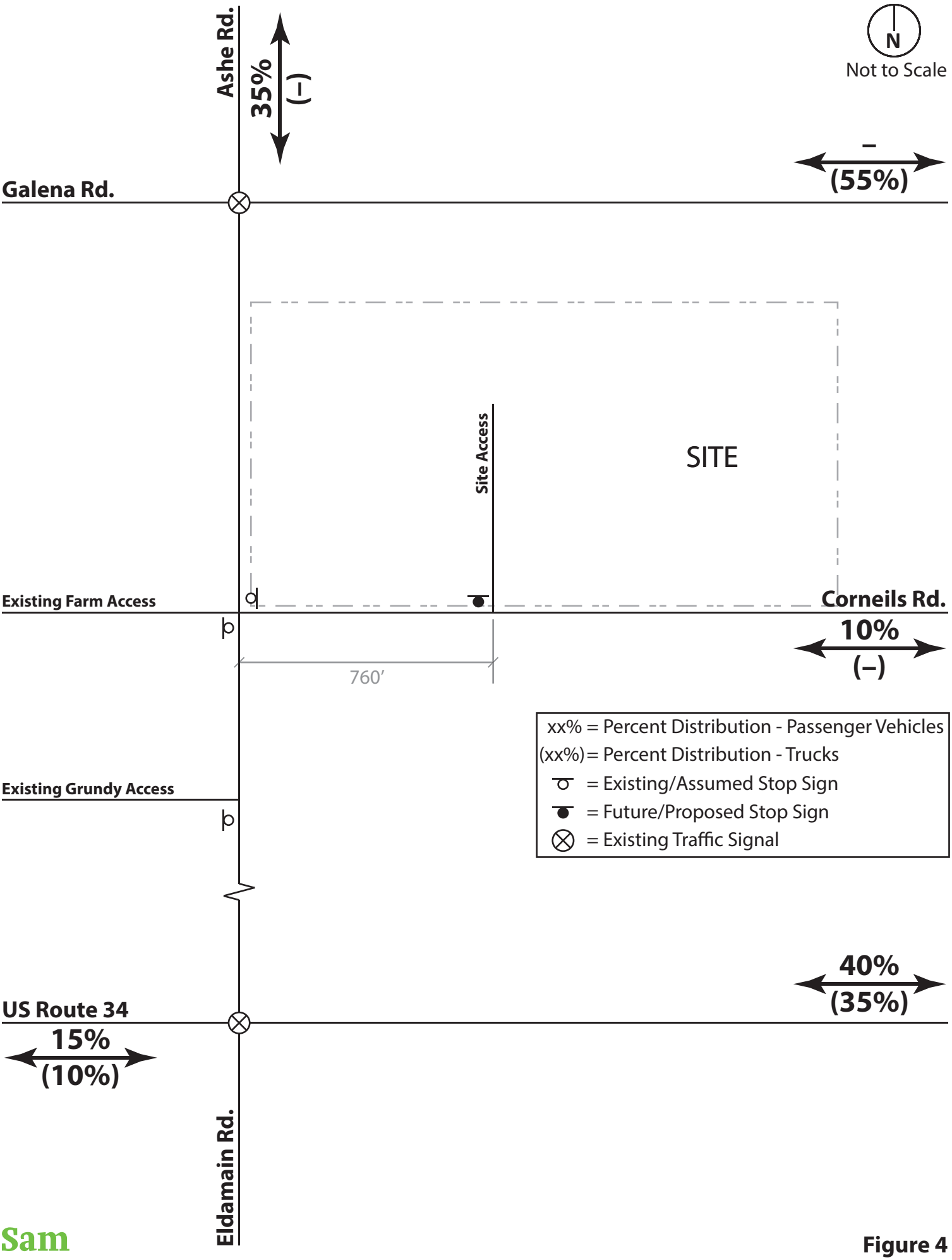
3.5. Directional Distribution

The directional distribution of site-generated traffic is a function of several variables, including existing travel patterns, characteristics of the area street network and traffic control, and peak hour congestion within the study area. The resulting percentages are a best estimate using engineering judgment, familiarity with the area, and logical travel paths to likely origins and destinations for site users. Due to the pavement section and condition of Corneils Road, limited site traffic is expected to route via Corneils Road. This results in a more conservative evaluation of traffic operation along Eldamain Road. The anticipated directional distribution for passenger vehicle and truck trips to and from the site is shown in ***Figure 4***. It should be noted that there are truck restrictions on Ashe Road north of Galena Road which will prevent trucks from continuing to the north along this route.

3.6. Trip Assignment & Build Traffic Volumes

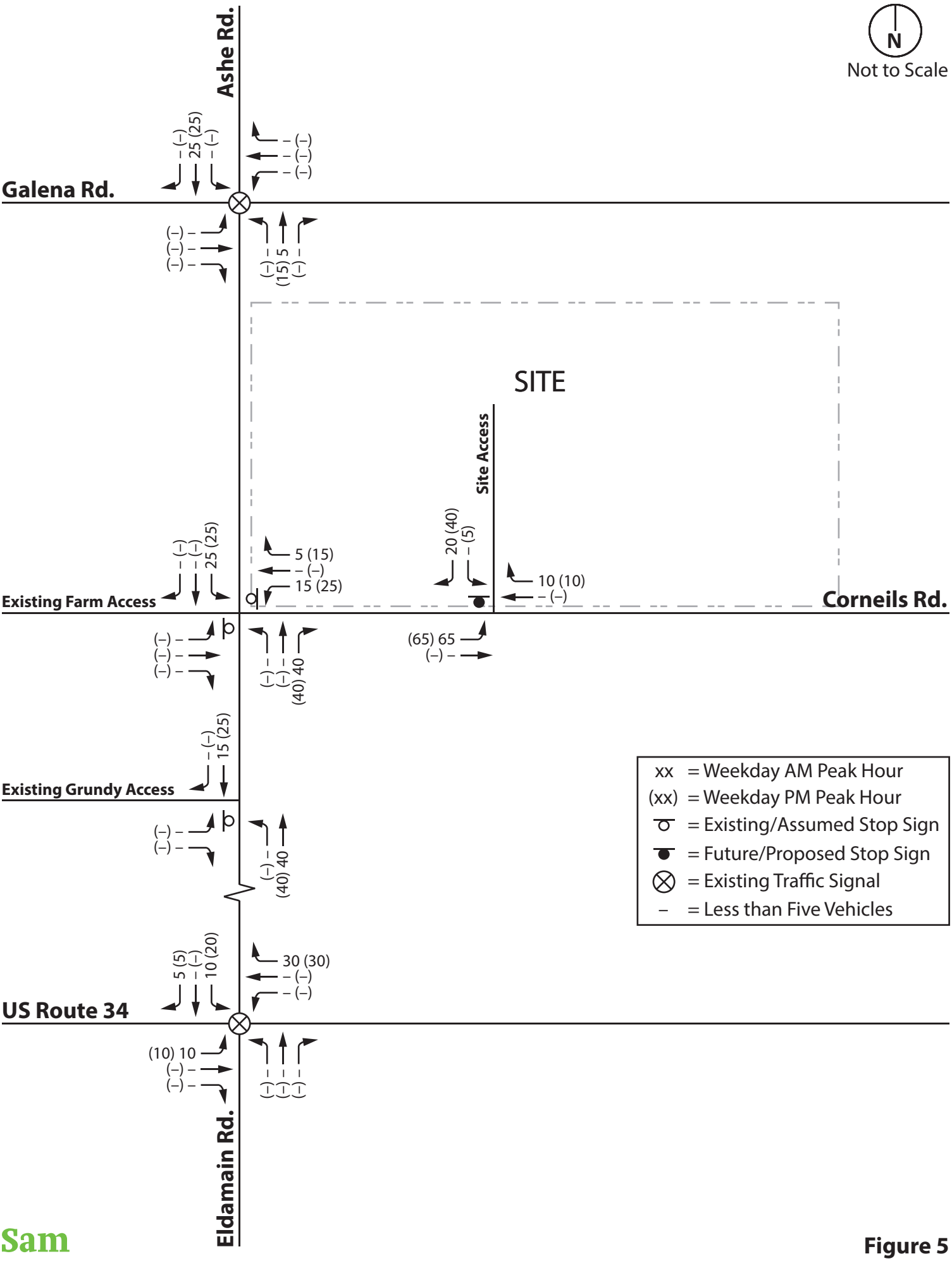
Trips generated by the proposed development were assigned to the street network based on the total trip generation estimates and the estimated trip distribution. The resulting trip assignments for passenger vehicles and trucks are shown in ***Figures 5 and 6***, respectively.

Site-generated trip projections were then added to the No-Build (Year 2032) conditions to obtain Build Year 2032 future traffic projections, illustrated in ***Figure 7***.



Sam Schwartz

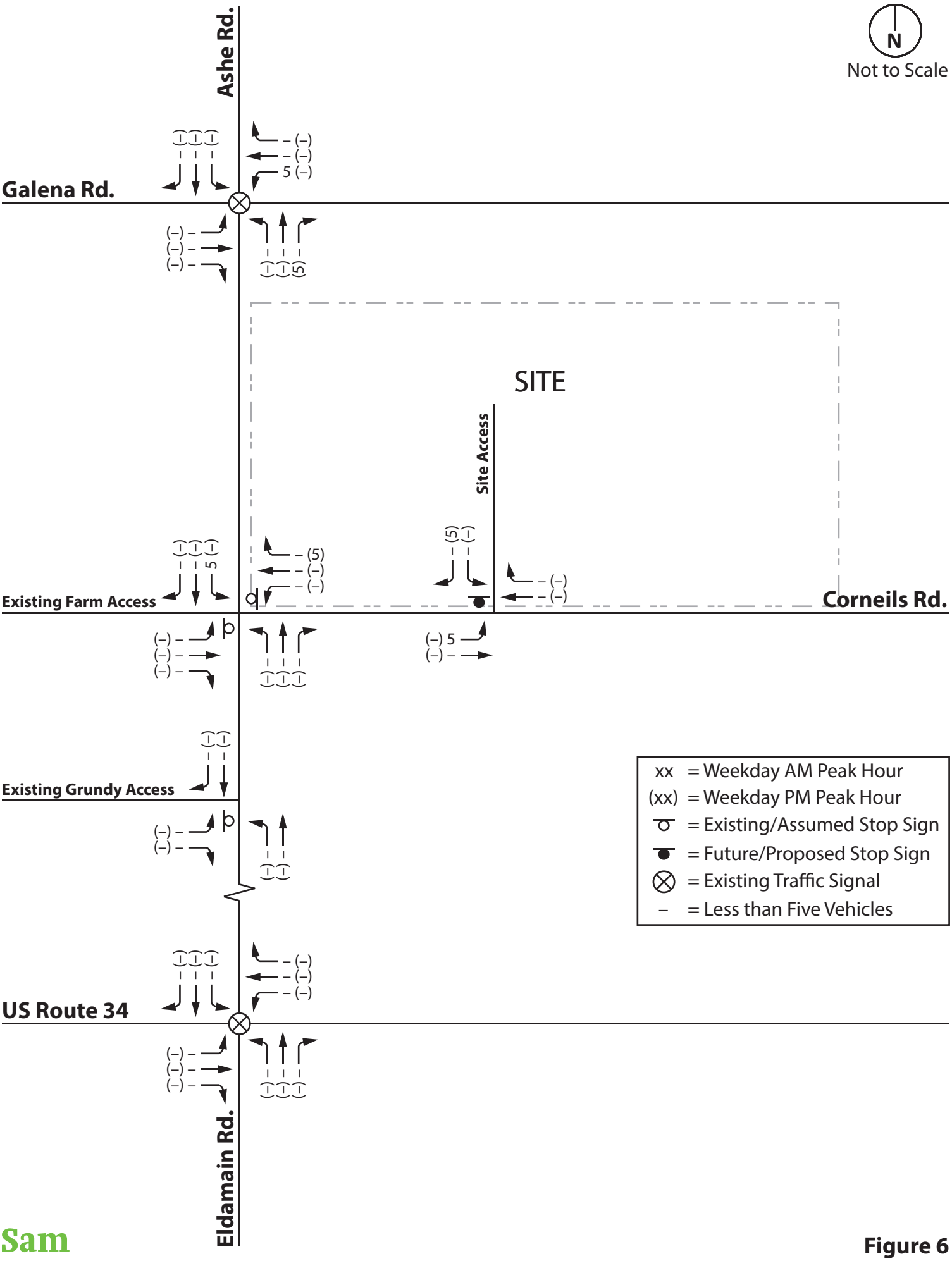
Figure 4
Directional Distribution



Sam Schwartz

Figure 5

Site Trips - Passenger Vehicles



Sam Schwartz

Figure 6
Site Trips - Trucks

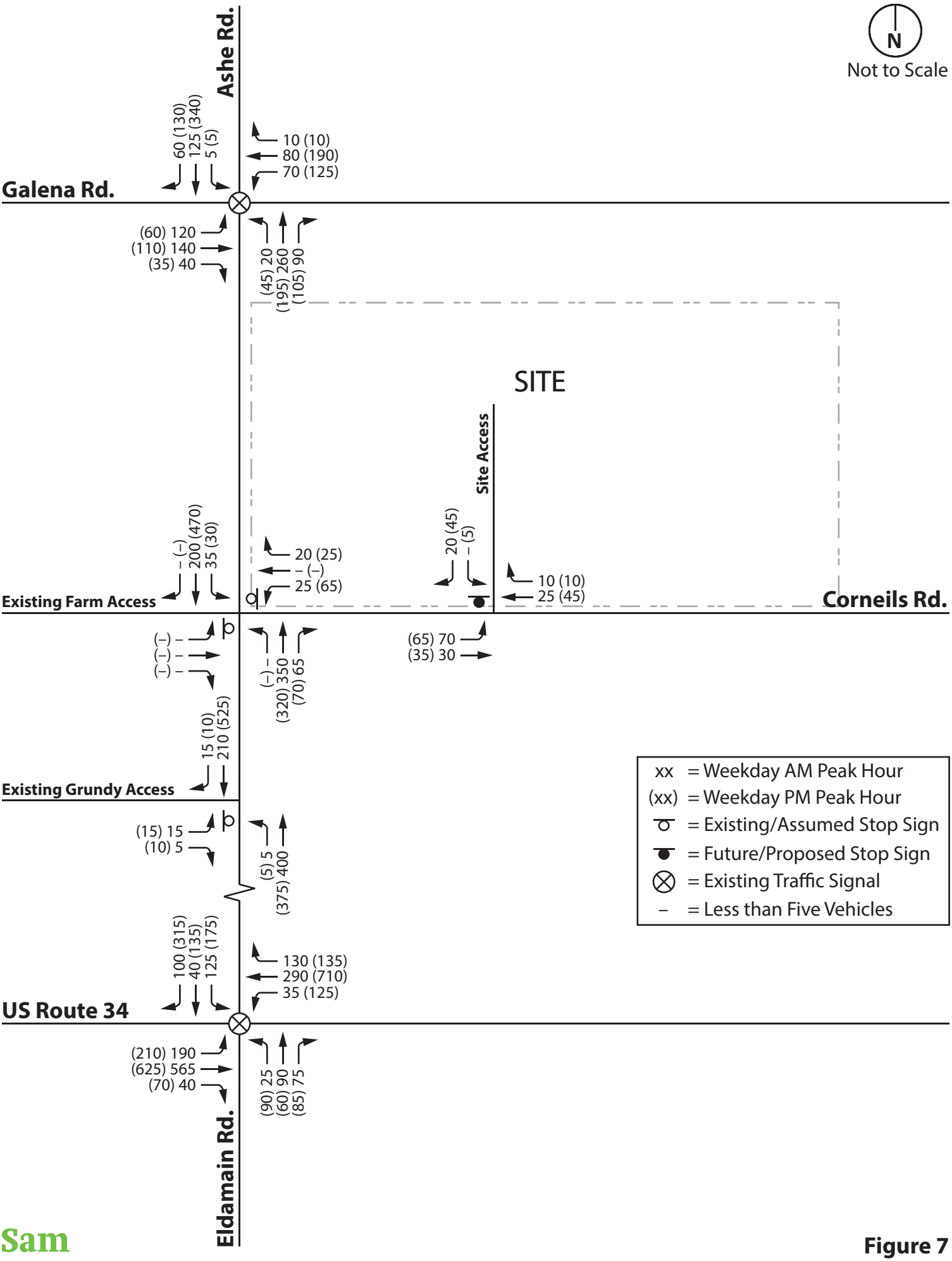


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Figure 7

Future Build (Year 2032) Traffic Volumes

3.7. Future Intersection Operations

Capacity analyses were conducted using Synchro 11 software to assess future traffic operation both with and without the proposed development. The results of these analyses for No-Build and Build conditions are detailed in the following sections.

No-Build (Year 2032) Conditions

To assess the impact of background traffic on operations within the study area, capacity analyses were performed for the Year 2032 No-Build conditions. As noted previously, no planned geometric improvements were incorporated into the analysis of Future No-Build conditions due to a lack of programmed funding and timeline for those improvements. Based on this assumption, area traffic operations for this scenario are projected as shown in ***Table 6***.

Table 6. No-Build (Year 2032) Levels of Service

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Eldamain Road / Galena Road[1]				
Eastbound	14.7	B	16.5	B
Westbound	15.9	B	20.3	C
Northbound	22.4	C	17.6	B
Southbound	17.9	B	28.3	C
Intersection	*18.3*	*B*	*21.8*	*C*
Eldamain Road / Corneils Road[2]				
Eastbound	12.7	B	17.4	C
Westbound	12.2	B	22.6	C
Northbound Left Turn	7.6	A	8.5	A
Southbound Left Turn	8.1	A	8.4	A
Eldamain Road / Existing Grundy Access[2]				
Eastbound	15.2	C	21.6	C
Northbound Left Turn	8.7	A	10.3	B

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Eldamain Road / US 34[1]				
Eastbound	25.6	C	26.7	C
Westbound	25.2	C	30.8	C
Northbound	19.4	B	25.3	C
Southbound	14.0	B	22.1	C
Intersection	*23.0*	*C*	*27.0*	*C*

[1]Signalized Intersection
[2]Two-Way Stop-Controlled Intersection

As shown in the table, all intersection approaches are projected to continue to operate at LOS C or better during the morning and evening peak hours under Future No-Build conditions.

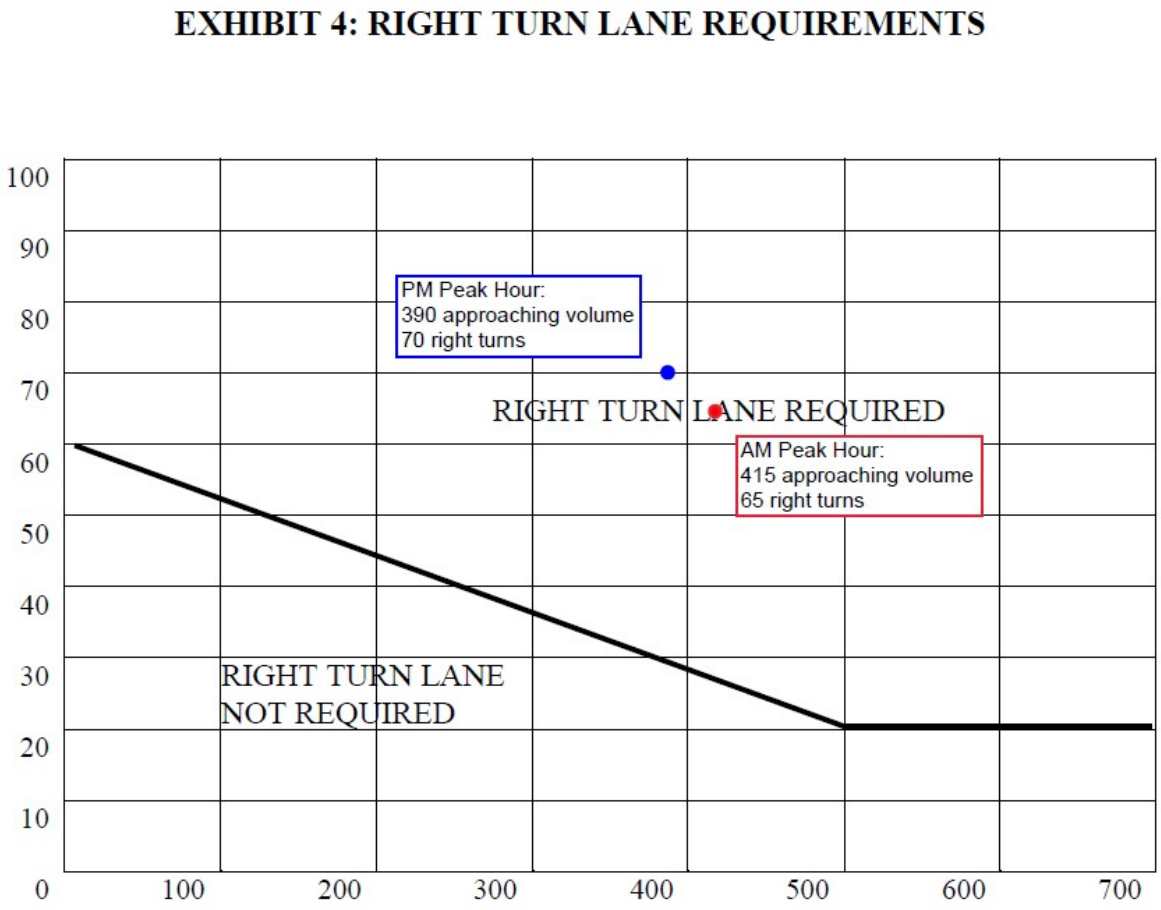
Build (Year 2032) Conditions

With construction of the proposed development project, some improvement measures were identified to promote safe and efficient traffic operation:

- A northbound right-turn lane should be constructed on Eldamain Road at its intersection with Corneils Road. The projected peak hour traffic volumes were plotted on the chart shown on "Exhibit 4. Right Turn Lane Requirements" of the Kendall County Highway Department's Highway Access Regulation Ordinance. As shown in **Figure 8**, the projected volumes meet threshold criteria to warrant a northbound right-turn deceleration lane at this intersection. Based on a 45 MPH posted speed limit and 50 MPH design speed, the dedicated right-turn lane should provide a 215-foot storage bay and a 220-foot taper in accordance with Figure 36-3.I of IDOT's BDE manual. The westbound approach at this intersection should continue to operate under minor-leg stop control.
- The Site Access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

The capacity analyses for Year 2032 Build traffic conditions based on these recommendations and assumptions are presented in ***Table 7***.

Figure 8. Northbound Right-Turn Lane Warrant for Eldamain Road and Corneils Road



"Exhibit 4: Right Turn Lane Requirements" chart is taken from the Kendall County Highway Department's Highway Access Regulation Ordinance.

Table 7. Build (Year 2032) Levels of Service

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Eldamain Road / Galena Road[1]				
Eastbound	14.8	B	16.7	B
Westbound	15.9	B	20.7	C
Northbound	22.6	C	17.9	B
Southbound	19.5	B	30.5	C
Intersection	*18.7*	*B*	*22.8*	*C*
Eldamain Road / Corneils Road[2]				
Eastbound	14.0	B	18.1	C
Westbound	13.7	B	21.9	C
Northbound Left Turn	7.6	A	8.4	A
Southbound Left Turn	8.6	A	8.3	A
Eldamain Road / Existing Grundy Access[2]				
Eastbound	16.1	C	21.7	C
Northbound Left Turn	8.8	A	10.2	B
Eldamain Road / US 34[1]				
Eastbound	25.7	C	27.0	C
Westbound	24.2	C	30.5	C
Northbound	19.6	B	25.1	C
Southbound	14.0	B	21.3	C
Intersection	*22.8*	*C*	*26.8*	*C*
Corneils Road / Site Access[2]				
Eastbound Left Turn	7.5	A	7.5	A
Southbound	8.7	A	9.1	A

[1]Signalized Intersection
[2]Two-Way Stop-Controlled Intersection

As shown in the table, all intersection approaches are projected to continue to operate at LOS C or better during the morning and evening peak hours after completion of the proposed development.

04. Recommendations and Conclusions

Based on the analyses detailed in this report, the following recommendations were identified for the study intersections under Future Build (Year 2032) traffic conditions:

- A northbound right-turn lane providing a 215-foot storage bay and a 220-foot taper should be constructed on Eldamain Road at its intersection with Corneils Road.
- The Site Access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

With implementation of these recommendations, it is anticipated that site-generated traffic would be adequately accommodated within the study area.

APPENDIX

Concept Site Plan

2050 CMAP Traffic Projections

IDOT ADT Counts

Trip Generation Counts

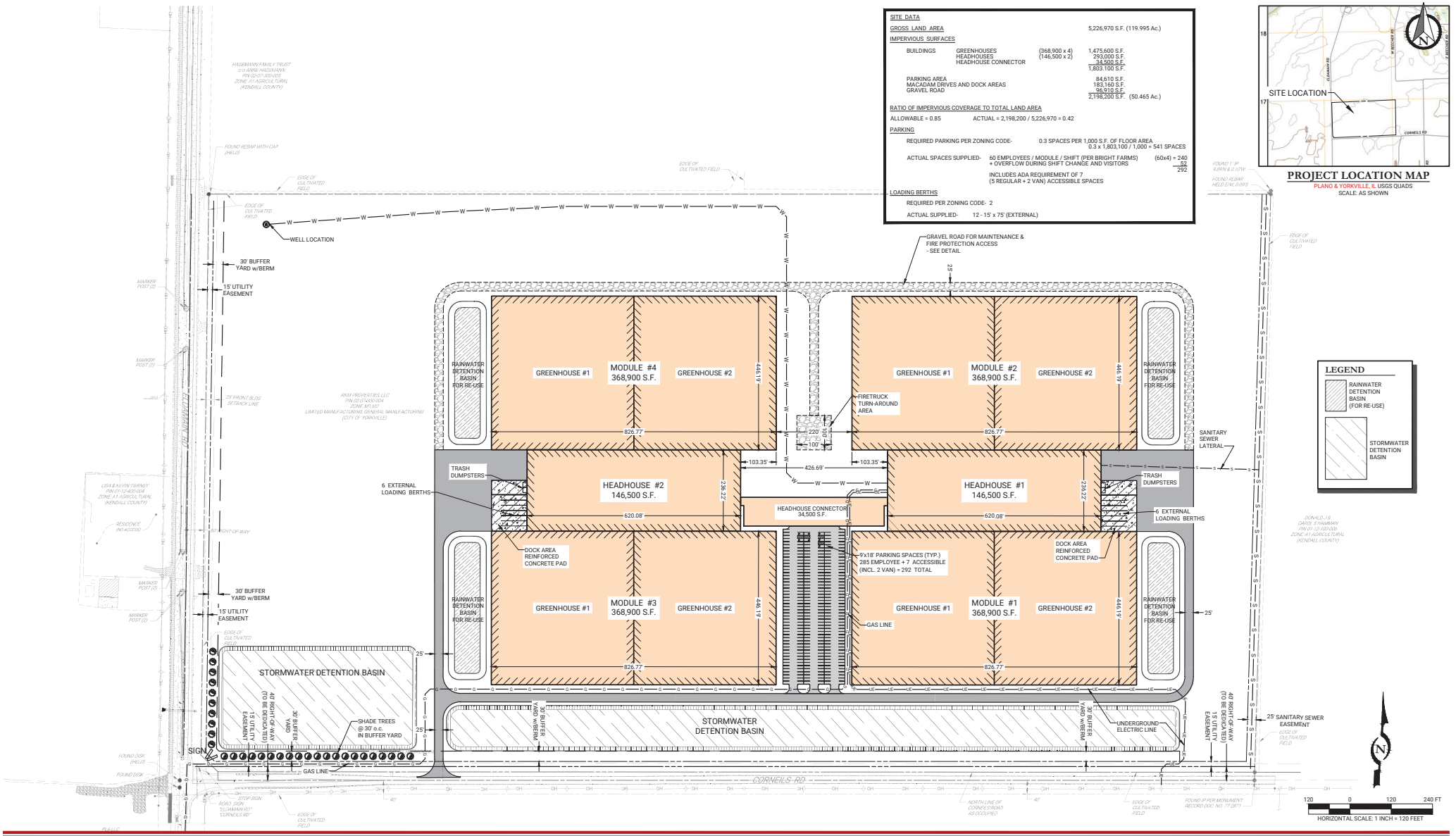
Trip Generation Derived Rates

Capacity Analysis Results

Raw Traffic Data

Sam
Schwartz

Concept Site Plan



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PREPARED FOR
BRIGHTFARMS, INC.

LOCATION
CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS

FEBRUARY 24, 2022

CONCEPT PLAN

Sam Schwartz

2050 CMAP Traffic Projections

From: Kathleen Murphy
To: Jose Rodriguez
Subject: Traffic Projections Request - Plano, IL
Date: Tuesday, August 3, 2021 5:13:00 PM
Attachments: image001.png
Site Location Aerial.jpg

Hello Jose –
We are working on a traffic study for a proposed industrial development in Plano, IL. I've attached an aerial showing the location of the site, which is at the northwest quadrant of Eldamain and Corneils Roads. In order to derive a growth rate for these roadways, we are requesting Year 2050 ADT projections for the following:

- Eldamain Road: 7,900 (Year 2019, IDOT)
- Galena Road: 6,800 (Year 2015, IDOT)
- Corneils Road: 1,300 (Year 2019, IDOT)
- US Route 34: 15,000 (Year 2019, IDOT)

Additionally, we are aware that there is a proposed extension of Eldamain Road south of our study area that includes a new bridge over the Fox River and is slated to be constructed in 2022/2023. We just want to make sure that is included in your model for determining growth projections.

Thanks you for your help and let me know if you need any additional information.

Thanks!
Kathleen

Kathleen Murphy, PE
Transportation Engineer
pronouns: she/her

Sam Schwartz

kmurphy@samschwartz.com
direct: 312.736.2539
office: 773.305.0800

223 W. Jackson Blvd, Suite 1101
Chicago, IL 60606
samschwartz.com
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TRAFFIC FORECAST RECORD

Record Number: ke-04-21

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: Sam Schwartz Engineering

Contact: Kathleen Murphy, P.E.

Email or Phone kmurphy@samschwartz.com

Sponsor: IDOT

Date request was received: August 3, 2021

Date that response was emailed: August 4, 2021

Facility Location: Eldamain Road @ Corneils Road

Municipality: Plano

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

August 4, 2021

Kathleen Murphy, P.E.
Transportation Engineering
Sam Schwartz Engineering
223 West Jackson Boulevard
Suite 1101
Chicago, IL 60606

Subject: ***Eldamain Road @ Corneils Road***
IDOT

Dear Mr. Murphy:

In response to a request made on your behalf and dated August 3, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Eldamain Road	7,900	12,700
Galena Road	6,800	13,000
Corneils Road	1,300	2,100
US 34	15,000	22,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2021_CY_TrafficForecast\Plano\ke-04-21\ke-04-21.docx

Sam Schwartz

IDOT ADT Counts

Location Info	
Location ID	047 0177
Type	LINK
Functional Class	3
Located On	SOUTH ST
Between	NEEDHAM RD AND ELDAMAIN RD
Direction	2-WAY
Community	PLANO
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	7/16/2019
End Date	7/17/2019
Start Time	12:00 AM
End Time	12:00 AM
Direction	2-WAY
Notes	
Count Source	US 34
File Name	D3Submittal13a-047.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
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01:00 - 02:00	109
02:00 - 03:00	71
03:00 - 04:00	74
04:00 - 05:00	233
05:00 - 06:00	521
06:00 - 07:00	661
07:00 - 08:00	798
08:00 - 09:00	883
09:00 - 10:00	939
10:00 - 11:00	1040
11:00 - 12:00	1107
12:00 - 13:00	1128
13:00 - 14:00	1168
14:00 - 15:00	1181
15:00 - 16:00	1352
16:00 - 17:00	1285
17:00 - 18:00	1277
18:00 - 19:00	1016
19:00 - 20:00	817
20:00 - 21:00	680
21:00 - 22:00	548
22:00 - 23:00	264
23:00 - 24:00	179
TOTAL	17459

Location Info	
Location ID	045 3408
Type	LINK
Functional Class	4
Located On	Ashe Rd
Between	Jericho Rd AND BASELINE RD
Direction	2-WAY
Community	-
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	6/14/2018
End Date	6/15/2018
Start Time	12:00 AM
End Time	12:00 AM
Direction	2-WAY
Notes	
Count Source	ASHE RD
File Name	D1Submittal13d-045.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
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01:00 - 02:00	25
02:00 - 03:00	50
03:00 - 04:00	40
04:00 - 05:00	120
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06:00 - 07:00	385
07:00 - 08:00	475
08:00 - 09:00	326
09:00 - 10:00	211
10:00 - 11:00	202
11:00 - 12:00	196
12:00 - 13:00	215
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14:00 - 15:00	311
15:00 - 16:00	458
16:00 - 17:00	537
17:00 - 18:00	577
18:00 - 19:00	388
19:00 - 20:00	189
20:00 - 21:00	163
21:00 - 22:00	136
22:00 - 23:00	79
23:00 - 24:00	52
TOTAL	5654

Sam
Schwartz

Trip Generation Counts

Sam Schwartz
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd.@East Access
Site Code:
Start Date: 07/27/2021

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	2
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
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5:30 AM	0	0	0	0
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9:30 AM	0	0	0	0

9:45 AM	0	0	0	0
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8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0

10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	1	0	0	1
11:45 PM	0	0	0	0
07/28/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	2
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	2	0	0	2
4:00 AM	1	0	0	1
4:15 AM	1	0	0	1
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	2	0	0	2
7:45 AM	1	0	0	1
8:00 AM	1	0	0	1
8:15 AM	2	0	0	2
8:30 AM	4	0	0	4
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	2	0	0	2
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	1	0	1
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0

11:45 AM	2	0	0	2
12:00 PM	0	0	0	0
12:15 PM	1	0	0	1
12:30 PM	2	1	0	3
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	1
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	1	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	1	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	1	0	0	1
6:15 PM	0	0	0	0
6:30 PM	1	0	0	1
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	2	0	0	2
4:00 AM	1	0	0	1
4:15 AM	1	0	0	1
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	3	0	0	3
7:00 AM	2	0	0	2
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	1	0	0	1
8:00 AM	0	0	0	0
8:15 AM	1	0	1	2
8:30 AM	6	0	0	6
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	1
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	2	0	0	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	2	0	0	2
1:30 PM	0	0	0	0

1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	1
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	103	3	1	107
Total %	96.3	2.8	0.9	100.0
AM Times	8:30 AM	10:15 AM	7:30 AM	8:30 AM
AM Peaks	10	1	1	10
PM Times	12:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	4	1	0	4

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Count Name: S. Caron Rd.@East Access
Site Code:
Start Date: 07/27/2021

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	1	0	0	1
8:30 AM	1	0	0	1
8:45 AM	1	0	0	1
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	1	0	0	1

9:45 AM	0	0	0	0
10:00 AM	0	1	0	1
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	3	0	0	3
11:15 AM	0	0	0	0
11:30 AM	3	0	0	3
11:45 AM	1	0	0	1
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	4	1	0	5
12:45 PM	2	0	0	2
1:00 PM	0	0	0	0
1:15 PM	3	0	0	3
1:30 PM	2	1	0	3
1:45 PM	1	0	0	1
2:00 PM	2	0	0	2
2:15 PM	0	0	0	0
2:30 PM	4	0	0	4
2:45 PM	4	0	0	4
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	2	0	0	2
4:30 PM	3	0	0	3
4:45 PM	1	0	0	1
5:00 PM	0	0	0	0
5:15 PM	2	0	0	2
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	1	0	0	1
7:15 PM	1	0	0	1
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0

10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/28/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	1
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	3	0	0	3
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	2	0	0	2
9:30 AM	1	0	0	1
9:45 AM	0	0	0	0
10:00 AM	1	0	0	1
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	1	1	0	2
11:15 AM	0	0	0	0
11:30 AM	2	0	0	2

11:45 AM	1	0	0	1
12:00 PM	1	0	0	1
12:15 PM	1	0	0	1
12:30 PM	5	1	0	6
12:45 PM	2	0	0	2
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	4	0	0	4
1:45 PM	1	1	0	2
2:00 PM	1	0	0	1
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	2	0	0	2
3:00 PM	0	0	0	0
3:15 PM	2	1	0	3
3:30 PM	0	0	0	0
3:45 PM	2	0	0	2
4:00 PM	1	0	0	1
4:15 PM	1	0	0	1
4:30 PM	1	0	0	1
4:45 PM	1	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	1
5:45 PM	2	0	0	2
6:00 PM	0	0	0	0
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	7	0	0	7
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	1
8:00 PM	1	0	0	1
8:15 PM	1	0	0	1
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	0	0	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	0	1
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	2	0	0	2
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	2	0	0	2
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	1	0	0	1
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	1
12:00 PM	2	1	0	3
12:15 PM	0	1	0	1
12:30 PM	4	0	0	4
12:45 PM	1	0	0	1
1:00 PM	0	0	0	0
1:15 PM	4	0	0	4
1:30 PM	2	0	0	2

1:45 PM	1	0	0	1
2:00 PM	2	0	0	2
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	1	0	0	1
3:45 PM	0	0	0	0
4:00 PM	1	0	0	1
4:15 PM	2	0	0	2
4:30 PM	3	0	0	3
4:45 PM	0	0	0	0
5:00 PM	6	0	0	6
5:15 PM	2	0	0	2
5:30 PM	3	0	0	3
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	1
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	163	9	0	172
Total %	94.8	5.2	0.0	100.0
AM Times	8:30 AM	10:15 AM	7:30 AM	8:30 AM
AM Peaks	9	1	0	9
PM Times	12:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	9	1	0	10

Sam Schwartz

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Chicago, Illinois, United States 60606
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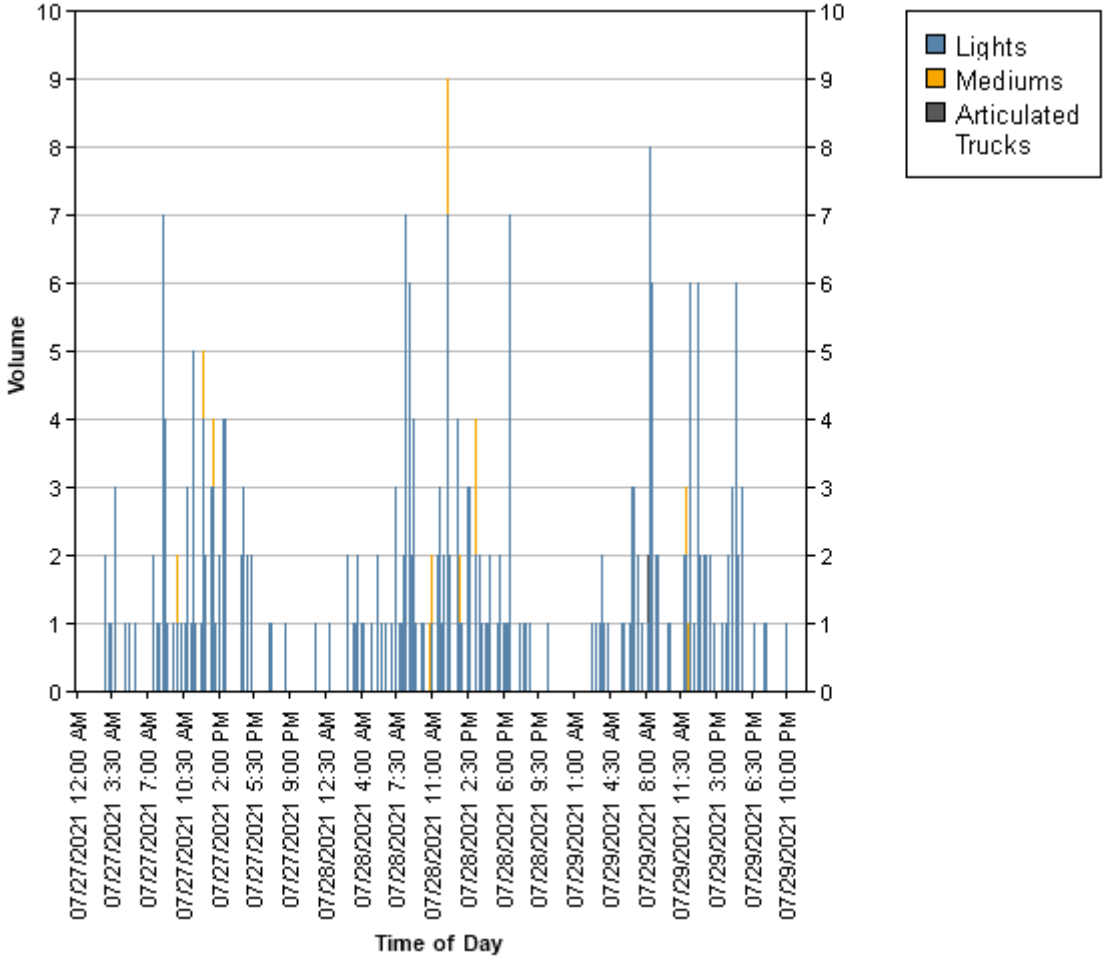
Count Name: S. Caron Rd.@East Access
Site Code:
Start Date: 07/27/2021



Sam Schwartz
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606
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Count Name: S. Caron Rd.@West Access
Site Code:
Start Date: 07/27/2021

Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	3	0	0	3
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	3	0	0	3
6:00 AM	0	1	0	1
6:15 AM	0	1	0	1
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	2	0	0	2
8:15 AM	1	0	0	1
8:30 AM	2	0	0	2
8:45 AM	6	0	0	6
9:00 AM	0	0	0	0
9:15 AM	1	0	0	1
9:30 AM	1	0	0	1

9:45 AM	0	0	0	0
10:00 AM	1	1	0	2
10:15 AM	0	1	0	1
10:30 AM	1	0	0	1
10:45 AM	1	0	0	1
11:00 AM	0	1	0	1
11:15 AM	0	0	0	0
11:30 AM	0	0	1	1
11:45 AM	1	1	0	2
12:00 PM	1	0	0	1
12:15 PM	1	0	0	1
12:30 PM	0	1	0	1
12:45 PM	1	0	0	1
1:00 PM	1	0	0	1
1:15 PM	2	1	0	3
1:30 PM	0	0	0	0
1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	1	0	0	1
3:00 PM	1	0	0	1
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	1
4:15 PM	1	0	0	1
4:30 PM	1	0	0	1
4:45 PM	0	0	0	0
5:00 PM	1	0	0	1
5:15 PM	1	0	0	1
5:30 PM	0	0	0	0
5:45 PM	1	0	0	1
6:00 PM	0	0	0	0
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	1	0	0	1
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0

10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/28/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	1	0	0	1
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	2
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	2	0	0	2
6:00 AM	0	0	0	0
6:15 AM	1	0	0	1
6:30 AM	0	1	0	1
6:45 AM	2	0	0	2
7:00 AM	0	0	0	0
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	1	0	0	1
8:00 AM	1	0	0	1
8:15 AM	2	0	0	2
8:30 AM	6	0	0	6
8:45 AM	6	0	0	6
9:00 AM	1	0	0	1
9:15 AM	1	0	0	1
9:30 AM	0	0	0	0
9:45 AM	2	0	0	2
10:00 AM	2	0	0	2
10:15 AM	0	0	0	0
10:30 AM	1	1	0	2
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	1	1	0	2
11:30 AM	2	0	0	2

11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	1	0	1	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0
1:45 PM	1	1	0	2
2:00 PM	2	0	0	2
2:15 PM	1	0	0	1
2:30 PM	2	0	0	2
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
4:00 PM	0	0	0	0
4:15 PM	1	0	0	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	1	0	0	1
5:30 PM	1	0	0	1
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	2	0	0	2
8:15 PM	2	0	0	2
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM	0	0	0	0
1:00 AM	0	0	1	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	2	0	0	2
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	1
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	2	0	0	2
6:00 AM	0	1	0	1
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	1	0	0	1
8:00 AM	1	0	0	1
8:15 AM	0	0	1	1
8:30 AM	2	0	0	2
8:45 AM	6	0	0	6
9:00 AM	2	0	0	2
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	1	0	1
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	2	0	1	3
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	1	0	1
11:45 AM	1	0	0	1
12:00 PM	2	1	0	3
12:15 PM	0	2	0	2
12:30 PM	0	0	0	0
12:45 PM	2	0	0	2
1:00 PM	0	0	0	0
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0

1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	1	0	0	1
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
4:00 PM	1	0	0	1
4:15 PM	1	0	0	1
4:30 PM	1	0	0	1
4:45 PM	2	0	0	2
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	1
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	2	0	0	2
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	148	18	5	171
Total %	86.5	10.5	2.9	100.0
AM Times	8:00 AM	11:00 AM	11:00 AM	8:00 AM
AM Peaks	15	2	1	15
PM Times	2:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	4	3	1	7

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Count Name: S. Caron Rd.@West Access
Site Code:
Start Date: 07/27/2021

Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	1	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	1	0	0	1
6:30 AM	1	0	0	1
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	1	0	0	1
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0

9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	1	0	1
10:30 AM	1	0	0	1
10:45 AM	0	0	0	0
11:00 AM	1	0	0	1
11:15 AM	0	1	0	1
11:30 AM	0	0	0	0
11:45 AM	1	1	1	3
12:00 PM	0	0	0	0
12:15 PM	1	0	0	1
12:30 PM	1	0	0	1
12:45 PM	1	0	0	1
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	2	0	0	2
3:00 PM	0	0	0	0
3:15 PM	1	0	0	1
3:30 PM	1	0	0	1
3:45 PM	1	0	0	1
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	1	0	0	1
4:45 PM	1	0	0	1
5:00 PM	0	1	0	1
5:15 PM	1	1	0	2
5:30 PM	0	0	0	0
5:45 PM	1	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	3	0	0	3
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	1	0	0	1
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0

10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/28/2021 12:00 AM	0	1	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	1	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	1	0	1
9:30 AM	0	0	1	1
9:45 AM	0	1	0	1
10:00 AM	2	0	0	2
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	1	0	0	1
11:15 AM	0	0	0	0
11:30 AM	1	0	0	1

11:45 AM	0	0	0	0
12:00 PM	2	0	0	2
12:15 PM	1	0	0	1
12:30 PM	3	0	1	4
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0
1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	1
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	1	0	0	1
3:45 PM	2	0	0	2
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	1	0	0	1
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	1	0	0	1
5:30 PM	1	0	0	1
5:45 PM	0	0	0	0
6:00 PM	2	0	0	2
6:15 PM	1	0	0	1
6:30 PM	1	0	0	1
6:45 PM	1	0	0	1
7:00 PM	1	0	0	1
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	1
8:15 PM	1	0	0	1
8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	1	0	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	1	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	1	0	1
10:15 AM	0	0	0	0
10:30 AM	0	0	1	1
10:45 AM	0	2	0	2
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	2	1	0	3
12:00 PM	0	0	0	0
12:15 PM	1	0	0	1
12:30 PM	1	1	0	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0

1:45 PM	2	0	0	2
2:00 PM	1	0	0	1
2:15 PM	0	0	0	0
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	4	0	0	4
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	1	0	0	1
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	3	0	0	3
6:00 PM	0	0	0	0
6:15 PM	2	0	0	2
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	1	0	2
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	82	16	6	104
Total %	78.8	15.4	5.8	100.0
AM Times	8:00 AM	11:00 AM	11:00 AM	8:00 AM
AM Peaks	0	2	1	1
PM Times	2:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	5	1	1	3

Sam Schwartz

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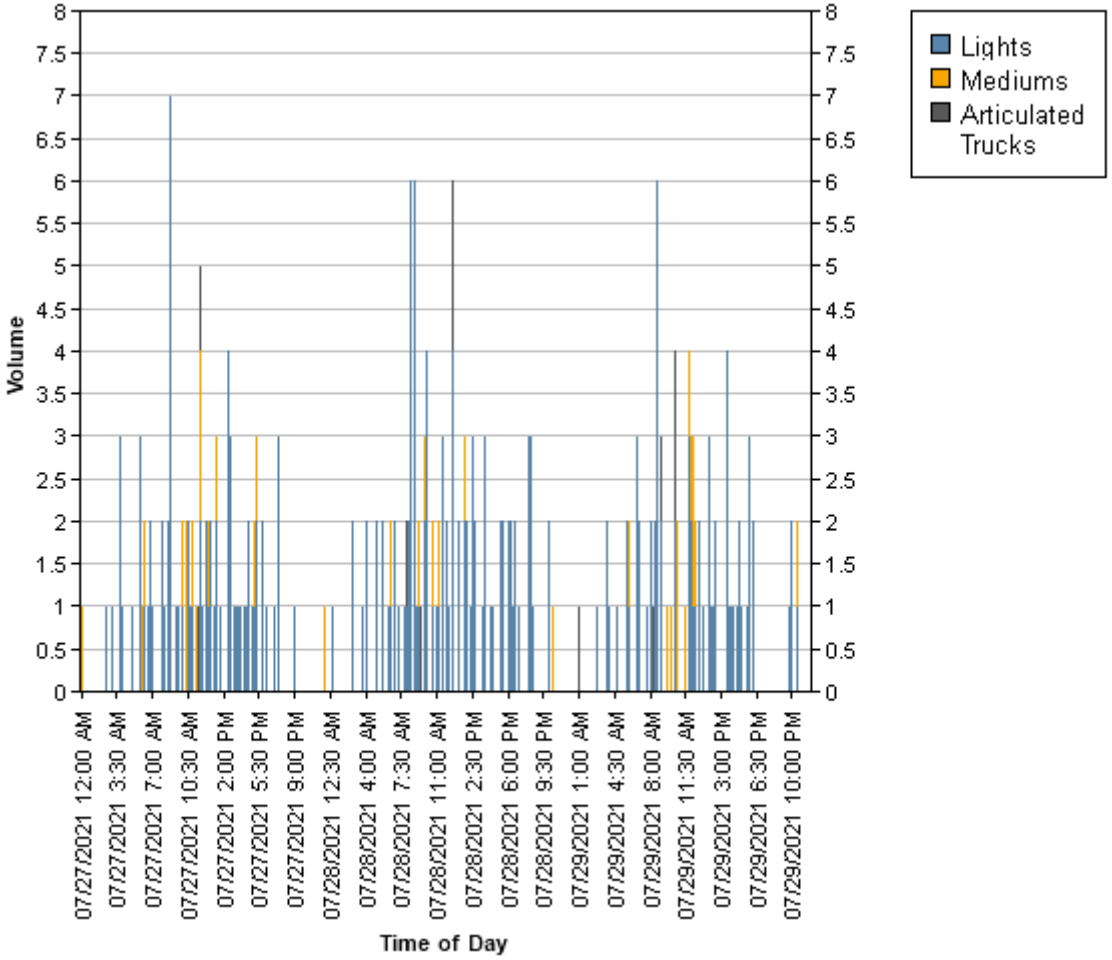
Count Name: S. Caron Rd.@West Access
Site Code:
Start Date: 07/27/2021



Sam Schwartz

Trip Generation Derived Rates

Table A. Rochelle, IL Site Trip Generation Data

Vehicle Type	Independent Variable	Daily	Weekday Morning Peak	Weekday Evening Peak
Passenger Vehicles	# of employees	T = 4.133 (X) 51% in / 49% out	T = 0.675 (X) 80% in / 20% out	T = 0.283 (X) 29% in / 71% out
Trucks	# of modules	T = 25 (X) 47% in / 53% out	T = 1.724 (X) 100 % in / 0% out	T = 0.862 (X) 50% in / 50% out

T = Trips generated
X = Independent Variable

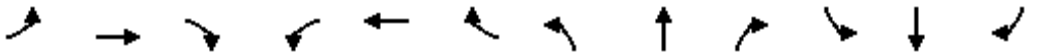
Table B. Yorkville, IL Site Trip Generation

Vehicle Type	Independent Variable	Daily	Weekday Morning Peak	Weekday Evening Peak
Passenger Vehicles	261 total employees (141 first shift, 120 second shift)	T = 4.133 (261 employees) = **1,080** 51% in / 49% out	T = 0.675*(141 first shift employees) = **95** 80% in / 20% out	T = 0.283*(141 first shift employees) + 0.675*(120 second shift employees) = **120** 63% in / 37% out
Trucks	4 modules	T = 25*(4) = **100** 50% in / 50% out	T = 1.724*(4) = **5** 100 % in / 0% out	T = 0.862*(4) = **5** 50% in / 50% out

T = Trips generated
Trips generated are rounded to the nearest five.

Sam Schwartz

Capacity Analysis Results



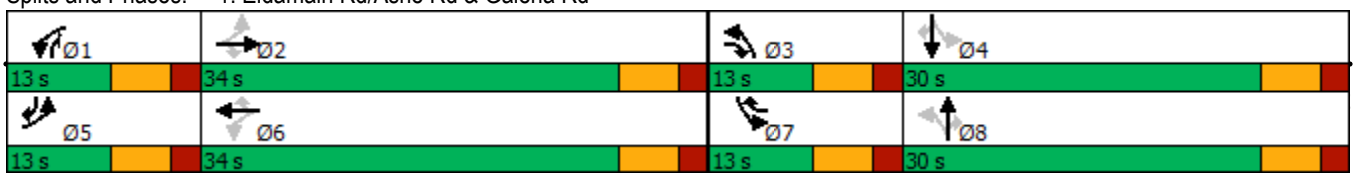
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	115	35	55	65	10	15	195	75	5	70	45
Future Volume (vph)	90	115	35	55	65	10	15	195	75	5	70	45
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1392	1961	1468	1703	2000	1084	1805	1923	1501
Flt Permitted	0.708			0.676			0.655			0.599		
Satd. Flow (perm)	1421	1923	1574	990	1961	1468	1174	2000	1084	1138	1923	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	34%	2%	10%	6%	0%	44%	0%	4%	4%
Adj. Flow (vph)	99	126	38	60	71	11	16	214	82	5	77	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	126	38	60	71	11	16	214	82	5	77	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

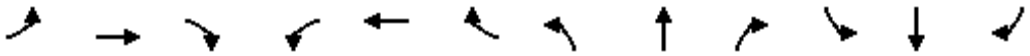
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd 03/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	34.1	28.9	41.5	33.9	28.8	41.2	21.5	19.2	32.1	20.0	16.7	29.7
Actuated g/C Ratio	0.46	0.39	0.56	0.46	0.39	0.55	0.29	0.26	0.43	0.27	0.22	0.40
v/c Ratio	0.14	0.17	0.04	0.12	0.09	0.01	0.04	0.41	0.16	0.01	0.18	0.07
Control Delay	11.6	19.5	0.1	11.9	19.0	0.0	17.5	27.9	2.8	17.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	19.5	0.1	11.9	19.0	0.0	17.5	27.9	2.8	17.2	27.6	0.2
LOS	B	B	A	B	B	A	B	C	A	B	C	A
Approach Delay		13.7			14.5			20.8			16.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	24	43	0	14	24	0	5	78	0	2	33	0
Queue Length 95th (ft)	56	90	0	38	57	0	18	164	17	9	69	1
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	700	747	941	493	759	880	393	679	535	378	638	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.17	0.04	0.12	0.09	0.01	0.04	0.32	0.15	0.01	0.12	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 74.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	275	20	5	155	1
Future Volume (vph)	1	1	1	10	1	10	1	275	20	5	155	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.862			0.990			0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1583	0	1745	1772	0	1745	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1583	0	1745	1772	0	1745	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	25%	0%
Adj. Flow (vph)	1	1	1	11	1	11	1	302	22	5	170	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	11	12	0	1	324	0	5	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.7%		ICU Level of Service A	
Analysis Period (min) 15			

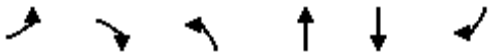
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	10	1	10	1	275	20	5	155	1
Future Vol, veh/h	1	1	1	10	1	10	1	275	20	5	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	10	5	0	25	0
Mvmt Flow	1	1	1	11	1	11	1	302	22	5	170	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	502	507	171	497	496	313	171	0	0	324	0	0
Stage 1	181	181	-	315	315	-	-	-	-	-	-	-
Stage 2	321	326	-	182	181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	483	471	878	487	478	732	1418	-	-	1247	-	-
Stage 1	825	754	-	700	659	-	-	-	-	-	-	-
Stage 2	695	652	-	824	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	469	878	484	476	732	1418	-	-	1247	-	-
Mov Cap-2 Maneuver	473	469	-	484	476	-	-	-	-	-	-	-
Stage 1	824	751	-	699	658	-	-	-	-	-	-	-
Stage 2	683	651	-	818	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11.3	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	557	484	698	1247	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.023	0.017	0.004	-	-
HCM Control Delay (s)	7.5	-	-	11.5	12.6	10.2	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	5	280	150	15
Future Volume (vph)	15	5	5	280	150	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1797	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1797	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	15%	81%
Adj. Flow (vph)	16	5	5	304	163	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	304	163	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.0%		ICU Level of Service A	
Analysis Period (min) 15			

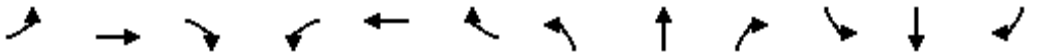
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	280	150	15
Future Vol, veh/h	15	5	5	280	150	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	15	81
Mvmt Flow	16	5	5	304	163	16

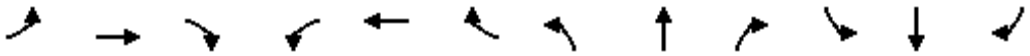
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	477	163	179	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	7.4	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	405	708	1028	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	708	1028	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	452	-	-
HCM Lane V/C Ratio	0.005	-	0.048	-	-
HCM Control Delay (s)	8.5	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



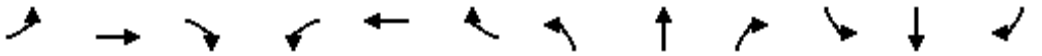
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	495	35	30	255	85	20	70	65	100	35	80
Future Volume (vph)	150	495	35	30	255	85	20	70	65	100	35	80
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1267	1865	2000	1473	1492	2067	1495
Flt Permitted	0.461			0.459			0.733			0.599		
Satd. Flow (perm)	877	3812	1568	819	3636	1238	1439	2000	1473	941	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			89			68			84
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	36%	0%	0%	6%	25%	0%	8%
Adj. Flow (vph)	158	521	37	32	268	89	21	74	68	105	37	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	521	37	32	268	89	21	74	68	105	37	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	37.2	28.0	40.5	27.3	20.7	30.5	30.9	24.7	37.6	39.1	30.9	48.5
Actuated g/C Ratio	0.41	0.31	0.44	0.30	0.23	0.33	0.34	0.27	0.41	0.43	0.34	0.53
v/c Ratio	0.34	0.45	0.05	0.10	0.33	0.19	0.04	0.14	0.11	0.23	0.05	0.10
Control Delay	19.4	28.4	2.0	17.8	31.7	5.0	16.1	28.1	5.5	17.2	23.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	28.4	2.0	17.8	31.7	5.0	16.1	28.1	5.5	17.2	23.7	3.2
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.0			24.4			17.2			13.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	57	133	0	11	68	0	7	32	0	35	15	0
Queue Length 95th (ft)	103	191	9	29	112	28	21	75	27	74	40	23
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	607	2863	1014	568	2731	717	751	538	906	591	696	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.18	0.04	0.06	0.10	0.12	0.03	0.14	0.08	0.18	0.05	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 91.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



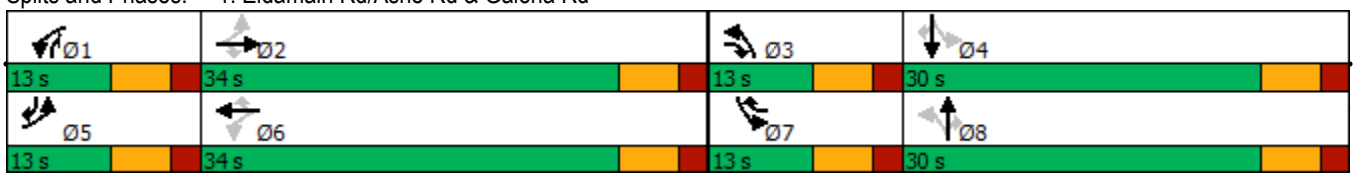
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	90	30	100	155	10	40	150	85	5	260	110
Future Volume (vph)	50	90	30	100	155	10	40	150	85	5	260	110
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1249	1805	1961	1561
Flt Permitted	0.651			0.689			0.381			0.654		
Satd. Flow (perm)	1293	1980	1574	1100	1923	1615	703	1961	1249	1243	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			120
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	25%	0%	2%	0%
Adj. Flow (vph)	54	98	33	109	168	11	43	163	92	5	283	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	98	33	109	168	11	43	163	92	5	283	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

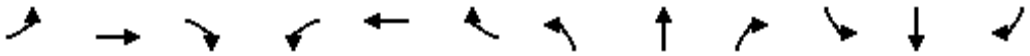
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd 03/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	33.9	28.9	41.9	34.4	29.2	41.6	27.0	24.5	37.6	23.8	19.3	32.3
Actuated g/C Ratio	0.42	0.36	0.53	0.43	0.37	0.52	0.34	0.31	0.47	0.30	0.24	0.40
v/c Ratio	0.09	0.14	0.04	0.21	0.24	0.01	0.13	0.27	0.14	0.01	0.60	0.17
Control Delay	13.5	21.9	0.1	14.8	22.5	0.0	17.6	24.5	3.2	16.2	34.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	21.9	0.1	14.8	22.5	0.0	17.6	24.5	3.2	16.2	34.4	4.2
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		15.6			18.7			16.9			25.3	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	15	36	0	31	65	0	14	58	0	2	137	0
Queue Length 95th (ft)	37	78	0	67	124	0	35	126	22	8	217	32
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	607	718	887	511	702	913	332	670	650	433	609	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.14	0.04	0.21	0.24	0.01	0.13	0.24	0.14	0.01	0.46	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 79.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	35	1	5	1	270	25	5	385	1
Future Volume (vph)	1	1	1	35	1	5	1	270	25	5	385	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.871			0.987				
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	17%	5%	0%
Adj. Flow (vph)	1	1	1	41	1	6	1	318	29	6	453	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	41	7	0	1	347	0	6	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.8%		ICU Level of Service A	
Analysis Period (min) 15			

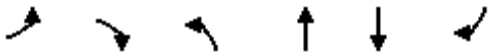
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	35	1	5	1	270	25	5	385	1
Future Vol, veh/h	1	1	1	35	1	5	1	270	25	5	385	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	17	5	0
Mvmt Flow	1	1	1	41	1	6	1	318	29	6	453	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	804	815	454	802	801	333	454	0	0	347	0	0
Stage 1	466	466	-	335	335	-	-	-	-	-	-	-
Stage 2	338	349	-	467	466	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.353	-	-
Pot Cap-1 Maneuver	304	314	610	305	320	713	1117	-	-	1133	-	-
Stage 1	581	566	-	683	646	-	-	-	-	-	-	-
Stage 2	681	637	-	580	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	312	610	302	318	713	1117	-	-	1133	-	-
Mov Cap-2 Maneuver	299	312	-	302	318	-	-	-	-	-	-	-
Stage 1	580	563	-	682	645	-	-	-	-	-	-	-
Stage 2	674	636	-	575	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	17.7	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	366	302	591	1133	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.136	0.012	0.005	-	-
HCM Control Delay (s)	8.2	-	-	14.9	18.8	11.2	8.2	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	5	280	410	10
Future Volume (vph)	15	10	5	280	410	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1064	0	953	1968	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1064	0	953	1968	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	88%	83%	83%	5%	3%	91%
Adj. Flow (vph)	17	11	6	322	471	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	6	322	471	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

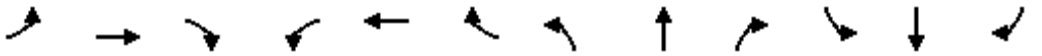
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	280	410	10
Future Vol, veh/h	15	10	5	280	410	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	88	83	83	5	3	91
Mvmt Flow	17	11	6	322	471	11

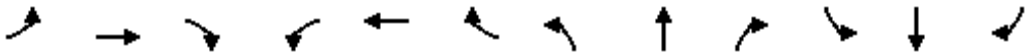
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	805	471	482	0	-	0
Stage 1	471	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	7.28	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.28	-	-	-	-	-
Critical Hdwy Stg 2	6.28	-	-	-	-	-
Follow-up Hdwy	4.292	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	256	457	764	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	457	764	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	764	-	309	-	-
HCM Lane V/C Ratio	0.008	-	0.093	-	-
HCM Control Delay (s)	9.7	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



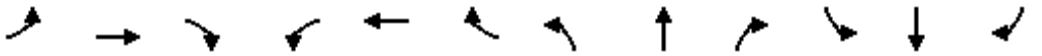
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	545	60	105	620	90	75	50	70	130	115	265
Future Volume (vph)	170	545	60	105	620	90	75	50	70	130	115	265
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1511	1865	1961	1516	1651	2046	1538
Flt Permitted	0.213			0.368			0.677			0.633		
Satd. Flow (perm)	406	3812	1615	723	3888	1480	1329	1961	1516	1100	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65			98			76			269
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	1%	14%	0%	2%	3%	13%	1%	5%
Adj. Flow (vph)	185	592	65	114	674	98	82	54	76	141	125	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	592	65	114	674	98	82	54	76	141	125	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	49.9	36.4	51.4	41.2	32.1	44.3	34.2	25.6	41.1	41.4	29.2	49.2
Actuated g/C Ratio	0.46	0.33	0.47	0.38	0.29	0.41	0.31	0.24	0.38	0.38	0.27	0.45
v/c Ratio	0.51	0.46	0.08	0.31	0.59	0.15	0.18	0.12	0.12	0.29	0.23	0.34
Control Delay	21.6	29.7	3.9	18.5	35.3	3.6	24.2	38.6	6.9	25.0	35.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	29.7	3.9	18.5	35.3	3.6	24.2	38.6	6.9	25.0	35.3	4.4
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		25.9			29.6			21.6			16.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	71	167	0	42	207	0	35	30	0	63	68	7
Queue Length 95th (ft)	122	237	22	78	296	28	80	76	35	130	142	62
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	502	2432	1015	595	2480	881	656	460	815	593	549	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.24	0.06	0.19	0.27	0.11	0.13	0.12	0.09	0.24	0.23	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 108.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	140	40	65	80	10	20	255	90	5	100	60
Future Volume (vph)	120	140	40	65	80	10	20	255	90	5	100	60
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1392	1961	1468	1703	2000	1084	1805	1923	1501
Flt Permitted	0.695			0.659			0.639			0.473		
Satd. Flow (perm)	1395	1923	1574	966	1961	1468	1145	2000	1084	899	1923	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	34%	2%	10%	6%	0%	44%	0%	4%	4%
Adj. Flow (vph)	132	154	44	71	88	11	22	280	99	5	110	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	154	44	71	88	11	22	280	99	5	110	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

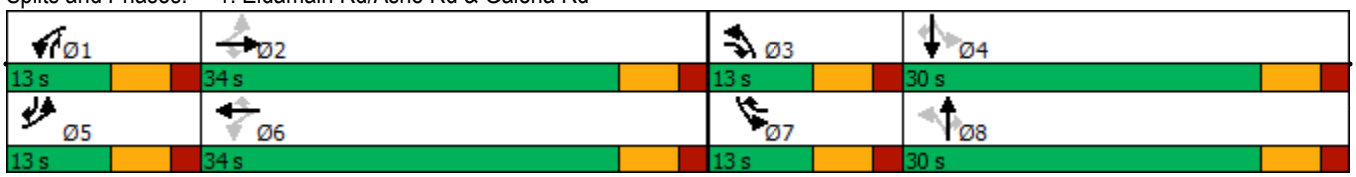
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd

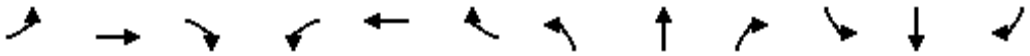
03/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	34.3	29.1	41.8	34.1	28.9	41.3	22.7	20.4	33.4	21.1	17.8	31.0
Actuated g/C Ratio	0.45	0.38	0.55	0.45	0.38	0.55	0.30	0.27	0.44	0.28	0.24	0.41
v/c Ratio	0.19	0.21	0.05	0.15	0.12	0.01	0.06	0.52	0.18	0.02	0.24	0.10
Control Delay	12.8	20.6	0.1	13.0	20.2	0.0	17.2	29.2	4.0	16.6	27.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	20.6	0.1	13.0	20.2	0.0	17.2	29.2	4.0	16.6	27.8	1.4
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		14.7			15.9			22.4			17.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	33	54	0	17	30	0	7	106	0	2	48	0
Queue Length 95th (ft)	76	113	0	47	70	0	22	212	25	8	92	9
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	682	737	931	477	749	869	398	670	544	342	629	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.05	0.15	0.12	0.01	0.06	0.42	0.18	0.01	0.17	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	15	1	350	25	5	200	1
Future Volume (vph)	1	1	1	10	1	15	1	350	25	5	200	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.859			0.990			0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1578	0	1745	1772	0	1745	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1578	0	1745	1772	0	1745	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	25%	0%
Adj. Flow (vph)	1	1	1	11	1	16	1	385	27	5	220	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	11	17	0	1	412	0	5	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			

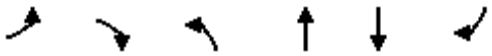
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	10	1	15	1	350	25	5	200	1
Future Vol, veh/h	1	1	1	10	1	15	1	350	25	5	200	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	10	5	0	25	0
Mvmt Flow	1	1	1	11	1	16	1	385	27	5	220	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	640	645	221	633	632	399	221	0	0	412	0	0
Stage 1	231	231	-	401	401	-	-	-	-	-	-	-
Stage 2	409	414	-	232	231	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	391	393	824	395	400	655	1360	-	-	1158	-	-
Stage 1	776	717	-	630	604	-	-	-	-	-	-	-
Stage 2	623	597	-	775	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	379	391	824	392	398	655	1360	-	-	1158	-	-
Mov Cap-2 Maneuver	379	391	-	392	398	-	-	-	-	-	-	-
Stage 1	775	714	-	629	603	-	-	-	-	-	-	-
Stage 2	606	596	-	769	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	12.2	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	468	392	630	1158	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.028	0.028	0.005	-	-
HCM Control Delay (s)	7.6	-	-	12.7	14.4	10.9	8.1	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	5	360	195	15
Future Volume (vph)	15	5	5	360	195	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1797	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1797	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	15%	81%
Adj. Flow (vph)	16	5	5	391	212	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	391	212	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

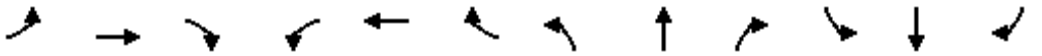
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	360	195	15
Future Vol, veh/h	15	5	5	360	195	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	15	81
Mvmt Flow	16	5	5	391	212	16

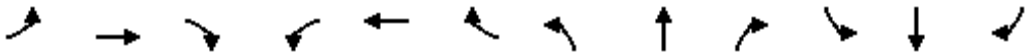
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	212	228	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	7.4	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	330	661	980	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	661	980	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	375	-	-
HCM Lane V/C Ratio	0.006	-	0.058	-	-
HCM Control Delay (s)	8.7	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



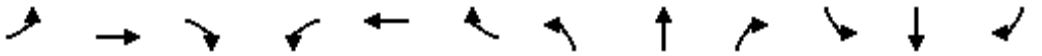
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	565	40	35	290	100	25	90	75	115	40	95
Future Volume (vph)	180	565	40	35	290	100	25	90	75	115	40	95
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1267	1865	2000	1473	1492	2067	1495
Flt Permitted	0.425			0.414			0.730			0.566		
Satd. Flow (perm)	809	3812	1568	739	3636	1238	1433	2000	1473	889	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			105			79			100
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	36%	0%	0%	6%	25%	0%	8%
Adj. Flow (vph)	189	595	42	37	305	105	26	95	79	121	42	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	595	42	37	305	105	26	95	79	121	42	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	40.4	30.3	43.1	28.5	21.7	32.7	30.8	24.3	37.5	40.5	31.6	50.7
Actuated g/C Ratio	0.42	0.32	0.45	0.30	0.23	0.34	0.32	0.26	0.39	0.43	0.33	0.53
v/c Ratio	0.40	0.49	0.06	0.13	0.37	0.21	0.05	0.19	0.13	0.27	0.06	0.12
Control Delay	20.2	28.9	2.4	18.1	33.1	4.7	17.7	31.1	5.8	19.0	25.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	28.9	2.4	18.1	33.1	4.7	17.7	31.1	5.8	19.0	25.4	3.1
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.6			25.2			19.4			14.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	70	156	0	13	81	0	8	44	0	42	17	0
Queue Length 95th (ft)	124	225	12	33	132	31	27	100	32	91	47	26
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	597	2768	1019	556	2640	715	736	512	878	572	686	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.21	0.04	0.07	0.12	0.15	0.04	0.19	0.09	0.21	0.06	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 95.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



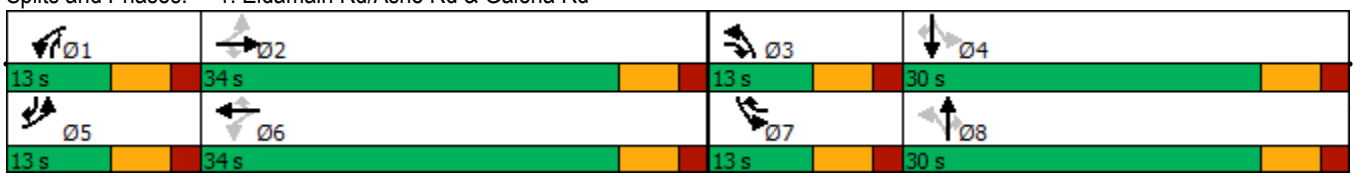
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	110	35	125	190	10	45	180	100	5	315	130
Future Volume (vph)	60	110	35	125	190	10	45	180	100	5	315	130
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1249	1805	1961	1561
Flt Permitted	0.596			0.675			0.298			0.634		
Satd. Flow (perm)	1184	1980	1574	1077	1923	1615	550	1961	1249	1205	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			141
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	25%	0%	2%	0%
Adj. Flow (vph)	65	120	38	136	207	11	49	196	109	5	342	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	120	38	136	207	11	49	196	109	5	342	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

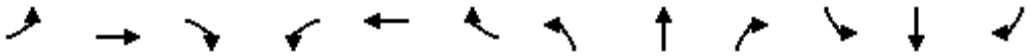
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd 03/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	35.0	28.3	41.1	35.4	28.5	40.7	28.5	25.9	38.8	25.2	20.6	33.4
Actuated g/C Ratio	0.42	0.34	0.49	0.42	0.34	0.49	0.34	0.31	0.46	0.30	0.25	0.40
v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.17	0.32	0.17	0.01	0.71	0.20
Control Delay	14.3	22.9	0.1	16.1	24.2	0.0	18.0	25.0	4.2	16.2	38.5	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	22.9	0.1	16.1	24.2	0.0	18.0	25.0	4.2	16.2	38.5	3.9
LOS	B	C	A	B	C	A	B	C	A	B	D	A
Approach Delay		16.5			20.3			17.6			28.3	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	19	48	0	42	87	0	16	71	0	2	173	0
Queue Length 95th (ft)	43	92	0	81	150	0	38	150	30	8	266	34
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	560	669	834	494	654	858	288	657	640	423	568	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.17	0.30	0.17	0.01	0.60	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 83.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 21.8		Intersection LOS: C	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	40	1	5	1	320	30	5	470	1
Future Volume (vph)	1	1	1	40	1	5	1	320	30	5	470	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.871			0.987				
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	17%	5%	0%
Adj. Flow (vph)	1	1	1	47	1	6	1	376	35	6	553	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	47	7	0	1	411	0	6	554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

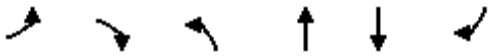
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	40	1	5	1	320	30	5	470	1
Future Vol, veh/h	1	1	1	40	1	5	1	320	30	5	470	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	17	5	0
Mvmt Flow	1	1	1	47	1	6	1	376	35	6	553	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	965	979	554	963	962	394	554	0	0	411	0	0
Stage 1	566	566	-	396	396	-	-	-	-	-	-	-
Stage 2	399	413	-	567	566	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.353	-	-
Pot Cap-1 Maneuver	236	252	536	237	258	659	1026	-	-	1072	-	-
Stage 1	513	511	-	633	607	-	-	-	-	-	-	-
Stage 2	631	597	-	512	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	250	536	234	256	659	1026	-	-	1072	-	-
Mov Cap-2 Maneuver	232	250	-	234	256	-	-	-	-	-	-	-
Stage 1	512	508	-	632	606	-	-	-	-	-	-	-
Stage 2	624	596	-	507	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	22.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	295	234	522	1072	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.201	0.014	0.005	-	-
HCM Control Delay (s)	8.5	-	-	17.4	24.2	12	8.4	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	5	335	500	10
Future Volume (vph)	15	10	5	335	500	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1064	0	953	1968	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1064	0	953	1968	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	88%	83%	83%	5%	3%	91%
Adj. Flow (vph)	17	11	6	385	575	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	6	385	575	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

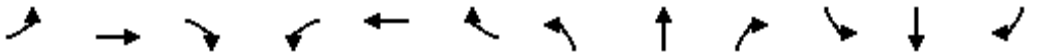
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	335	500	10
Future Vol, veh/h	15	10	5	335	500	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	88	83	83	5	3	91
Mvmt Flow	17	11	6	385	575	11

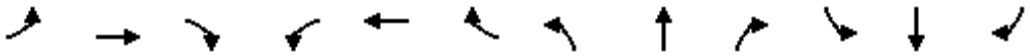
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	972	575	586	0	-	0
Stage 1	575	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	7.28	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.28	-	-	-	-	-
Critical Hdwy Stg 2	6.28	-	-	-	-	-
Follow-up Hdwy	4.292	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	198	393	689	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	393	689	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	689	-	245	-	-
HCM Lane V/C Ratio	0.008	-	0.117	-	-
HCM Control Delay (s)	10.3	-	21.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



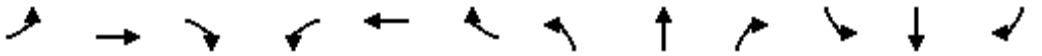
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	625	70	125	710	105	90	60	85	155	135	310
Future Volume (vph)	200	625	70	125	710	105	90	60	85	155	135	310
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1511	1865	1961	1516	1651	2046	1538
Flt Permitted	0.173			0.325			0.663			0.598		
Satd. Flow (perm)	330	3812	1615	638	3888	1480	1302	1961	1516	1039	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			114			92			228
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	1%	14%	0%	2%	3%	13%	1%	5%
Adj. Flow (vph)	217	679	76	136	772	114	98	65	92	168	147	337
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	679	76	136	772	114	98	65	92	168	147	337
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	59.0	43.8	59.9	48.4	38.3	52.9	34.7	25.0	41.5	44.2	30.0	52.0
Actuated g/C Ratio	0.49	0.37	0.50	0.41	0.32	0.44	0.29	0.21	0.35	0.37	0.25	0.44
v/c Ratio	0.61	0.48	0.09	0.37	0.62	0.16	0.23	0.16	0.16	0.37	0.29	0.42
Control Delay	23.9	30.1	3.4	19.4	36.9	3.2	28.6	45.6	7.5	29.9	41.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	30.1	3.4	19.4	36.9	3.2	28.6	45.6	7.5	29.9	41.1	9.9
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		26.7			30.8			25.3			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	87	203	0	52	256	0	47	40	0	86	90	49
Queue Length 95th (ft)	149	292	24	96	373	29	106	101	43	175	184	147
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	466	2234	1035	566	2279	894	607	411	755	551	514	892
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.30	0.07	0.24	0.34	0.13	0.16	0.16	0.12	0.30	0.29	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 119.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



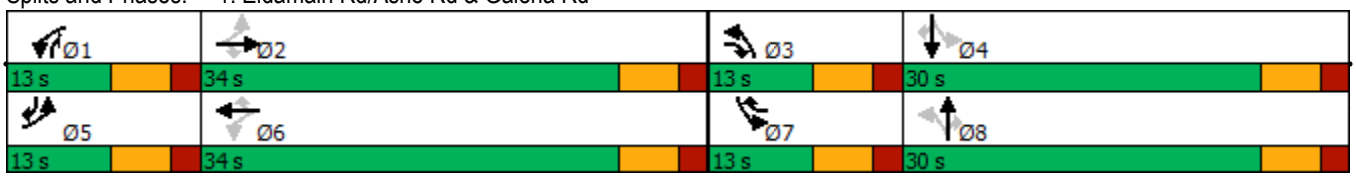
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	140	40	70	80	10	20	260	90	5	125	60
Future Volume (vph)	120	140	40	70	80	10	20	260	90	5	125	60
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1342	1961	1468	1703	2000	1084	1805	1942	1501
Flt Permitted	0.697			0.659			0.624			0.462		
Satd. Flow (perm)	1399	1923	1574	931	1961	1468	1118	2000	1084	878	1942	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	39%	2%	10%	6%	0%	44%	0%	3%	4%
Adj. Flow (vph)	132	154	44	77	88	11	22	286	99	5	137	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	154	44	77	88	11	22	286	99	5	137	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

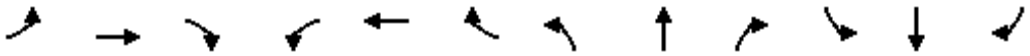
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd 03/30/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	34.3	29.0	41.7	34.1	28.9	41.3	22.8	20.4	33.5	21.1	17.9	31.1
Actuated g/C Ratio	0.45	0.38	0.55	0.45	0.38	0.55	0.30	0.27	0.44	0.28	0.24	0.41
v/c Ratio	0.19	0.21	0.05	0.17	0.12	0.01	0.06	0.53	0.18	0.02	0.30	0.10
Control Delay	12.8	20.7	0.1	13.2	20.3	0.0	17.2	29.4	4.0	16.6	28.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	20.7	0.1	13.2	20.3	0.0	17.2	29.4	4.0	16.6	28.3	1.4
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		14.8			15.9			22.6			19.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	33	54	0	19	30	0	7	109	0	2	61	0
Queue Length 95th (ft)	76	113	0	50	70	0	22	217	25	8	110	9
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	681	736	929	459	748	868	393	669	545	339	635	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.05	0.17	0.12	0.01	0.06	0.43	0.18	0.01	0.22	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 75.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	25	1	20	1	350	65	35	200	1
Future Volume (vph)	1	1	1	25	1	20	1	350	65	35	200	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		215	180		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	265			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.857				0.850		0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1574	0	1745	1879	1583	1531	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1574	0	1745	1879	1583	1531	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			760			946			3769	
Travel Time (s)		21.9			9.4			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	2%	14%	25%	0%
Adj. Flow (vph)	1	1	1	27	1	22	1	385	71	38	220	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	27	23	0	1	385	71	38	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.90	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

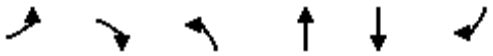
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	25	1	20	1	350	65	35	200	1
Future Vol, veh/h	1	1	1	25	1	20	1	350	65	35	200	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	215	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	10	2	14	25	0
Mvmt Flow	1	1	1	27	1	22	1	385	71	38	220	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	731	755	221	685	684	385	221	0	0	456	0	0
Stage 1	297	297	-	387	387	-	-	-	-	-	-	-
Stage 2	434	458	-	298	297	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.326	-	-
Pot Cap-1 Maneuver	340	340	824	365	374	667	1360	-	-	1044	-	-
Stage 1	716	671	-	641	613	-	-	-	-	-	-	-
Stage 2	604	570	-	715	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	824	353	360	667	1360	-	-	1044	-	-
Mov Cap-2 Maneuver	319	327	-	353	360	-	-	-	-	-	-	-
Stage 1	715	647	-	640	612	-	-	-	-	-	-	-
Stage 2	583	569	-	687	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	13.7	0	1.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	405	353	641	1044	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.078	0.036	0.037	-	-
HCM Control Delay (s)	7.6	-	-	14	16.1	10.8	8.6	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	5	400	210	15
Future Volume (vph)	15	5	5	400	210	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1813	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1813	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	14%	81%
Adj. Flow (vph)	16	5	5	435	228	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	435	228	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

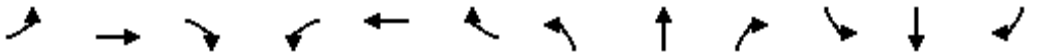
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	400	210	15
Future Vol, veh/h	15	5	5	400	210	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	14	81
Mvmt Flow	16	5	5	435	228	16

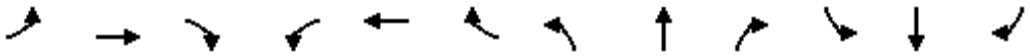
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	673	228	244	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	7.4	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	301	646	965	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	646	965	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	345	-	-
HCM Lane V/C Ratio	0.006	-	0.063	-	-
HCM Control Delay (s)	8.8	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



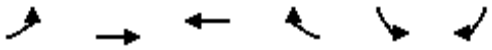
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	565	40	35	290	130	25	90	75	125	40	100
Future Volume (vph)	190	565	40	35	290	130	25	90	75	125	40	100
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1346	1865	2000	1473	1516	2067	1495
Flt Permitted	0.422			0.424			0.730			0.558		
Satd. Flow (perm)	803	3812	1568	757	3636	1315	1433	2000	1473	891	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			137			79			105
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	28%	0%	0%	6%	23%	0%	8%
Adj. Flow (vph)	200	595	42	37	305	137	26	95	79	132	42	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	595	42	37	305	137	26	95	79	132	42	105
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	40.8	30.5	43.3	28.2	21.4	32.8	30.6	24.2	37.3	41.1	31.9	51.5
Actuated g/C Ratio	0.43	0.32	0.45	0.29	0.22	0.34	0.32	0.25	0.39	0.43	0.33	0.54
v/c Ratio	0.41	0.49	0.06	0.13	0.38	0.25	0.05	0.19	0.13	0.29	0.06	0.12
Control Delay	20.6	29.1	2.4	18.4	33.8	4.4	17.7	31.5	5.9	19.2	25.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	29.1	2.4	18.4	33.8	4.4	17.7	31.5	5.9	19.2	25.2	3.0
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.7			24.2			19.6			14.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	75	156	0	13	81	0	8	44	0	46	17	0
Queue Length 95th (ft)	133	227	12	33	135	35	27	100	32	98	47	26
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	595	2753	1017	557	2626	765	736	505	871	579	690	1007
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.22	0.04	0.07	0.12	0.18	0.04	0.19	0.09	0.23	0.06	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 95.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	30	25	10	1	20
Future Volume (vph)	70	30	25	10	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	265				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.869	
Flt Protected		0.966			0.998	
Satd. Flow (prot)	0	1730	1828	0	1648	0
Flt Permitted		0.966			0.998	
Satd. Flow (perm)	0	1730	1828	0	1648	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		760	911		450	
Travel Time (s)		9.4	11.3		10.2	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	7%	4%	0%	0%	0%	0%
Adj. Flow (vph)	101	43	36	14	1	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	50	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.1%		ICU Level of Service A	
Analysis Period (min) 15			

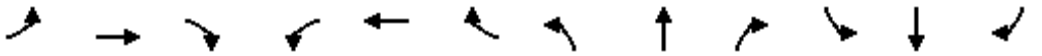
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	30	25	10	1	20
Future Vol, veh/h	70	30	25	10	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	7	4	0	0	0	0
Mvmt Flow	101	43	36	14	1	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	288	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1525	-	-	-	707	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	659	1033
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	1006
HCM Lane V/C Ratio	0.067	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



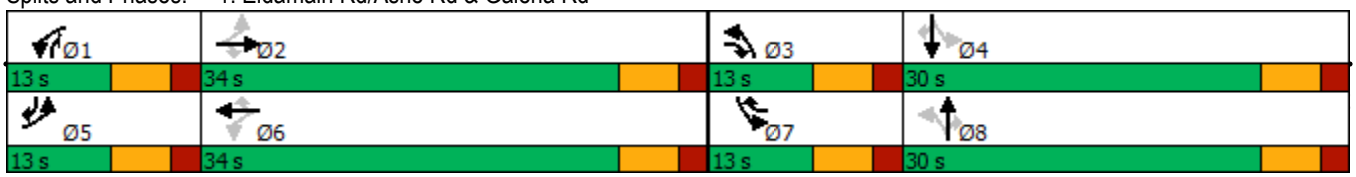
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	110	35	125	190	10	45	195	105	5	340	130
Future Volume (vph)	60	110	35	125	190	10	45	195	105	5	340	130
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1210	1805	1961	1561
Flt Permitted	0.591			0.675			0.258			0.624		
Satd. Flow (perm)	1174	1980	1574	1077	1923	1615	476	1961	1210	1186	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			115			143
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	29%	0%	2%	0%
Adj. Flow (vph)	66	121	38	137	209	11	49	214	115	5	374	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	121	38	137	209	11	49	214	115	5	374	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

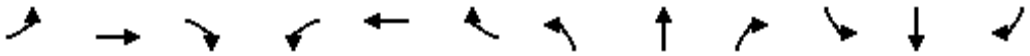
Lanes, Volumes, Timings
1: Eldamain Rd/Ashe Rd & Galena Rd 03/30/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	35.1	28.4	41.1	35.5	28.6	40.7	29.1	26.5	39.5	25.8	21.3	34.1
Actuated g/C Ratio	0.42	0.34	0.49	0.42	0.34	0.48	0.34	0.31	0.47	0.31	0.25	0.40
v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.19	0.35	0.18	0.01	0.76	0.20
Control Delay	14.5	23.1	0.1	16.4	24.6	0.0	18.1	25.2	4.2	16.0	40.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	23.1	0.1	16.4	24.6	0.0	18.1	25.2	4.2	16.0	40.9	3.9
LOS	B	C	A	B	C	A	B	C	A	B	D	A
Approach Delay		16.7			20.7			17.9			30.5	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	20	50	0	45	91	0	16	78	0	2	193	0
Queue Length 95th (ft)	44	92	0	82	151	0	38	162	31	8	293	34
Internal Link Dist (ft)		693			1014			932			593	
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	552	664	828	490	649	852	270	666	628	425	563	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.18	0.32	0.18	0.01	0.66	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	65	1	25	1	320	70	30	470	1
Future Volume (vph)	1	1	1	65	1	25	1	320	70	30	470	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		215	180		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	265			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.855				0.850			
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1316	0	1745	1879	1615	1694	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1316	0	1745	1879	1615	1694	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			760			946			3769	
Travel Time (s)		21.9			9.4			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	20%	0%	10%	0%	3%	5%	0%
Adj. Flow (vph)	1	1	1	71	1	27	1	352	77	33	516	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	71	28	0	1	352	77	33	517	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.90	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

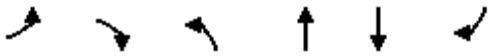
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	65	1	25	1	320	70	30	470	1
Future Vol, veh/h	1	1	1	65	1	25	1	320	70	30	470	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	215	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	20	0	10	0	3	5	0
Mvmt Flow	1	1	1	71	1	27	1	352	77	33	516	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	990	1014	517	938	937	352	517	0	0	429	0	0
Stage 1	583	583	-	354	354	-	-	-	-	-	-	-
Stage 2	407	431	-	584	583	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.4	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.48	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	227	240	562	247	267	653	1059	-	-	1125	-	-
Stage 1	502	502	-	667	634	-	-	-	-	-	-	-
Stage 2	625	586	-	501	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	233	562	240	259	653	1059	-	-	1125	-	-
Mov Cap-2 Maneuver	212	233	-	240	259	-	-	-	-	-	-	-
Stage 1	501	487	-	666	633	-	-	-	-	-	-	-
Stage 2	597	585	-	484	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	21.9	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	278	240	617	1125	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.298	0.046	0.029	-	-
HCM Control Delay (s)	8.4	-	-	18.1	26.2	11.1	8.3	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	5	375	525	10
Future Volume (vph)	15	10	5	375	525	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1063	0	953	1987	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1063	0	953	1987	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	88%	83%	83%	4%	3%	91%
Adj. Flow (vph)	16	11	5	408	571	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	5	408	571	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

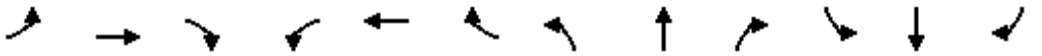
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	375	525	10
Future Vol, veh/h	15	10	5	375	525	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	88	83	83	4	3	91
Mvmt Flow	16	11	5	408	571	11

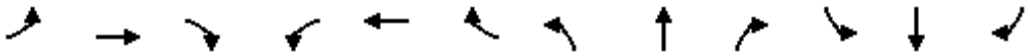
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	989	571	582	0	-	0
Stage 1	571	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	7.28	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.28	-	-	-	-	-
Critical Hdwy Stg 2	6.28	-	-	-	-	-
Follow-up Hdwy	4.292	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	193	395	692	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	395	692	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	692	-	242	-	-
HCM Lane V/C Ratio	0.008	-	0.112	-	-
HCM Control Delay (s)	10.2	-	21.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



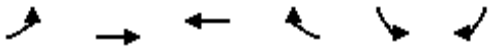
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	625	70	125	710	135	90	60	85	175	135	315
Future Volume (vph)	210	625	70	125	710	135	90	60	85	175	135	315
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1552	1865	1961	1516	1665	2046	1538
Flt Permitted	0.176			0.339			0.666			0.578		
Satd. Flow (perm)	335	3812	1615	666	3888	1517	1308	1961	1516	1013	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			142			89			236
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	0%	0%	1%	11%	0%	2%	3%	12%	1%	5%
Adj. Flow (vph)	221	658	74	132	747	142	95	63	89	184	142	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	658	74	132	747	142	95	63	89	184	142	332
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	58.0	42.7	58.7	46.8	36.8	52.2	34.2	24.7	41.1	45.2	30.6	52.9
Actuated g/C Ratio	0.49	0.36	0.50	0.39	0.31	0.44	0.29	0.21	0.35	0.38	0.26	0.45
v/c Ratio	0.61	0.48	0.09	0.36	0.62	0.19	0.23	0.15	0.15	0.39	0.27	0.41
Control Delay	24.5	30.5	3.6	19.7	37.6	3.0	28.0	45.6	7.5	29.6	39.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	30.5	3.6	19.7	37.6	3.0	28.0	45.6	7.5	29.6	39.9	8.7
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		27.0			30.5			25.1			21.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	90	196	0	51	248	0	45	39	0	93	85	41
Queue Length 95th (ft)	156	286	24	95	366	32	103	98	42	188	177	133
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	468	2251	1027	571	2296	917	614	409	755	558	528	908
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.29	0.07	0.23	0.33	0.15	0.15	0.15	0.12	0.33	0.27	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 118.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Eldamain Rd & US Rte 34



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	35	45	10	5	45
Future Volume (vph)	65	35	45	10	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	265				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976		0.878	
Flt Protected		0.969			0.995	
Satd. Flow (prot)	0	1822	1854	0	1510	0
Flt Permitted		0.969			0.995	
Satd. Flow (perm)	0	1822	1854	0	1510	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		760	911		450	
Travel Time (s)		9.4	11.3		10.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	3%	0%	0%	0%	11%
Adj. Flow (vph)	79	43	55	12	6	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	122	67	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	35	45	10	5	45
Future Vol, veh/h	65	35	45	10	5	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	3	0	0	0	11
Mvmt Flow	79	43	55	12	6	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	262	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.1	-	-	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.399
Pot Cap-1 Maneuver	1547	-	-	-	731	979
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	693	979
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	940
HCM Lane V/C Ratio	0.051	-	-	-	0.065
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

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Raw Traffic Data

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Count Name: Eldamain Rd.@Galena Rd.
Site Code:
Start Date: 07/27/2021

Turning Movement Data

Start Time	Eldamain Rd. Southbound						Galena Rd. Westbound						Eldamain Rd. Northbound						Galena Rd. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	9	13	0	0	0	22	0	7	15	0	0	22	21	38	1	0	0	60	2	34	24	0	0	60	164
6:15 AM	6	18	1	0	0	25	0	14	13	0	0	27	18	54	3	0	0	75	8	31	17	0	0	56	183
6:30 AM	7	19	1	0	0	27	4	16	17	0	0	37	23	63	4	0	0	90	15	39	25	0	0	79	233
6:45 AM	10	29	0	0	0	39	1	24	18	0	0	43	19	43	7	0	0	69	8	36	27	0	0	71	222
Hourly Total	32	79	2	0	0	113	5	61	63	0	0	129	81	198	15	0	0	294	33	140	93	0	0	266	802
7:00 AM	9	13	0	0	0	22	1	18	8	0	0	27	14	50	3	0	0	67	5	26	27	0	0	58	174
7:15 AM	8	10	2	0	0	20	3	13	17	0	0	33	18	50	3	0	0	71	5	27	17	0	0	49	173
7:30 AM	12	21	3	0	0	36	1	15	21	0	0	37	25	50	3	0	0	78	7	32	30	0	0	69	220
7:45 AM	20	19	1	0	0	40	3	17	13	0	0	33	12	65	6	0	0	83	15	25	18	0	0	58	214
Hourly Total	49	63	6	0	0	118	8	63	59	0	0	130	69	215	15	0	0	299	32	110	92	0	0	234	781
8:00 AM	10	12	1	0	0	23	4	13	14	0	0	31	17	42	3	0	0	62	3	26	22	0	0	51	167
8:15 AM	5	24	0	0	0	29	2	18	14	0	0	34	25	50	4	0	0	79	11	30	20	0	0	61	203
8:30 AM	6	21	3	0	0	30	3	9	7	0	0	19	13	44	4	0	0	61	3	18	17	0	0	38	148
8:45 AM	9	14	3	0	0	26	3	18	11	0	0	32	12	34	1	0	0	47	7	18	15	0	0	40	145
Hourly Total	30	71	7	0	0	108	12	58	46	0	0	116	67	170	12	0	0	249	24	92	74	0	0	190	663
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	30	36	0	0	0	66	1	39	20	0	0	60	23	34	6	0	0	63	8	22	8	0	0	38	227
3:15 PM	16	50	1	0	0	67	1	33	24	0	0	58	29	34	10	0	0	73	9	23	9	0	0	41	239
3:30 PM	19	66	1	0	0	86	1	39	38	0	0	78	24	42	13	0	0	79	9	20	10	0	0	39	282
3:45 PM	39	62	0	0	0	101	7	44	20	0	0	71	19	39	9	0	0	67	7	27	15	0	0	49	288
Hourly Total	104	214	2	0	0	320	10	155	102	0	0	267	95	149	38	0	0	282	33	92	42	0	0	167	1036
4:00 PM	34	74	4	0	0	112	1	38	12	0	0	51	13	28	6	0	0	47	7	19	15	0	0	41	251
4:15 PM	33	55	1	0	0	89	3	37	17	0	0	57	16	22	6	0	0	44	14	27	10	0	0	51	241
4:30 PM	27	71	4	0	0	102	3	35	23	0	0	61	18	26	5	0	0	49	11	23	21	0	0	55	267
4:45 PM	43	67	3	0	0	113	5	37	17	0	0	59	11	26	5	0	0	42	6	36	18	0	0	60	274
Hourly Total	137	267	12	0	0	416	12	147	69	0	0	228	58	102	22	0	0	182	38	105	64	0	0	207	1033
5:00 PM	25	68	6	0	0	99	2	43	17	0	1	62	16	24	7	1	0	48	10	26	15	0	0	51	260
5:15 PM	31	69	6	0	0	106	1	41	16	0	0	58	8	24	7	0	0	39	7	17	22	0	0	46	249
5:30 PM	25	62	4	0	0	91	3	37	18	0	0	58	14	22	6	0	0	42	8	19	8	0	0	35	226
5:45 PM	18	51	3	0	0	72	2	36	25	0	0	63	17	19	4	0	0	40	8	20	16	0	0	44	219
Hourly Total	99	250	19	0	0	368	8	157	76	0	1	241	55	89	24	1	0	169	33	82	61	0	0	176	954
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	451	944	48	0	0	1443	55	641	415	0	1	1111	425	923	126	1	0	1475	193	621	426	0	0	1240	5269

Approach %	31.3	65.4	3.3	0.0	-	-	5.0	57.7	37.4	0.0	-	-	28.8	62.6	8.5	0.1	-	-	15.6	50.1	34.4	0.0	-	-	-
Total %	8.6	17.9	0.9	0.0	-	27.4	1.0	12.2	7.9	0.0	-	21.1	8.1	17.5	2.4	0.0	-	28.0	3.7	11.8	8.1	0.0	-	23.5	-
Lights	446	933	48	0	-	1427	53	615	302	0	-	970	298	915	121	1	-	1335	178	601	423	0	-	1202	4934
% Lights	98.9	98.8	100.0	-	-	98.9	96.4	95.9	72.8	-	-	87.3	70.1	99.1	96.0	100.0	-	90.5	92.2	96.8	99.3	-	-	96.9	93.6
Mediums	3	10	0	0	-	13	2	20	36	0	-	58	54	6	3	0	-	63	3	15	3	0	-	21	155
% Mediums	0.7	1.1	0.0	-	-	0.9	3.6	3.1	8.7	-	-	5.2	12.7	0.7	2.4	0.0	-	4.3	1.6	2.4	0.7	-	-	1.7	2.9
Articulated Trucks	2	1	0	0	-	3	0	6	77	0	-	83	73	2	2	0	-	77	12	5	0	0	-	17	180
% Articulated Trucks	0.4	0.1	0.0	-	-	0.2	0.0	0.9	18.6	-	-	7.5	17.2	0.2	1.6	0.0	-	5.2	6.2	0.8	0.0	-	-	1.4	3.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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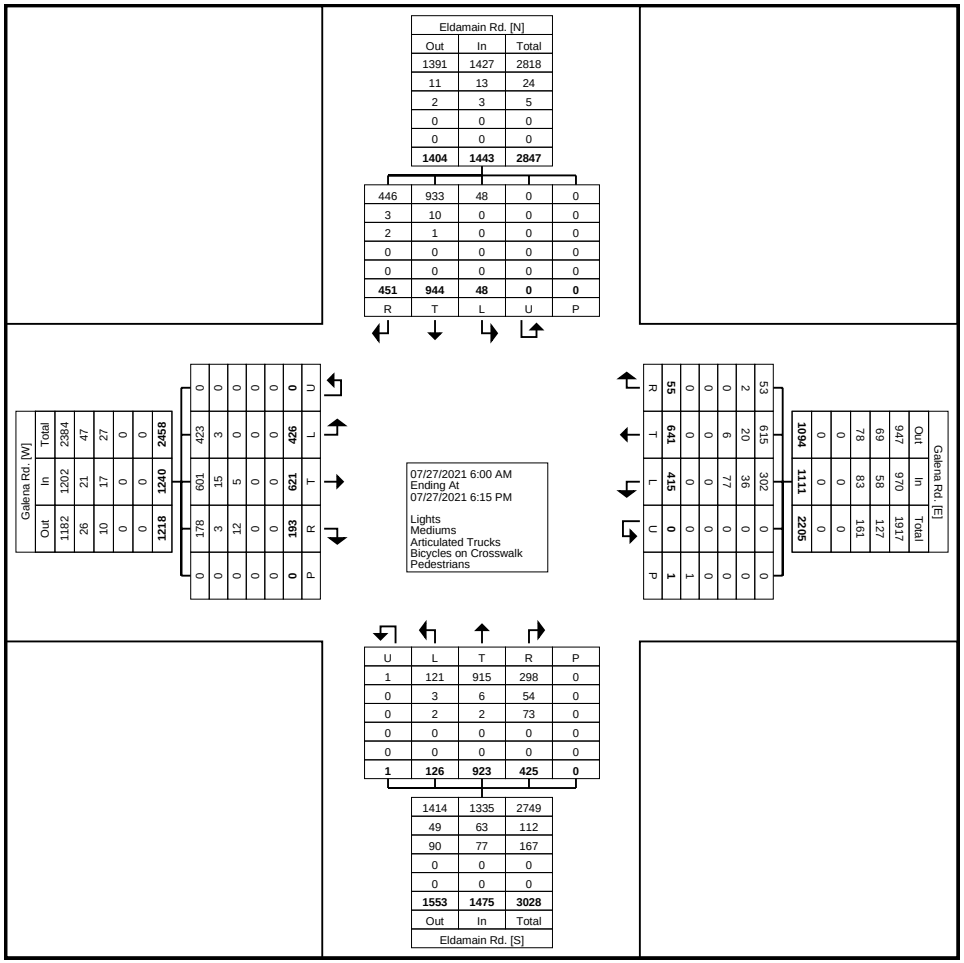
Count Name: Eldamain Rd.@Galena Rd.
Site Code:
Start Date: 07/27/2021



Turning Movement Data Plot

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Count Name: Eldamain Rd.@Galena Rd.
Site Code:
Start Date: 07/27/2021

Turning Movement Peak Hour Data (6:15 AM)

Start Time	Eldamain Rd. Southbound						Galena Rd. Westbound						Eldamain Rd. Northbound						Galena Rd. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:15 AM	6	18	1	0	0	25	0	14	13	0	0	27	18	54	3	0	0	75	8	31	17	0	0	56	183
6:30 AM	7	19	1	0	0	27	4	16	17	0	0	37	23	63	4	0	0	90	15	39	25	0	0	79	233
6:45 AM	10	29	0	0	0	39	1	24	18	0	0	43	19	43	7	0	0	69	8	36	27	0	0	71	222
7:00 AM	9	13	0	0	0	22	1	18	8	0	0	27	14	50	3	0	0	67	5	26	27	0	0	58	174
Total	32	79	2	0	0	113	6	72	56	0	0	134	74	210	17	0	0	301	36	132	96	0	0	264	812
Approach %	28.3	69.9	1.8	0.0	-	-	4.5	53.7	41.8	0.0	-	-	24.6	69.8	5.6	0.0	-	-	13.6	50.0	36.4	0.0	-	-	-
Total %	3.9	9.7	0.2	0.0	-	13.9	0.7	8.9	6.9	0.0	-	16.5	9.1	25.9	2.1	0.0	-	37.1	4.4	16.3	11.8	0.0	-	32.5	-
PHF	0.800	0.681	0.500	0.000	-	0.724	0.375	0.750	0.778	0.000	-	0.779	0.804	0.833	0.607	0.000	-	0.836	0.600	0.846	0.889	0.000	-	0.835	0.871
Lights	32	78	2	0	-	112	6	66	34	0	-	106	51	209	16	0	-	276	30	126	96	0	-	252	746
% Lights	100.0	98.7	100.0	-	-	99.1	100.0	91.7	60.7	-	-	79.1	68.9	99.5	94.1	-	-	91.7	83.3	95.5	100.0	-	-	95.5	91.9
Mediums	0	0	0	0	-	0	0	3	3	0	-	6	6	0	0	0	-	6	1	4	0	0	-	5	17
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	4.2	5.4	-	-	4.5	8.1	0.0	0.0	-	-	2.0	2.8	3.0	0.0	-	-	1.9	2.1
Articulated Trucks	0	1	0	0	-	1	0	3	19	0	-	22	17	1	1	0	-	19	5	2	0	0	-	7	49
% Articulated Trucks	0.0	1.3	0.0	-	-	0.9	0.0	4.2	33.9	-	-	16.4	23.0	0.5	5.9	-	-	6.3	13.9	1.5	0.0	-	-	2.7	6.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Eldamain Rd.@Galena Rd.
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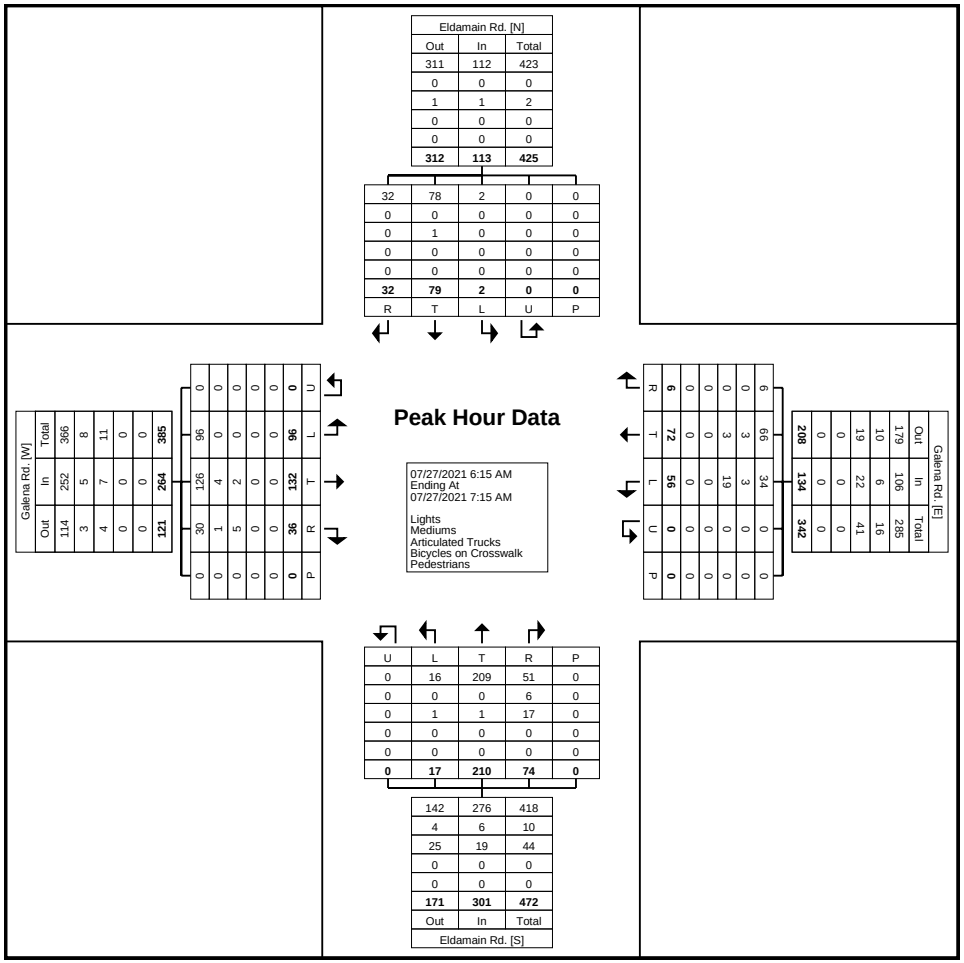

Turning Movement Peak Hour Data Plot (6:15 AM)

Sam Schwartz
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Chicago, Illinois, United States 60606
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Count Name: Eldamain Rd.@Galena Rd.
Site Code:
Start Date: 07/27/2021

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Eldamain Rd. Southbound						Galena Rd. Westbound						Eldamain Rd. Northbound						Galena Rd. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	19	66	1	0	0	86	1	39	38	0	0	78	24	42	13	0	0	79	9	20	10	0	0	39	282
3:45 PM	39	62	0	0	0	101	7	44	20	0	0	71	19	39	9	0	0	67	7	27	15	0	0	49	288
4:00 PM	34	74	4	0	0	112	1	38	12	0	0	51	13	28	6	0	0	47	7	19	15	0	0	41	251
4:15 PM	33	55	1	0	0	89	3	37	17	0	0	57	16	22	6	0	0	44	14	27	10	0	0	51	241
Total	125	257	6	0	0	388	12	158	87	0	0	257	72	131	34	0	0	237	37	93	50	0	0	180	1062
Approach %	32.2	66.2	1.5	0.0	-	-	4.7	61.5	33.9	0.0	-	-	30.4	55.3	14.3	0.0	-	-	20.6	51.7	27.8	0.0	-	-	-
Total %	11.8	24.2	0.6	0.0	-	36.5	1.1	14.9	8.2	0.0	-	24.2	6.8	12.3	3.2	0.0	-	22.3	3.5	8.8	4.7	0.0	-	16.9	-
PHF	0.801	0.868	0.375	0.000	-	0.866	0.429	0.898	0.572	0.000	-	0.824	0.750	0.780	0.654	0.000	-	0.750	0.661	0.861	0.833	0.000	-	0.882	0.922
Lights	125	254	6	0	-	385	11	155	70	0	-	236	57	129	33	0	-	219	34	92	49	0	-	175	1015
% Lights	100.0	98.8	100.0	-	-	99.2	91.7	98.1	80.5	-	-	91.8	79.2	98.5	97.1	-	-	92.4	91.9	98.9	98.0	-	-	97.2	95.6
Mediums	0	3	0	0	-	3	1	2	6	0	-	9	10	1	0	0	-	11	1	1	1	0	-	3	26
% Mediums	0.0	1.2	0.0	-	-	0.8	8.3	1.3	6.9	-	-	3.5	13.9	0.8	0.0	-	-	4.6	2.7	1.1	2.0	-	-	1.7	2.4
Articulated Trucks	0	0	0	0	-	0	0	1	11	0	-	12	5	1	1	0	-	7	2	0	0	0	-	2	21
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.6	12.6	-	-	4.7	6.9	0.8	2.9	-	-	3.0	5.4	0.0	0.0	-	-	1.1	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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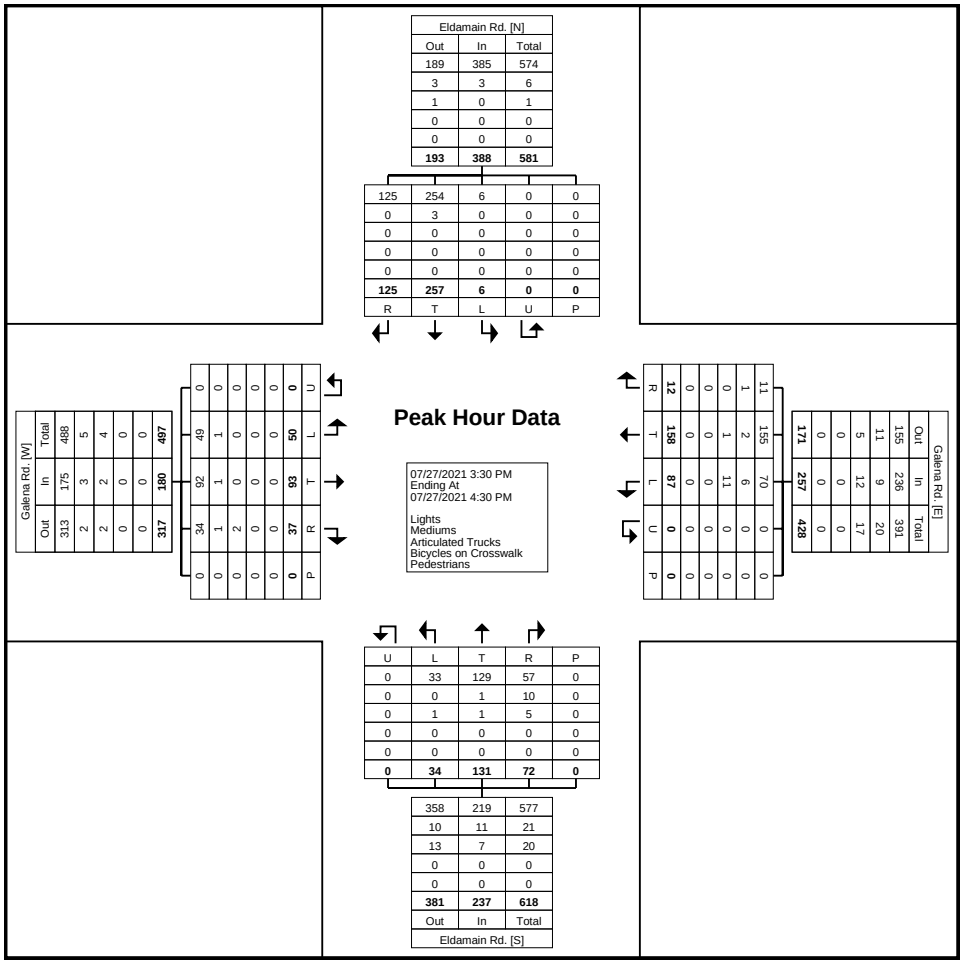
Count Name: Eldamain Rd.@Galena Rd.
Site Code:
Start Date: 07/27/2021



Turning Movement Peak Hour Data Plot (3:30 PM)

Sam Schwartz

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Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021

Turning Movement Data

Start Time	Eldemain Rd. Southbound						Corneils Rd. Westbound						Eldemain Rd. Northbound						Private Access Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	0	74	2	0	0	76	0	0	3	0	0	3	3	47	0	0	0	50	0	0	0	0	0	0	129
3:15 PM	0	102	2	0	0	104	2	0	10	0	0	12	6	71	0	0	0	77	0	0	0	0	0	0	193
3:30 PM	0	103	1	0	0	104	1	0	12	0	0	13	7	100	0	0	0	107	0	0	0	0	0	0	224
3:45 PM	0	117	2	0	0	119	3	0	4	0	0	7	3	58	0	0	0	61	0	0	0	0	0	0	187
Hourly Total	0	396	7	0	0	403	6	0	29	0	0	35	19	276	0	0	0	295	0	0	0	0	0	0	733
4:00 PM	0	86	1	0	0	87	1	0	7	0	0	8	7	54	0	0	0	61	0	0	0	0	0	0	156
4:15 PM	0	88	7	0	0	95	1	0	7	0	0	8	3	48	0	0	0	51	0	0	0	0	0	0	154
4:30 PM	0	127	6	0	0	133	4	0	5	0	0	9	3	40	0	0	0	43	0	0	0	0	0	0	185
4:45 PM	0	98	2	0	0	100	0	0	7	0	0	7	1	45	0	0	0	46	0	0	0	0	0	0	153
Hourly Total	0	399	16	0	0	415	6	0	26	0	0	32	14	187	0	0	0	201	0	0	0	0	0	0	648
5:00 PM	0	75	4	0	0	79	2	0	4	0	0	6	1	46	0	0	0	47	0	0	0	0	0	0	132
5:15 PM	0	112	2	0	0	114	0	0	8	0	0	8	2	51	0	0	0	53	0	0	0	0	0	0	175
5:30 PM	0	84	3	0	0	87	2	0	4	0	0	6	3	39	0	0	0	42	0	0	0	0	0	0	135
5:45 PM	0	75	5	0	0	80	1	0	6	0	0	7	2	46	0	0	0	48	0	0	0	0	0	0	135
Hourly Total	0	346	14	0	0	360	5	0	22	0	0	27	8	182	0	0	0	190	0	0	0	0	0	0	577
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:00 AM	0	25	1	0	0	26	0	0	0	0	0	0	11	63	0	0	0	74	0	0	0	0	0	0	100
6:15 AM	0	44	1	0	0	45	2	0	3	0	0	5	6	66	0	0	0	72	0	0	0	0	0	0	122
6:30 AM	0	61	0	0	0	61	2	0	2	0	0	4	5	82	0	0	0	87	0	0	0	0	0	0	152
6:45 AM	0	53	2	0	0	55	2	0	6	0	0	8	6	79	0	0	0	85	0	0	0	0	0	0	148
Hourly Total	0	183	4	0	0	187	6	0	11	0	0	17	28	290	0	0	0	318	0	0	0	0	0	0	522
7:00 AM	0	19	2	0	0	21	1	0	2	0	0	3	2	82	0	0	0	84	0	0	0	0	0	0	108
7:15 AM	0	32	1	0	0	33	2	0	2	0	2	4	3	81	0	0	0	84	0	0	0	0	0	0	121
7:30 AM	0	40	4	0	0	44	2	0	4	0	0	6	6	66	0	0	0	72	0	0	0	0	0	0	122
7:45 AM	0	30	2	0	0	32	2	0	3	0	0	5	3	80	0	0	0	83	0	0	0	0	0	0	120
Hourly Total	0	121	9	0	0	130	7	0	11	0	2	18	14	309	0	0	0	323	0	0	0	0	0	0	471
8:00 AM	0	35	0	0	0	35	3	0	1	0	0	4	4	59	0	0	0	63	0	0	0	0	0	0	102
8:15 AM	0	36	0	0	0	36	1	0	3	0	0	4	6	56	0	0	0	62	0	0	0	0	0	0	102
8:30 AM	0	36	1	0	0	37	1	0	5	0	0	6	3	54	0	0	0	57	0	0	0	0	0	0	100
8:45 AM	0	36	0	0	0	36	0	0	4	0	0	4	3	51	0	0	0	54	0	0	0	0	0	0	94
Hourly Total	0	143	1	0	0	144	5	0	13	0	0	18	16	220	0	0	0	236	0	0	0	0	0	0	398
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1588	51	0	0	1639	35	0	112	0	2	147	100	1464	0	0	0	1564	0	0	0	0	0	0	3350

Approach %	0.0	96.9	3.1	0.0	-	-	23.8	0.0	76.2	0.0	-	-	6.4	93.6	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	47.4	1.5	0.0	-	48.9	1.0	0.0	3.3	0.0	-	4.4	3.0	43.7	0.0	0.0	-	46.7	0.0	0.0	0.0	0.0	-	0.0	-
Lights	0	1442	50	0	-	1492	34	0	109	0	-	143	97	1319	0	0	-	1416	0	0	0	0	-	0	3051
% Lights	-	90.8	98.0	-	-	91.0	97.1	-	97.3	-	-	97.3	97.0	90.1	-	-	-	90.5	-	-	-	-	-	-	91.1
Mediums	0	60	0	0	-	60	1	0	3	0	-	4	3	56	0	0	-	59	0	0	0	0	-	0	123
% Mediums	-	3.8	0.0	-	-	3.7	2.9	-	2.7	-	-	2.7	3.0	3.8	-	-	-	3.8	-	-	-	-	-	-	3.7
Articulated Trucks	0	86	1	0	-	87	0	0	0	0	-	0	0	89	0	0	-	89	0	0	0	0	-	0	176
% Articulated Trucks	-	5.4	2.0	-	-	5.3	0.0	-	0.0	-	-	0.0	0.0	6.1	-	-	-	5.7	-	-	-	-	-	-	5.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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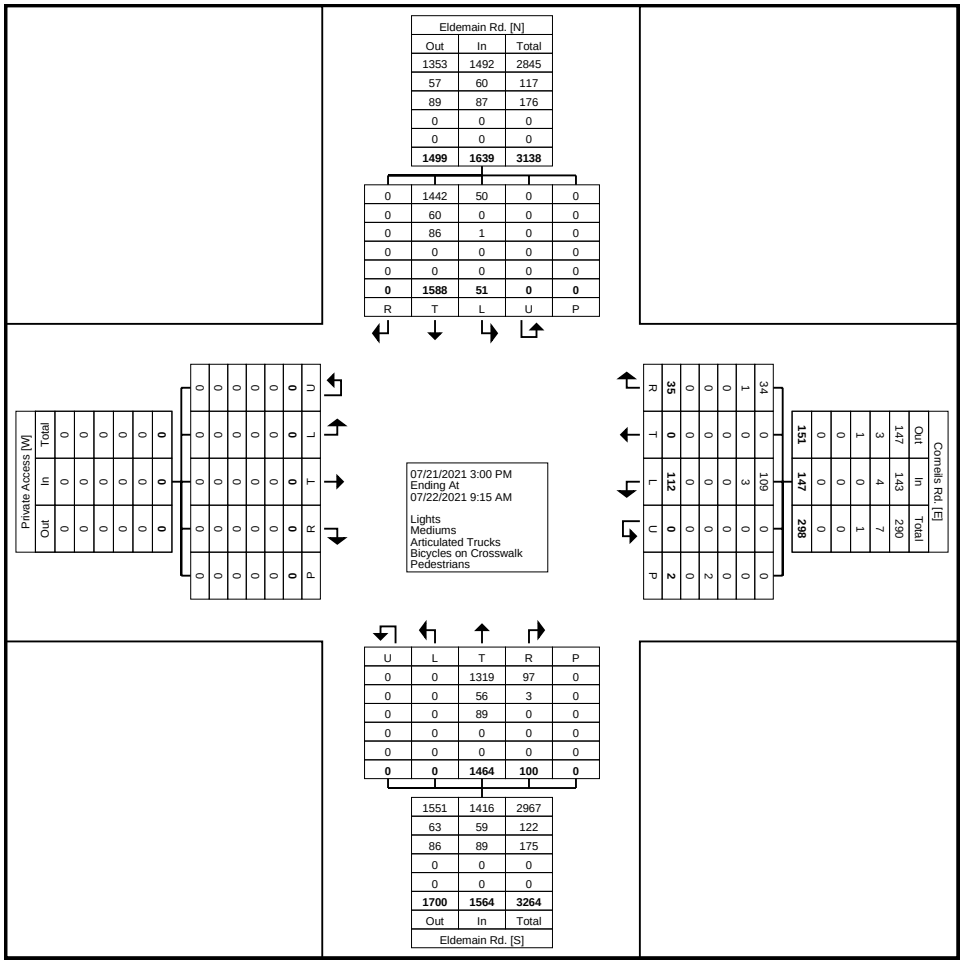
Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021



Turning Movement Data Plot

Sam Schwartz
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Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Eldemain Rd. Southbound						Corneils Rd. Westbound						Eldemain Rd. Northbound						Private Access Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:15 PM	0	102	2	0	0	104	2	0	10	0	0	12	6	71	0	0	0	77	0	0	0	0	0	0	193
3:30 PM	0	103	1	0	0	104	1	0	12	0	0	13	7	100	0	0	0	107	0	0	0	0	0	0	224
3:45 PM	0	117	2	0	0	119	3	0	4	0	0	7	3	58	0	0	0	61	0	0	0	0	0	0	187
4:00 PM	0	86	1	0	0	87	1	0	7	0	0	8	7	54	0	0	0	61	0	0	0	0	0	0	156
Total	0	408	6	0	0	414	7	0	33	0	0	40	23	283	0	0	0	306	0	0	0	0	0	0	760
Approach %	0.0	98.6	1.4	0.0	-	-	17.5	0.0	82.5	0.0	-	-	7.5	92.5	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	53.7	0.8	0.0	-	54.5	0.9	0.0	4.3	0.0	-	5.3	3.0	37.2	0.0	0.0	-	40.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.872	0.750	0.000	-	0.870	0.583	0.000	0.688	0.000	-	0.769	0.821	0.708	0.000	0.000	-	0.715	0.000	0.000	0.000	0.000	-	0.000	0.848
Lights	0	386	5	0	-	391	7	0	33	0	-	40	23	254	0	0	-	277	0	0	0	0	-	0	708
% Lights	-	94.6	83.3	-	-	94.4	100.0	-	100.0	-	-	100.0	100.0	89.8	-	-	-	90.5	-	-	-	-	-	-	93.2
Mediums	0	11	0	0	-	11	0	0	0	0	-	0	0	19	0	0	-	19	0	0	0	0	-	0	30
% Mediums	-	2.7	0.0	-	-	2.7	0.0	-	0.0	-	-	0.0	0.0	6.7	-	-	-	6.2	-	-	-	-	-	-	3.9
Articulated Trucks	0	11	1	0	-	12	0	0	0	0	-	0	0	10	0	0	-	10	0	0	0	0	-	0	22
% Articulated Trucks	-	2.7	16.7	-	-	2.9	0.0	-	0.0	-	-	0.0	0.0	3.5	-	-	-	3.3	-	-	-	-	-	-	2.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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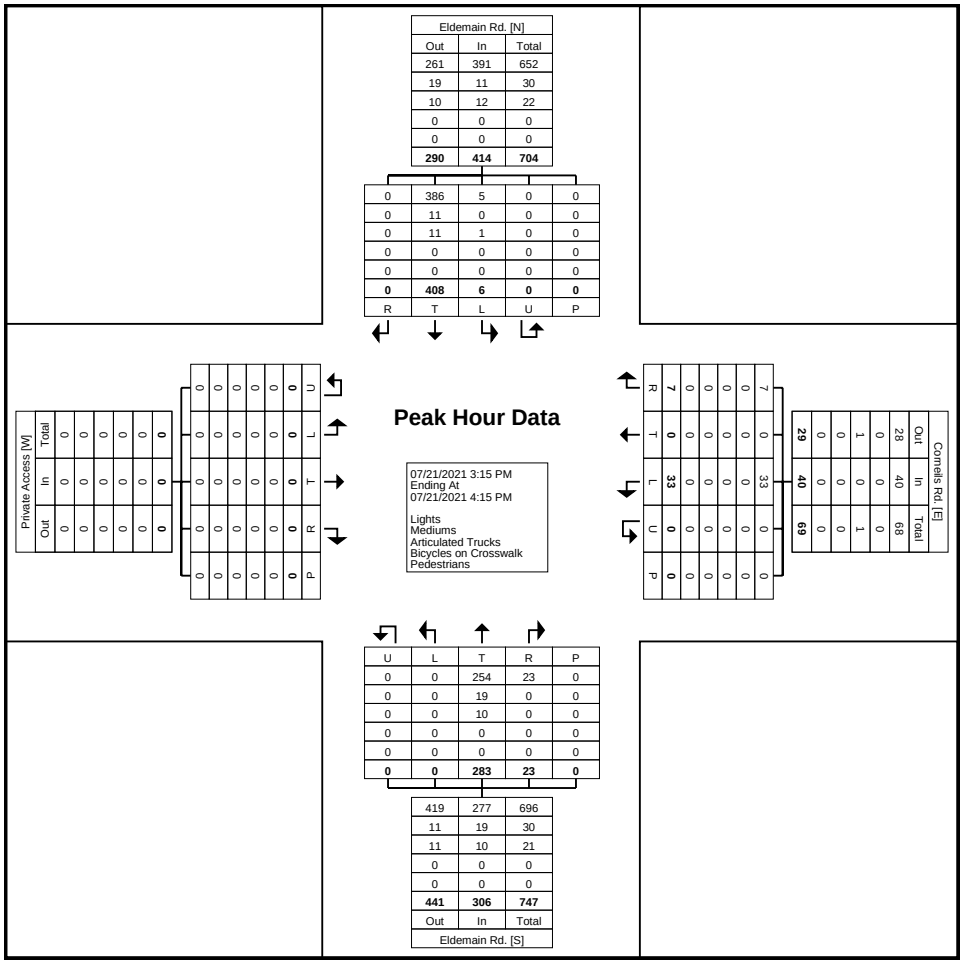
Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021



Turning Movement Peak Hour Data Plot (3:15 PM)

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Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021

Turning Movement Peak Hour Data (6:15 AM)

Start Time	Eldemain Rd. Southbound						Corneils Rd. Westbound						Eldemain Rd. Northbound						Private Access Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:15 AM	0	44	1	0	0	45	2	0	3	0	0	5	6	66	0	0	0	72	0	0	0	0	0	0	122
6:30 AM	0	61	0	0	0	61	2	0	2	0	0	4	5	82	0	0	0	87	0	0	0	0	0	0	152
6:45 AM	0	53	2	0	0	55	2	0	6	0	0	8	6	79	0	0	0	85	0	0	0	0	0	0	148
7:00 AM	0	19	2	0	0	21	1	0	2	0	0	3	2	82	0	0	0	84	0	0	0	0	0	0	108
Total	0	177	5	0	0	182	7	0	13	0	0	20	19	309	0	0	0	328	0	0	0	0	0	0	530
Approach %	0.0	97.3	2.7	0.0	-	-	35.0	0.0	65.0	0.0	-	-	5.8	94.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	33.4	0.9	0.0	-	34.3	1.3	0.0	2.5	0.0	-	3.8	3.6	58.3	0.0	0.0	-	61.9	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.725	0.625	0.000	-	0.746	0.875	0.000	0.542	0.000	-	0.625	0.792	0.942	0.000	0.000	-	0.943	0.000	0.000	0.000	0.000	-	0.000	0.872
Lights	0	148	5	0	-	153	6	0	13	0	-	19	19	276	0	0	-	295	0	0	0	0	-	0	467
% Lights	-	83.6	100.0	-	-	84.1	85.7	-	100.0	-	-	95.0	100.0	89.3	-	-	-	89.9	-	-	-	-	-	-	88.1
Mediums	0	9	0	0	-	9	1	0	0	0	-	1	0	8	0	0	-	8	0	0	0	0	-	0	18
% Mediums	-	5.1	0.0	-	-	4.9	14.3	-	0.0	-	-	5.0	0.0	2.6	-	-	-	2.4	-	-	-	-	-	-	3.4
Articulated Trucks	0	20	0	0	-	20	0	0	0	0	-	0	0	25	0	0	-	25	0	0	0	0	-	0	45
% Articulated Trucks	-	11.3	0.0	-	-	11.0	0.0	-	0.0	-	-	0.0	0.0	8.1	-	-	-	7.6	-	-	-	-	-	-	8.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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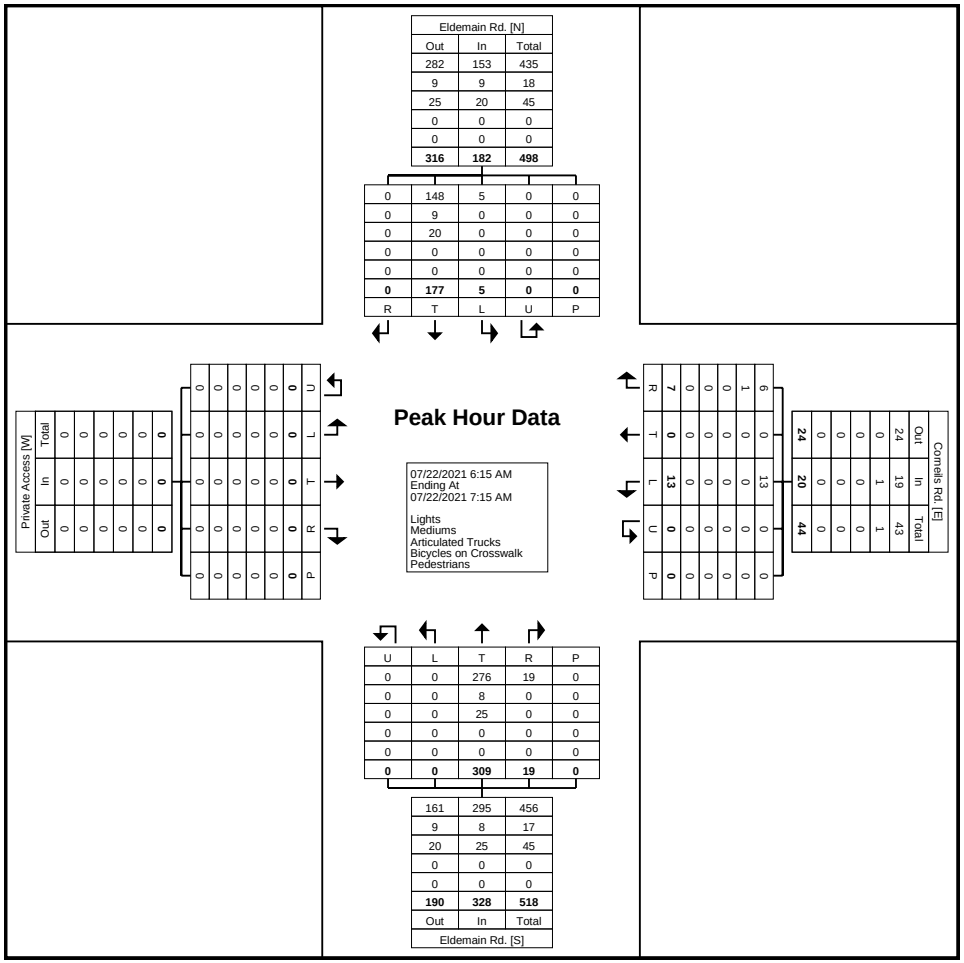
Count Name: Eldemain Rd.@Corneils Rd.
Site Code:
Start Date: 07/21/2021



Turning Movement Peak Hour Data Plot (6:15 AM)

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 1

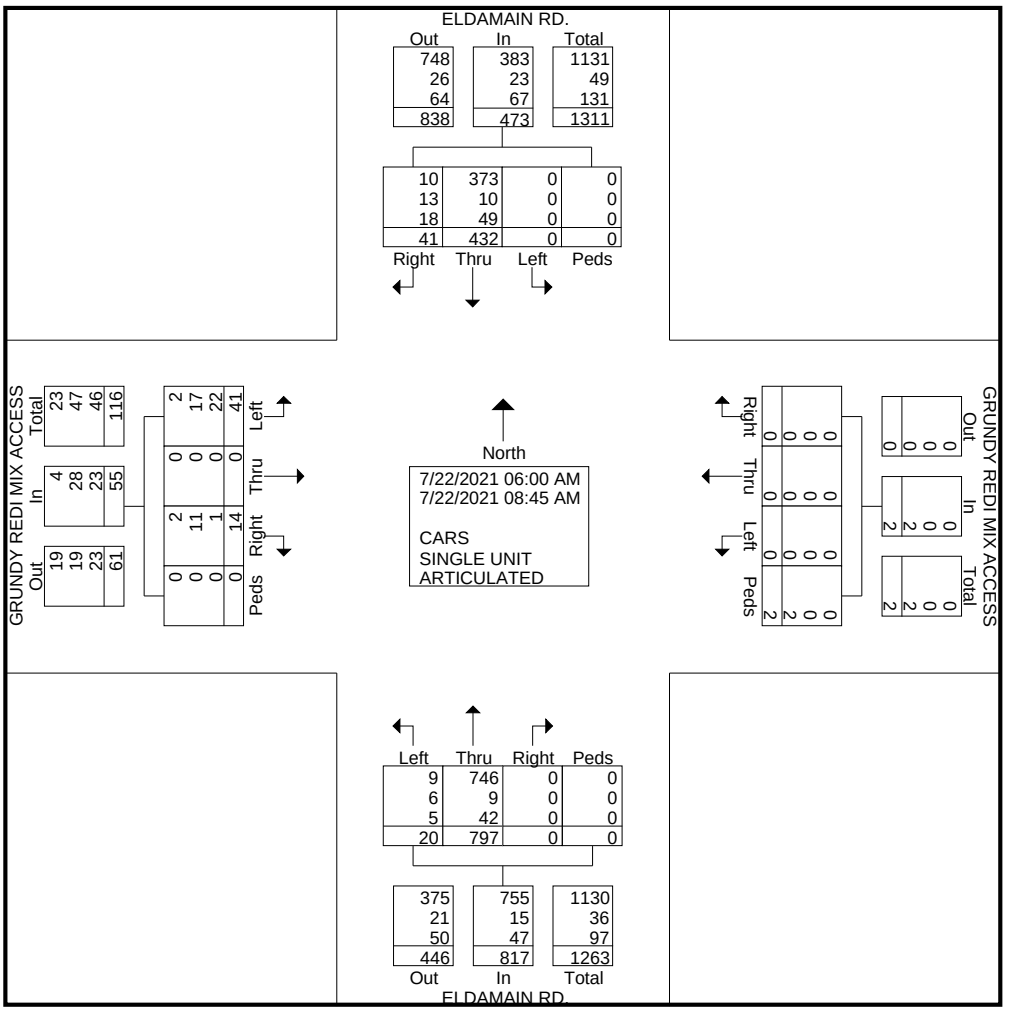
Groups Printed- CARS - SINGLE UNIT - ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	74	0	0	75	0	22	1	0	23	99
06:15 AM	2	0	1	0	3	0	0	0	0	0	2	63	0	0	65	0	50	2	0	52	120
06:30 AM	4	0	1	0	5	0	0	0	0	0	2	79	0	0	81	0	53	4	0	57	143
06:45 AM	4	0	0	0	4	0	0	0	0	0	1	76	0	0	77	0	52	5	0	57	138
Total	11	0	2	0	13	0	0	0	0	0	6	292	0	0	298	0	177	12	0	189	500
07:00 AM	5	0	0	0	5	0	0	0	0	0	1	72	0	0	73	0	16	4	0	20	98
07:15 AM	3	0	1	0	4	0	0	0	2	2	3	74	0	0	77	0	33	3	0	36	119
07:30 AM	6	0	1	0	7	0	0	0	0	0	1	61	0	0	62	0	33	6	0	39	108
07:45 AM	4	0	2	0	6	0	0	0	0	0	2	77	0	0	79	0	30	3	0	33	118
Total	18	0	4	0	22	0	0	0	2	2	7	284	0	0	291	0	112	16	0	128	443
08:00 AM	3	0	1	0	4	0	0	0	0	0	2	61	0	0	63	0	32	4	0	36	103
08:15 AM	2	0	2	0	4	0	0	0	0	0	1	61	0	0	62	0	38	3	0	41	107
08:30 AM	3	0	3	0	6	0	0	0	0	0	2	52	0	0	54	0	34	4	0	38	98
08:45 AM	4	0	2	0	6	0	0	0	0	0	2	47	0	0	49	0	39	2	0	41	96
Total	12	0	8	0	20	0	0	0	0	0	7	221	0	0	228	0	143	13	0	156	404
Grand Total	41	0	14	0	55	0	0	0	2	2	20	797	0	0	817	0	432	41	0	473	1347
Apprch %	74.5	0	25.5	0		0	0	0	100		2.4	97.6	0	0		0	91.3	8.7	0		
Total %	3	0	1	0	4.1	0	0	0	0.1	0.1	1.5	59.2	0	0	60.7	0	32.1	3	0	35.1	
CARS	2	0	2	0	4	0	0	0	0	0	9	746	0	0	755	0	373	10	0	383	1142
% CARS	4.9	0	14.3	0	7.3	0	0	0	0	0	45	93.6	0	0	92.4	0	86.3	24.4	0	81	84.8
SINGLE UNIT % SINGLE UNIT	41.5	0	78.6	0	50.9	0	0	0	0	0	30	1.1	0	0	1.8	0	2.3	31.7	0	4.9	4.9
ARTICULATED % ARTICULATED	53.7	0	7.1	0	41.8	0	0	0	100	100	25	5.3	0	0	5.8	0	11.3	43.9	0	14.2	10.3

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

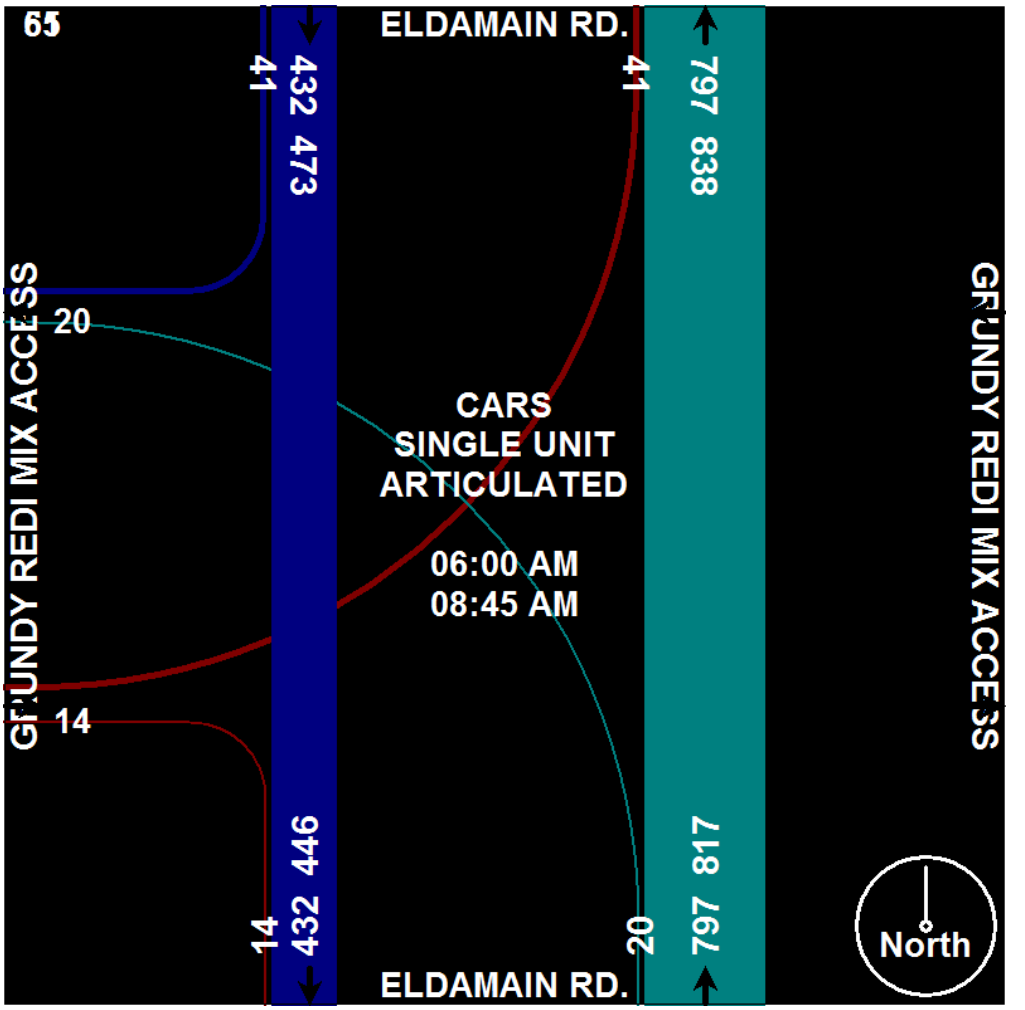
File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 2



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 3

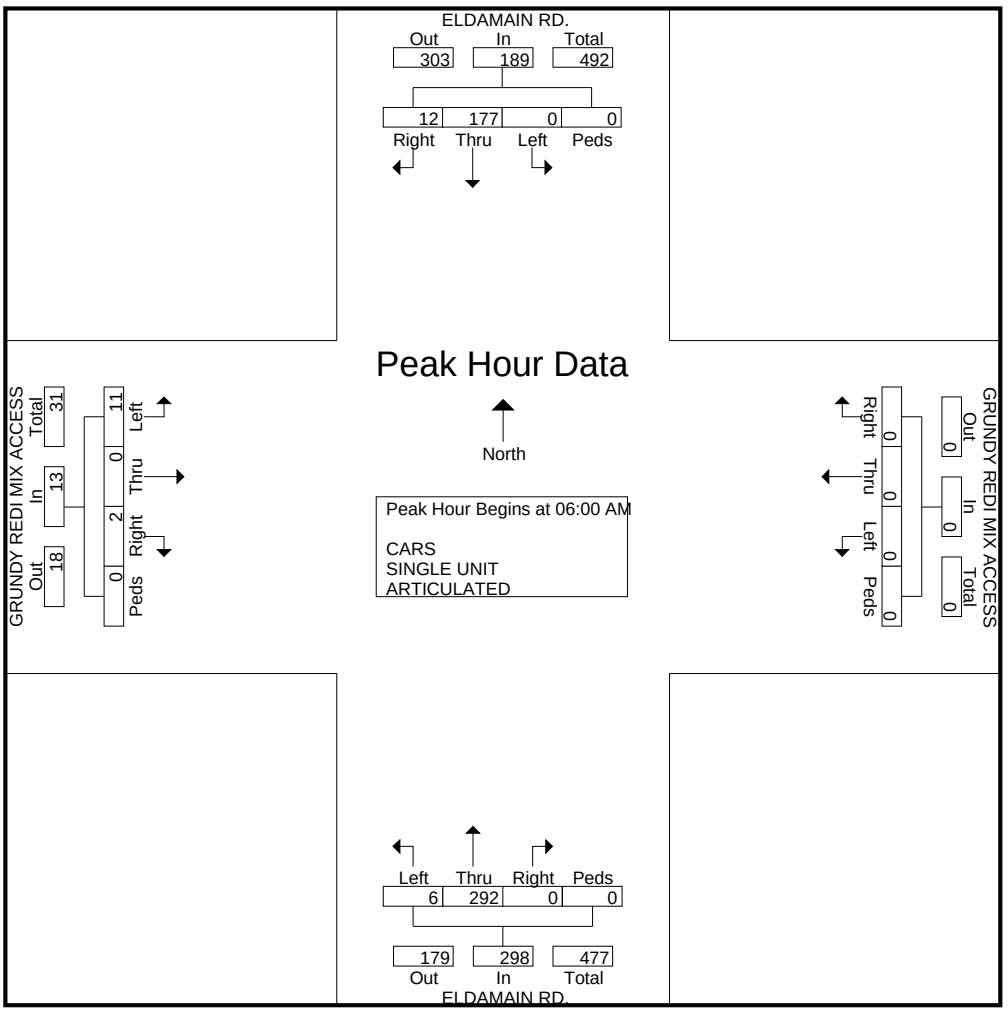


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 4

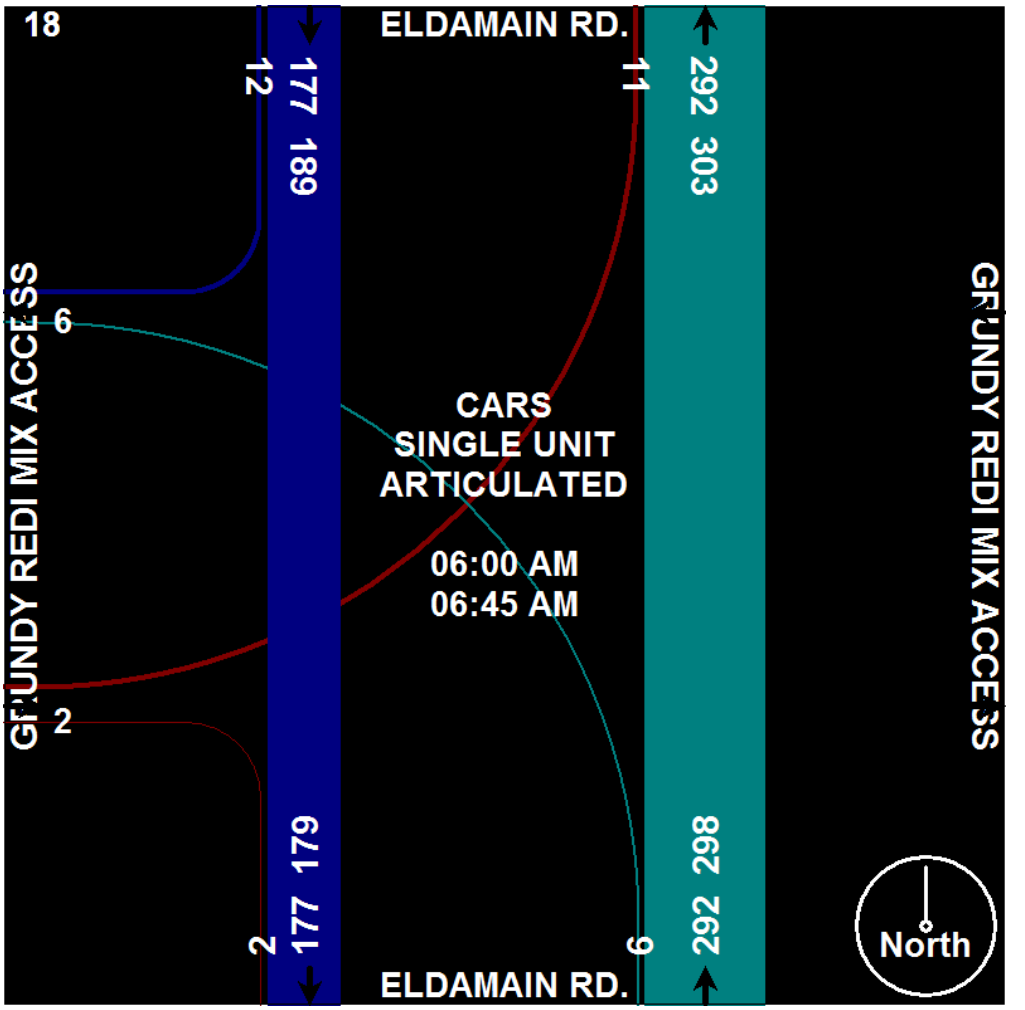
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	74	0	0	75	0	22	1	0	23	99
06:15 AM	2	0	1	0	3	0	0	0	0	0	2	63	0	0	65	0	50	2	0	52	120
06:30 AM	4	0	1	0	5	0	0	0	0	0	2	79	0	0	81	0	53	4	0	57	143
06:45 AM	4	0	0	0	4	0	0	0	0	0	1	76	0	0	77	0	52	5	0	57	138
Total Volume	11	0	2	0	13	0	0	0	0	0	6	292	0	0	298	0	177	12	0	189	500
% App. Total	84.6	0	15.4	0		0	0	0	0		2	98	0	0		0	93.7	6.3	0		
PHF	.688	.000	.500	.000	.650	.000	.000	.000	.000	.000	.750	.924	.000	.000	.920	.000	.835	.600	.000	.829	.874



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 5



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					06:30 AM					06:30 AM					06:00 AM				
+0 mins.	5	0	0	0	5	0	0	0	0	0	2	79	0	0	81	0	22	1	0	23
+15 mins.	3	0	1	0	4	0	0	0	0	0	1	76	0	0	77	0	50	2	0	52
+30 mins.	6	0	1	0	7	0	0	0	0	0	1	72	0	0	73	0	53	4	0	57
+45 mins.	4	0	2	0	6	0	0	0	2	2	3	74	0	0	77	0	52	5	0	57
Total Volume	18	0	4	0	22	0	0	0	2	2	7	301	0	0	308	0	177	12	0	189
% App. Total	81.8	0	18.2	0		0	0	0	100		2.3	97.7	0	0		0	93.7	6.3	0	
PHF	.750	.000	.500	.000	.786	.000	.000	.000	.250	.250	.583	.953	.000	.000	.951	.000	.835	.600	.000	.829

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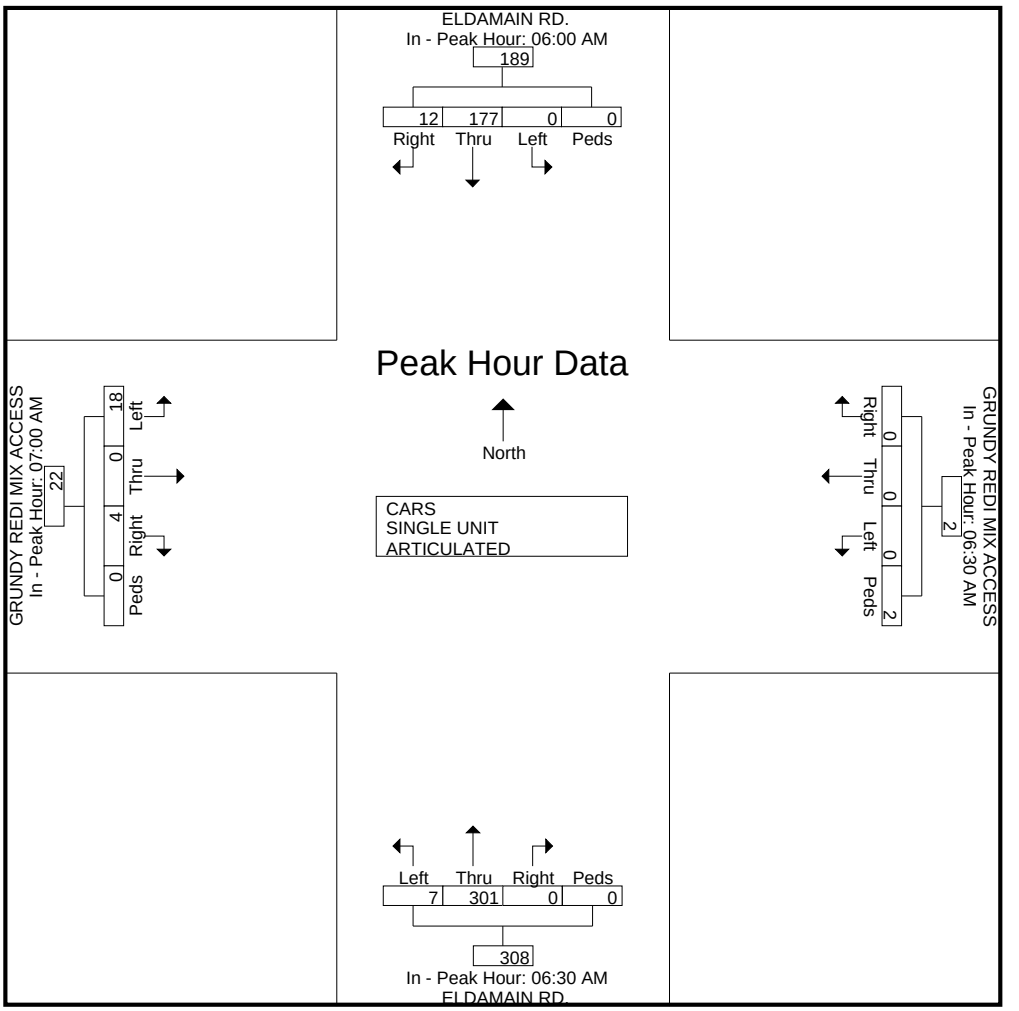
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 6



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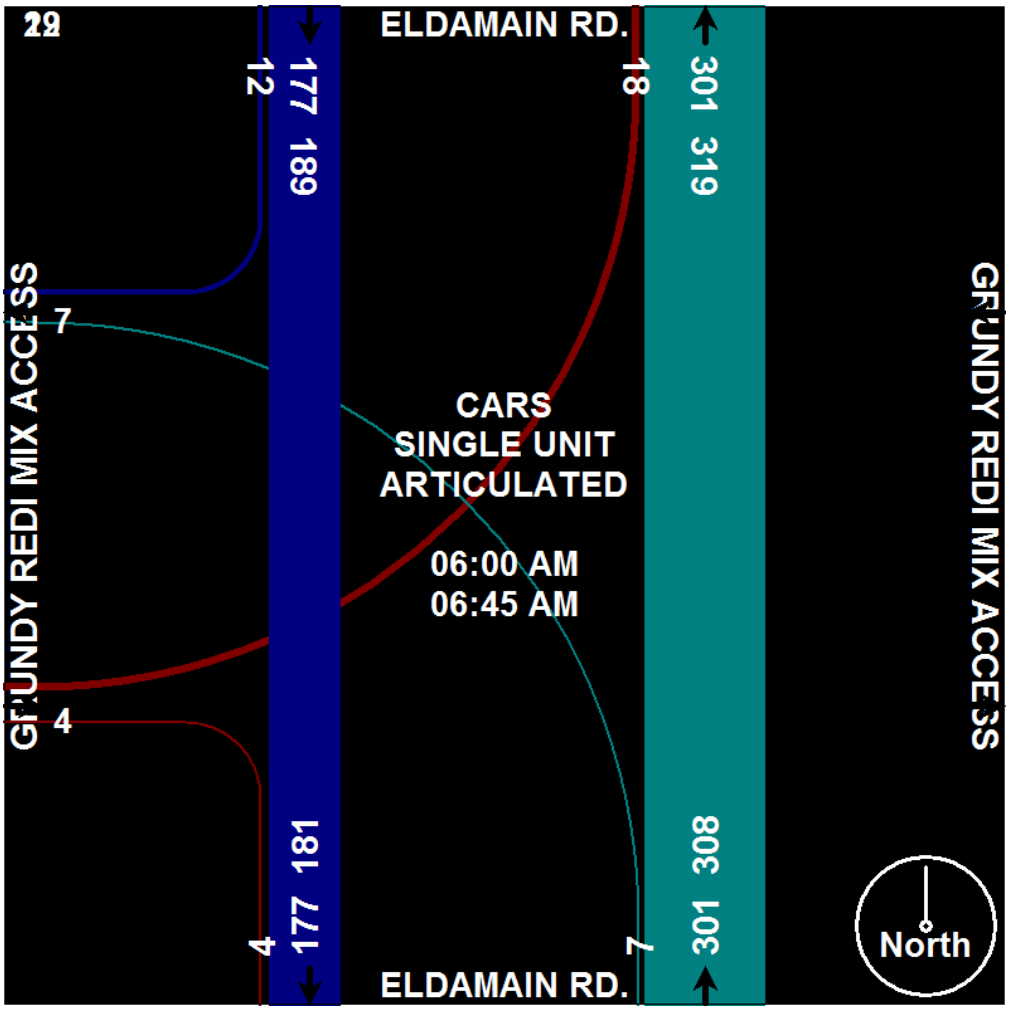
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 7



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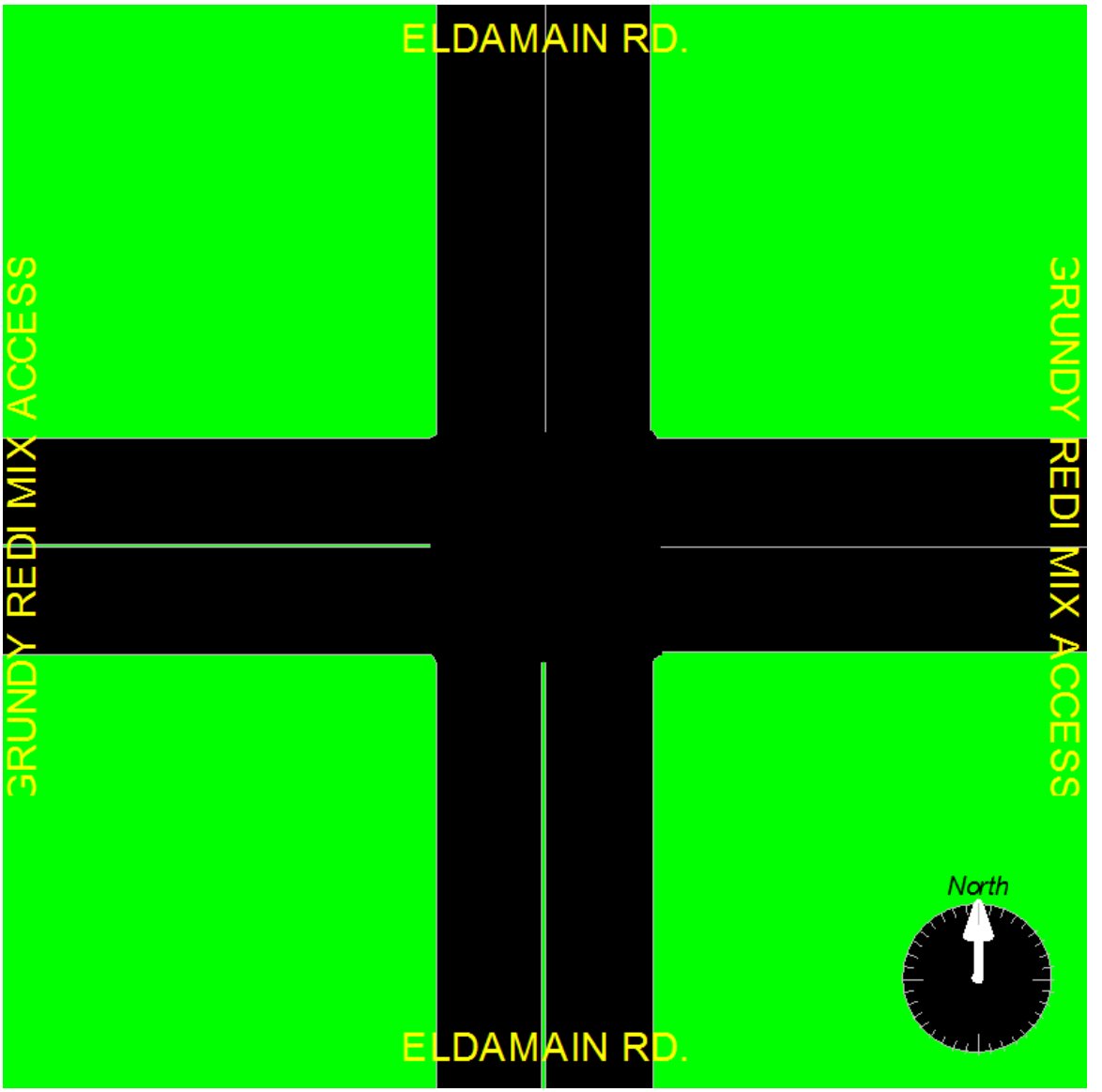
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 8



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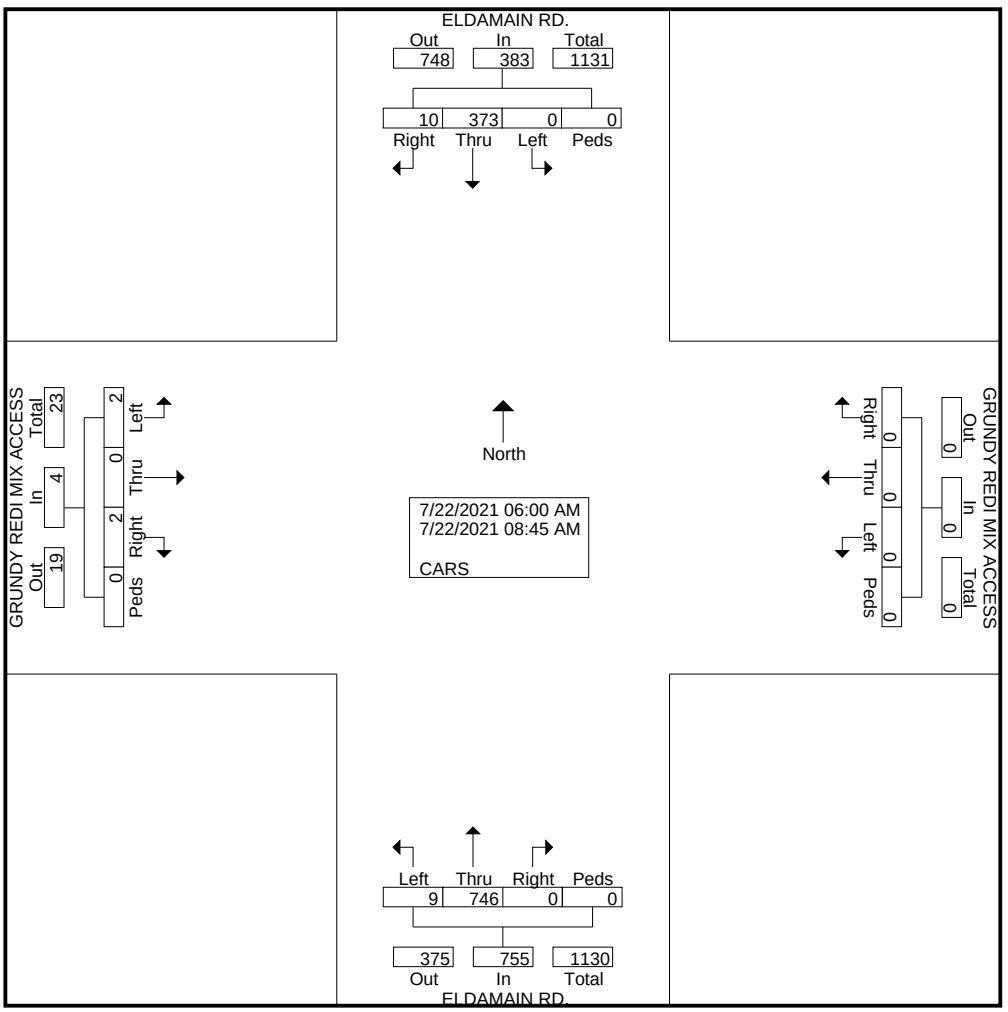
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 1

Groups Printed- CARS

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	68	0	0	68	0	19	0	0	19	87
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58	0	45	0	0	45	103
06:30 AM	1	0	0	0	1	0	0	0	0	0	1	75	0	0	76	0	48	4	0	52	129
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	48	1	0	49	119
Total	1	0	0	0	1	0	0	0	0	0	3	269	0	0	272	0	160	5	0	165	438
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	70	0	0	70	0	10	1	0	11	82
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	71	0	0	73	0	27	0	0	27	100
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	26	1	0	27	83
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	77	0	0	78	0	29	0	0	29	108
Total	1	0	1	0	2	0	0	0	0	0	3	274	0	0	277	0	92	2	0	94	373
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	58	0	0	58	0	25	1	0	26	84
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	33	1	0	34	90
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	48	0	0	49	0	30	1	0	31	80
08:45 AM	0	0	1	0	1	0	0	0	0	0	2	41	0	0	43	0	33	0	0	33	77
Total	0	0	1	0	1	0	0	0	0	0	3	203	0	0	206	0	121	3	0	124	331
Grand Total	2	0	2	0	4	0	0	0	0	0	9	746	0	0	755	0	373	10	0	383	1142
Apprch %	50	0	50	0		0	0	0	0		1.2	98.8	0	0		0	97.4	2.6	0		
Total %	0.2	0	0.2	0	0.4	0	0	0	0	0	0.8	65.3	0	0	66.1	0	32.7	0.9	0	33.5	



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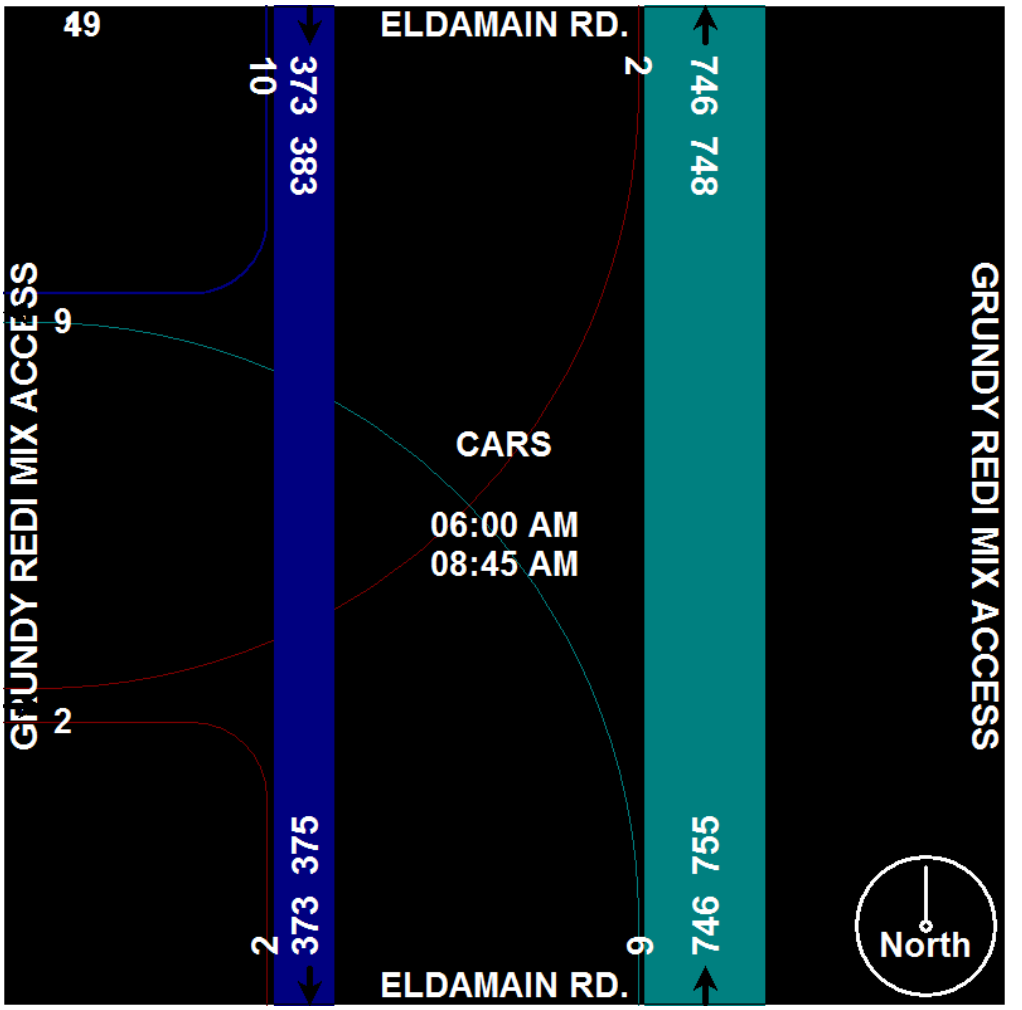
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 2

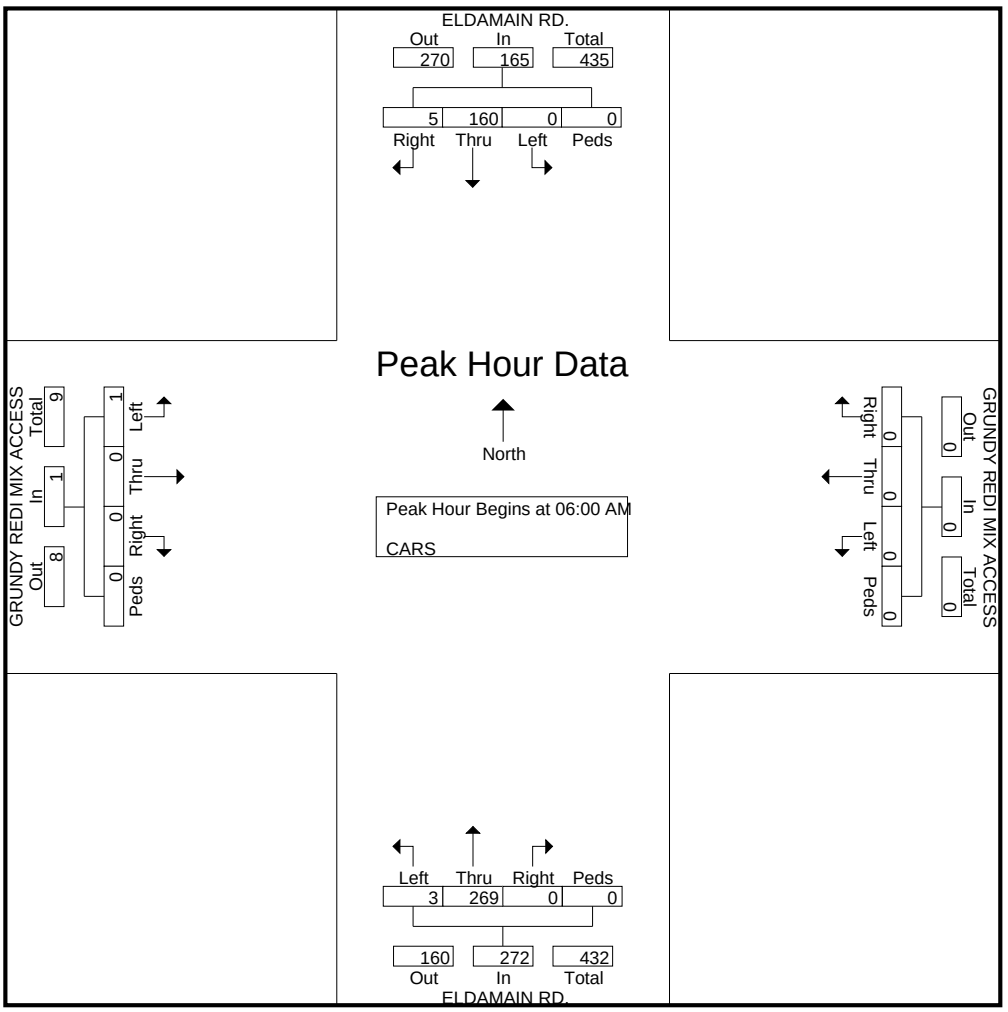


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	68	0	0	68	0	19	0	0	19	87
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58	0	45	0	0	45	103
06:30 AM	1	0	0	0	1	0	0	0	0	0	1	75	0	0	76	0	48	4	0	52	129
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	48	1	0	49	119
Total Volume	1	0	0	0	1	0	0	0	0	0	3	269	0	0	272	0	160	5	0	165	438
% App. Total	100	0	0	0		0	0	0	0		1.1	98.9	0	0		0	97	3	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.375	.897	.000	.000	.895	.000	.833	.313	.000	.793	.849



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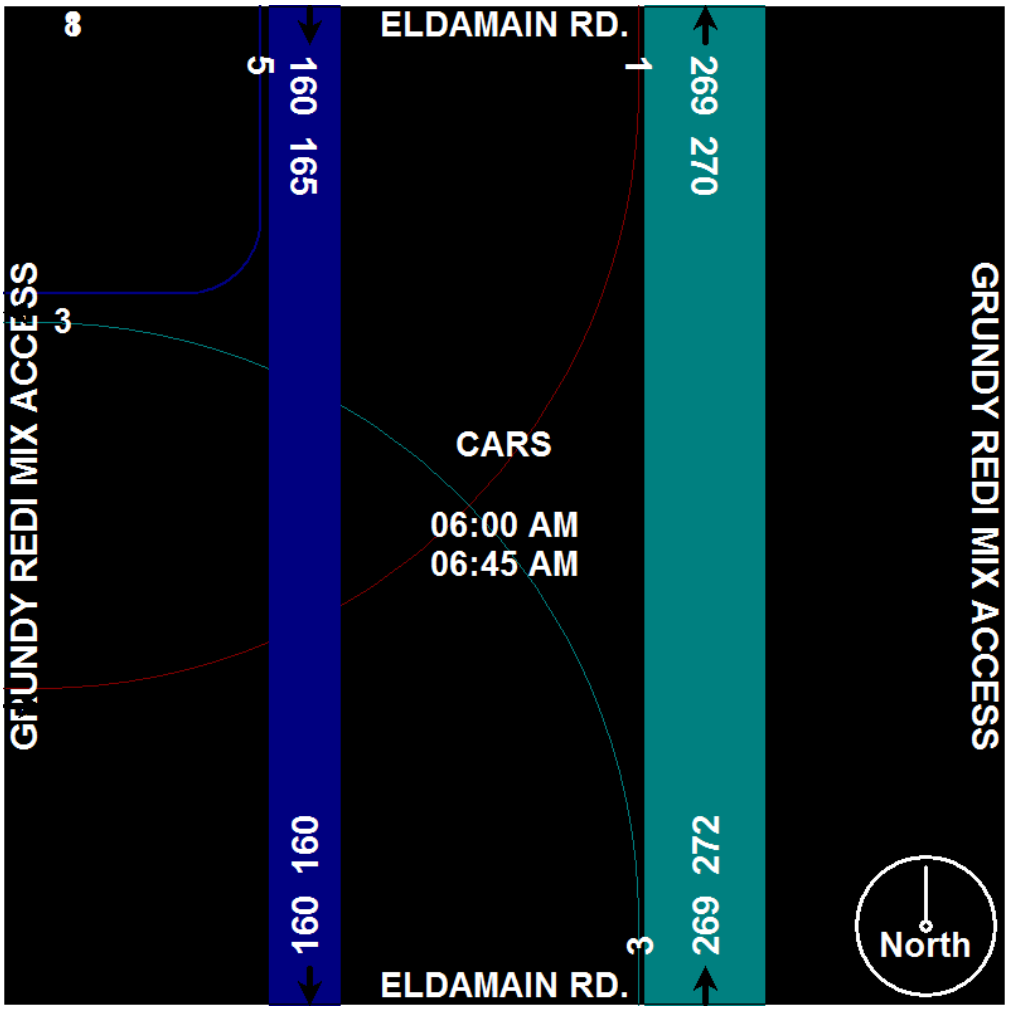
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 4



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

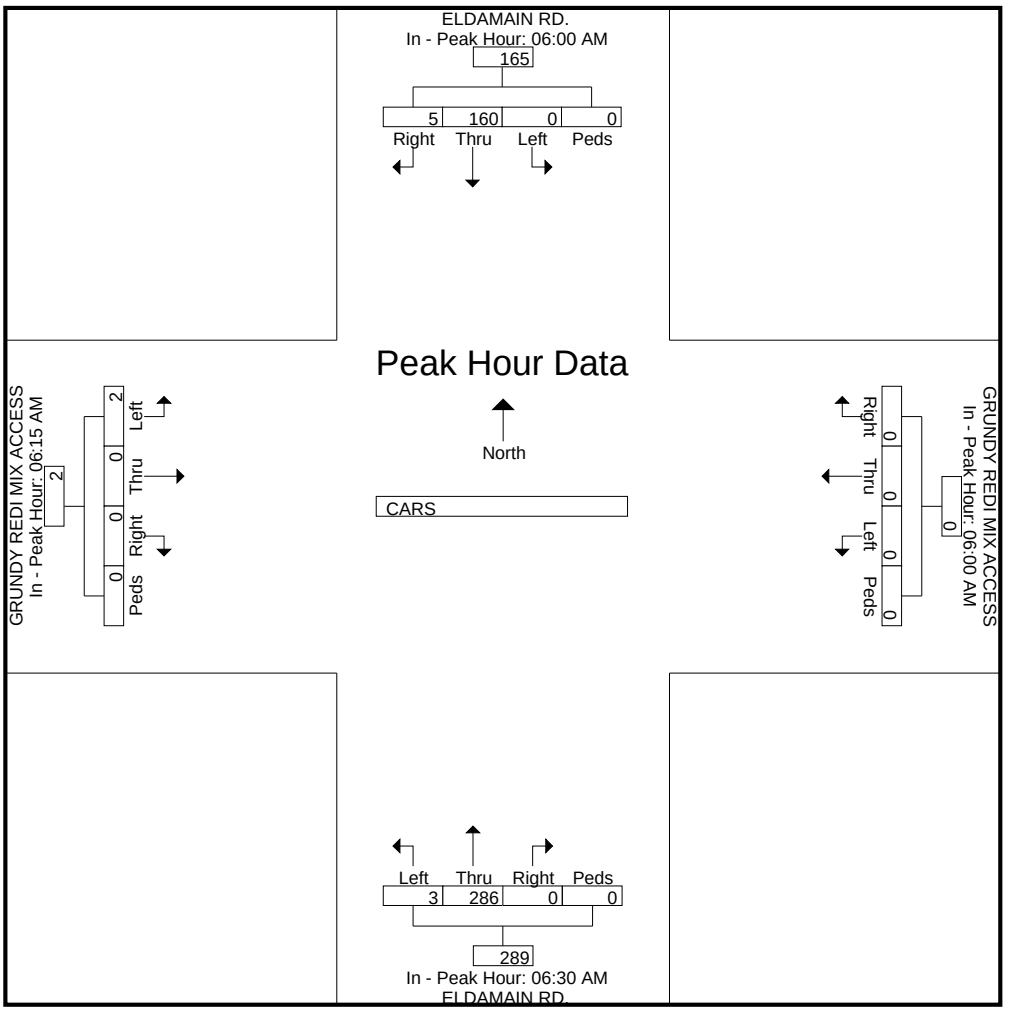
Peak Hour for Each Approach Begins at:

	06:15 AM					06:00 AM					06:30 AM					06:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	75	0	0	76	0	19	0	0	19
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	70	0	0	70	0	45	0	0	45
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	48	4	0	52
+45 mins.	1	0	0	0	1	0	0	0	0	0	2	71	0	0	73	0	48	1	0	49
Total Volume	2	0	0	0	2	0	0	0	0	0	3	286	0	0	289	0	160	5	0	165
% App. Total	100	0	0	0		0	0	0	0		1	99	0	0		0	97	3	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.375	.953	.000	.000	.951	.000	.833	.313	.000	.793

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 5



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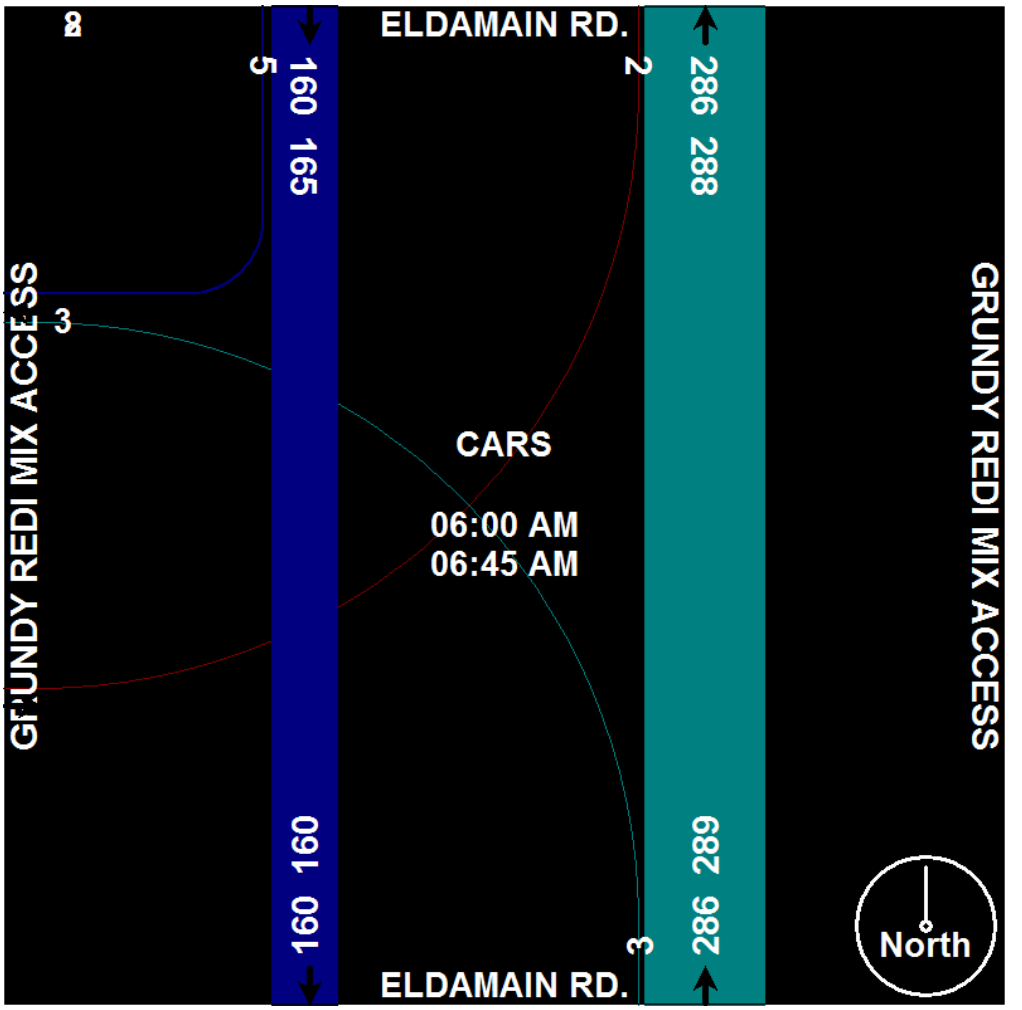
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 6



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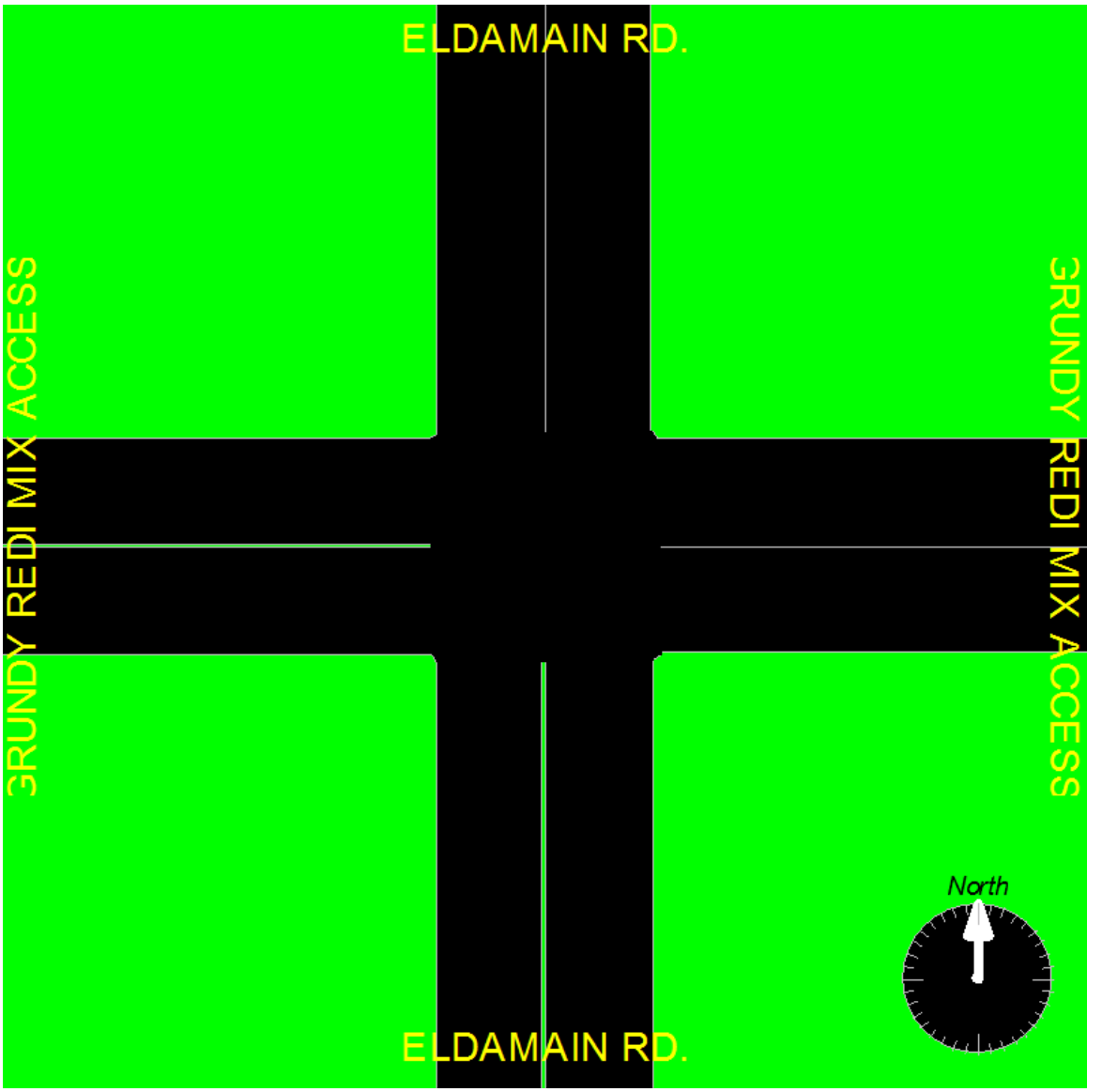
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 7



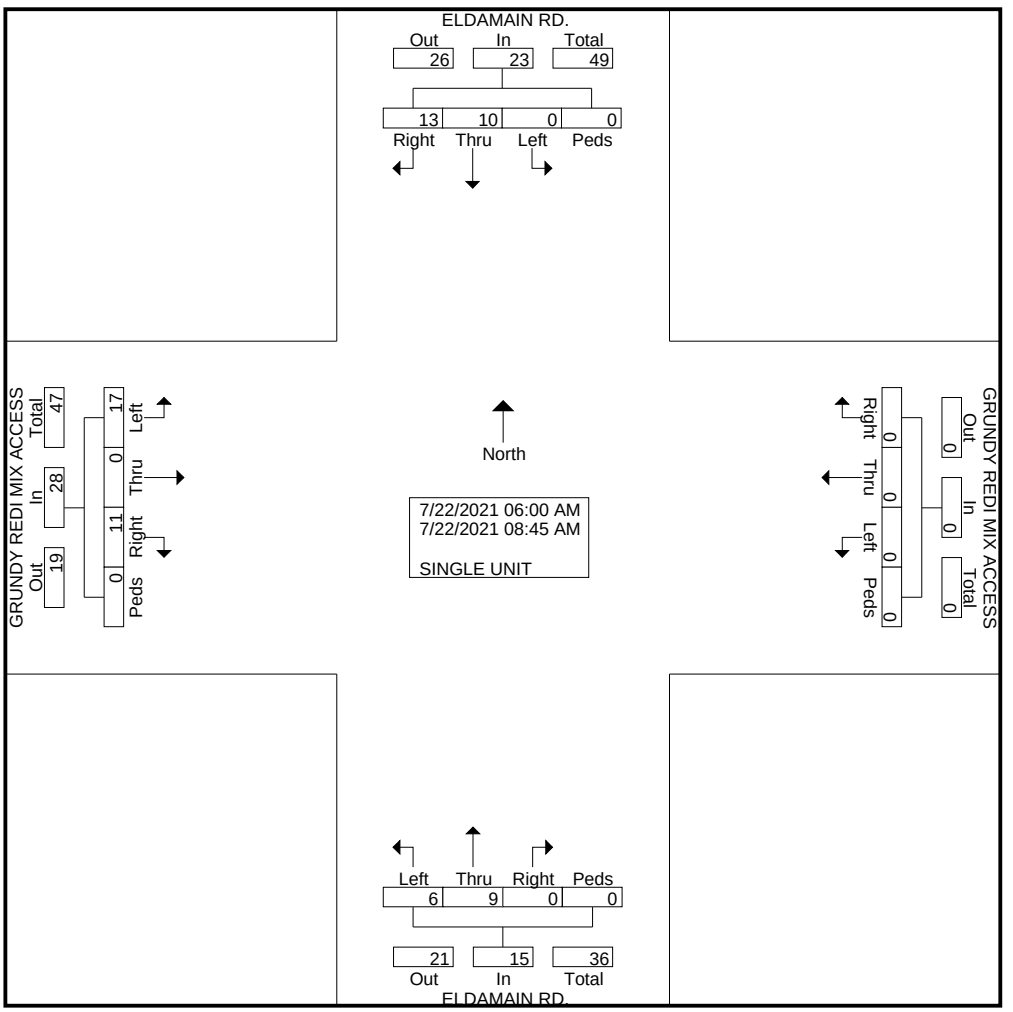
Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 1

Groups Printed- SINGLE UNIT

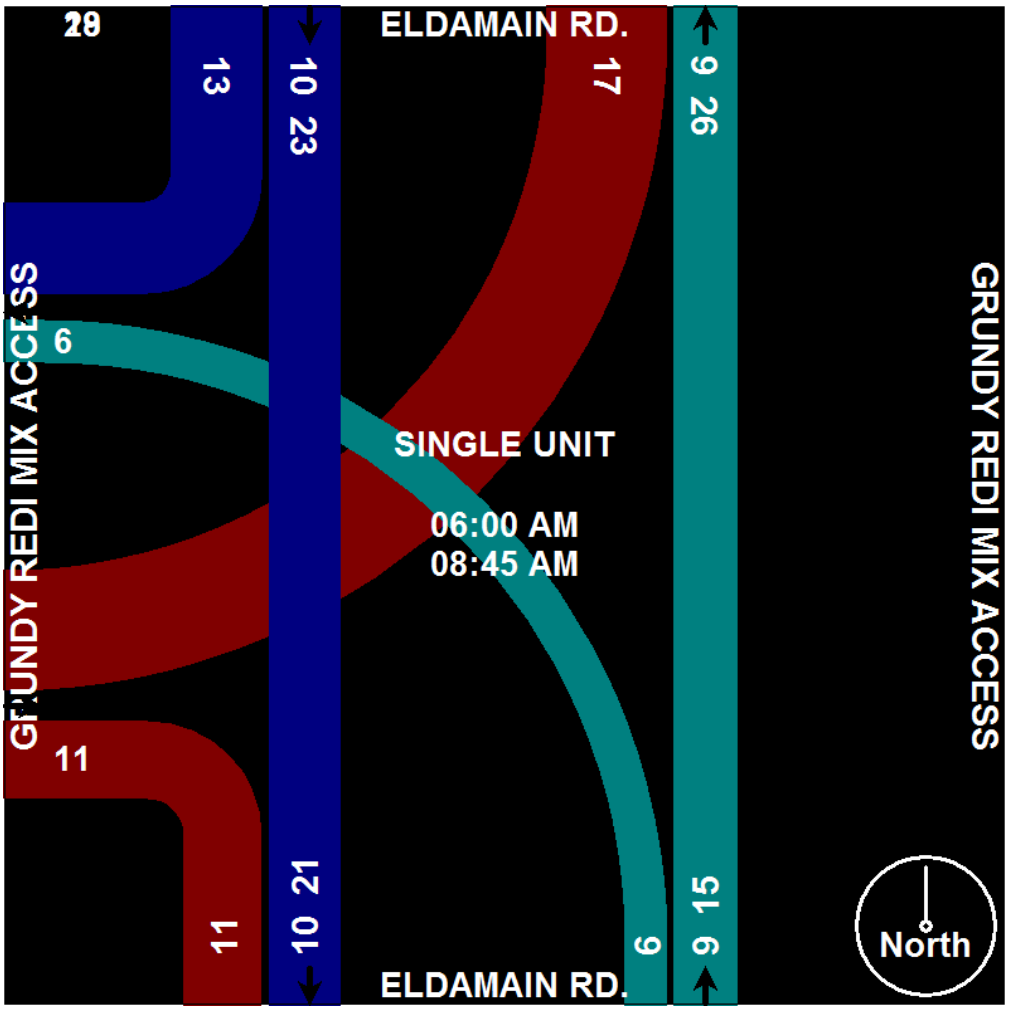
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
06:15 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
06:30 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	4	0	2	0	6	0	0	0	0	0	1	4	0	0	5	0	5	3	0	8	19
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
07:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	6
Total	8	0	2	0	10	0	0	0	0	0	2	1	0	0	3	0	2	5	0	7	20
08:00 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	1	0	2	0	3	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	7
08:30 AM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	8
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	9
Total	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	3	5	0	8	27
Grand Total	17	0	11	0	28	0	0	0	0	0	6	9	0	0	15	0	10	13	0	23	66
Apprch %	60.7	0	39.3	0		0	0	0	0		40	60	0	0		0	43.5	56.5	0		
Total %	25.8	0	16.7	0	42.4	0	0	0	0	0	9.1	13.6	0	0	22.7	0	15.2	19.7	0	34.8	



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 2

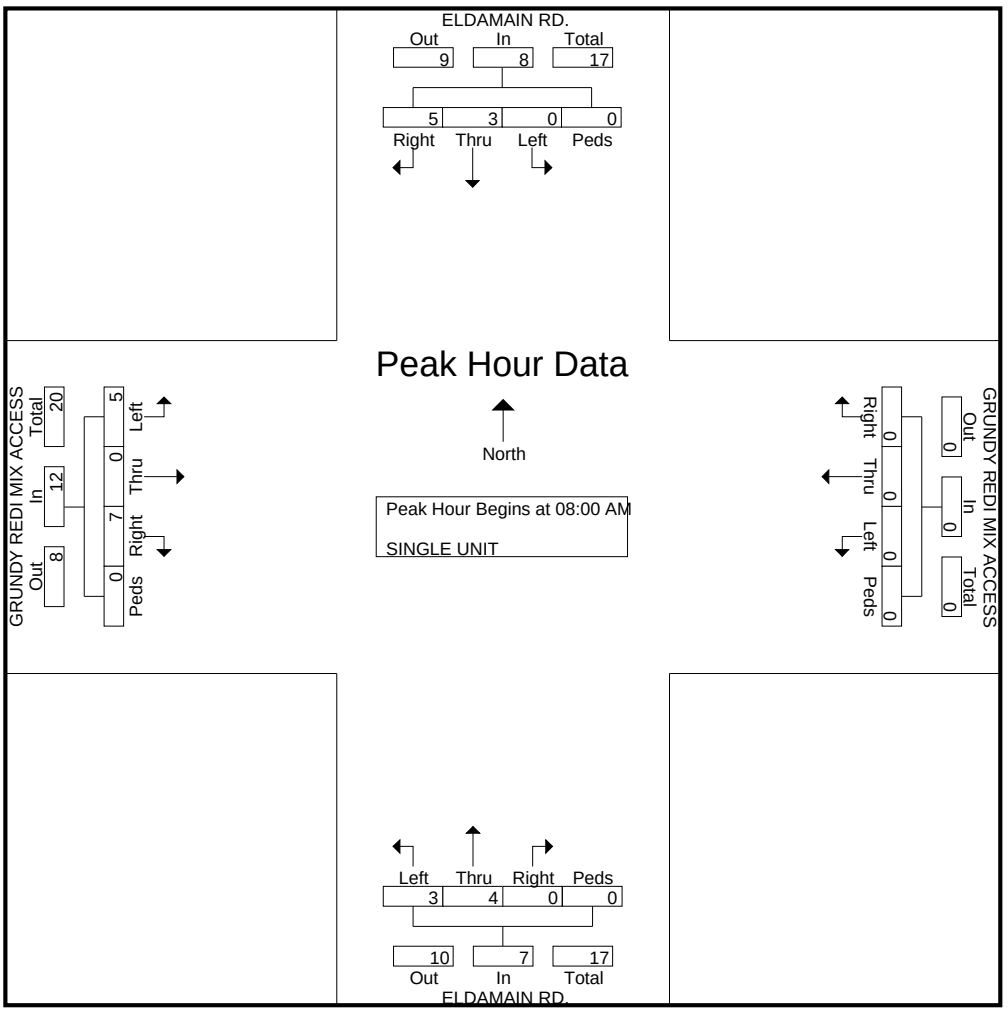


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 3

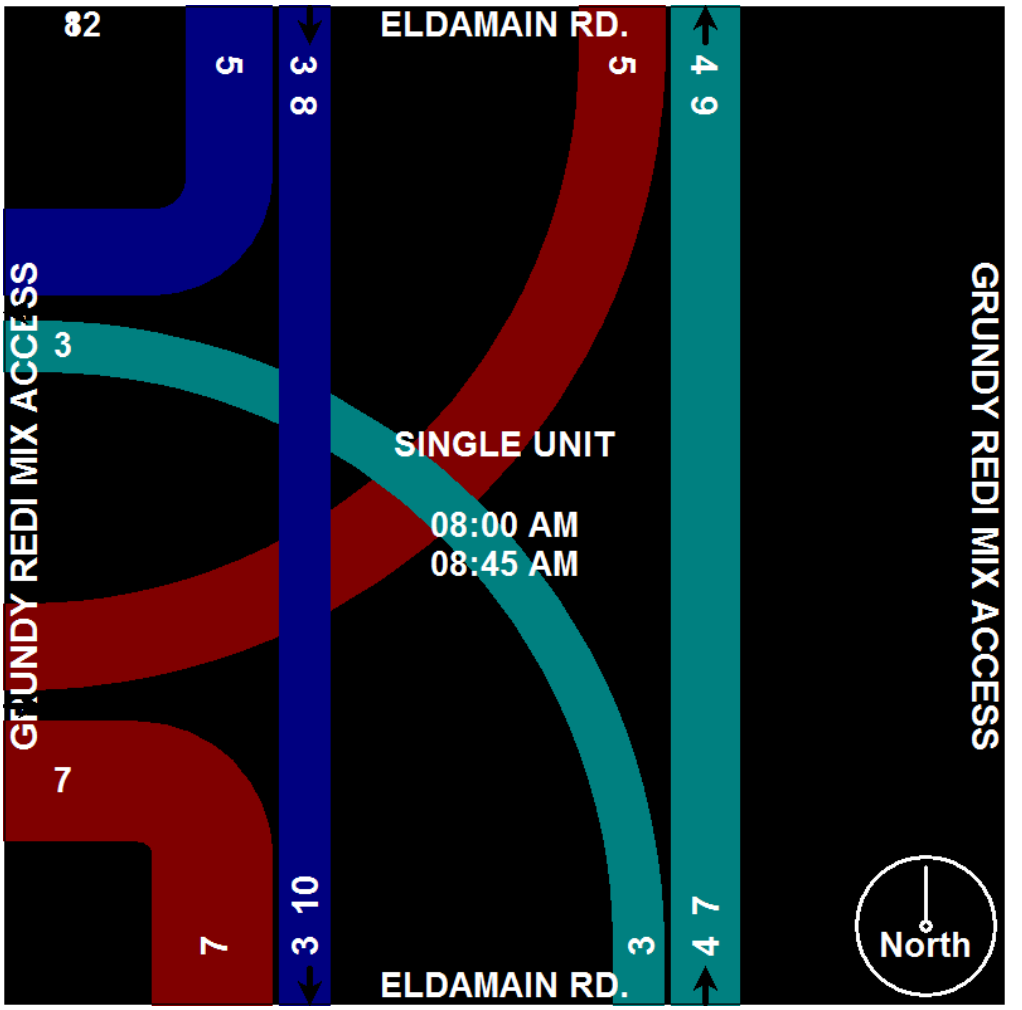
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	1	0	2	0	3	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	7
08:30 AM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	8
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	9
Total Volume	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	3	5	0	8	27
% App. Total	41.7	0	58.3	0		0	0	0	0		42.9	57.1	0	0		0	37.5	62.5	0		
PHF	.625	.000	.583	.000	.750	.000	.000	.000	.000	.000	.750	.333	.000	.000	.583	.000	.375	.625	.000	.667	.750



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 4



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

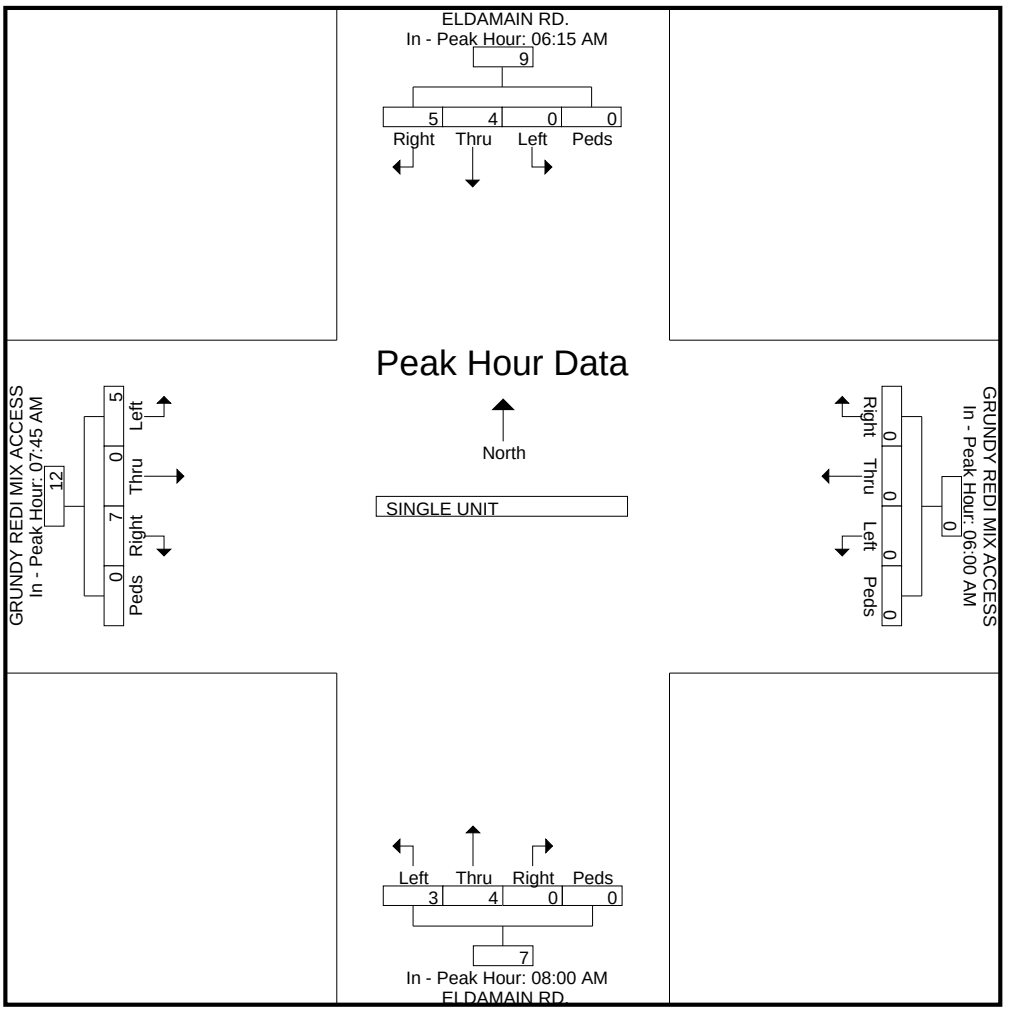
Peak Hour for Each Approach Begins at:

	07:45 AM					06:00 AM					08:00 AM					06:15 AM				
+0 mins.	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	0	2	2	0	4
+15 mins.	1	0	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2
+30 mins.	1	0	2	0	3	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
+45 mins.	1	0	3	0	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2
Total Volume	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	4	5	0	9
% App. Total	41.7	0	58.3	0		0	0	0	0		42.9	57.1	0	0		0	44.4	55.6	0	
PHF	.625	.000	.583	.000	.750	.000	.000	.000	.000	.000	.750	.333	.000	.000	.583	.000	.500	.625	.000	.563

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 5



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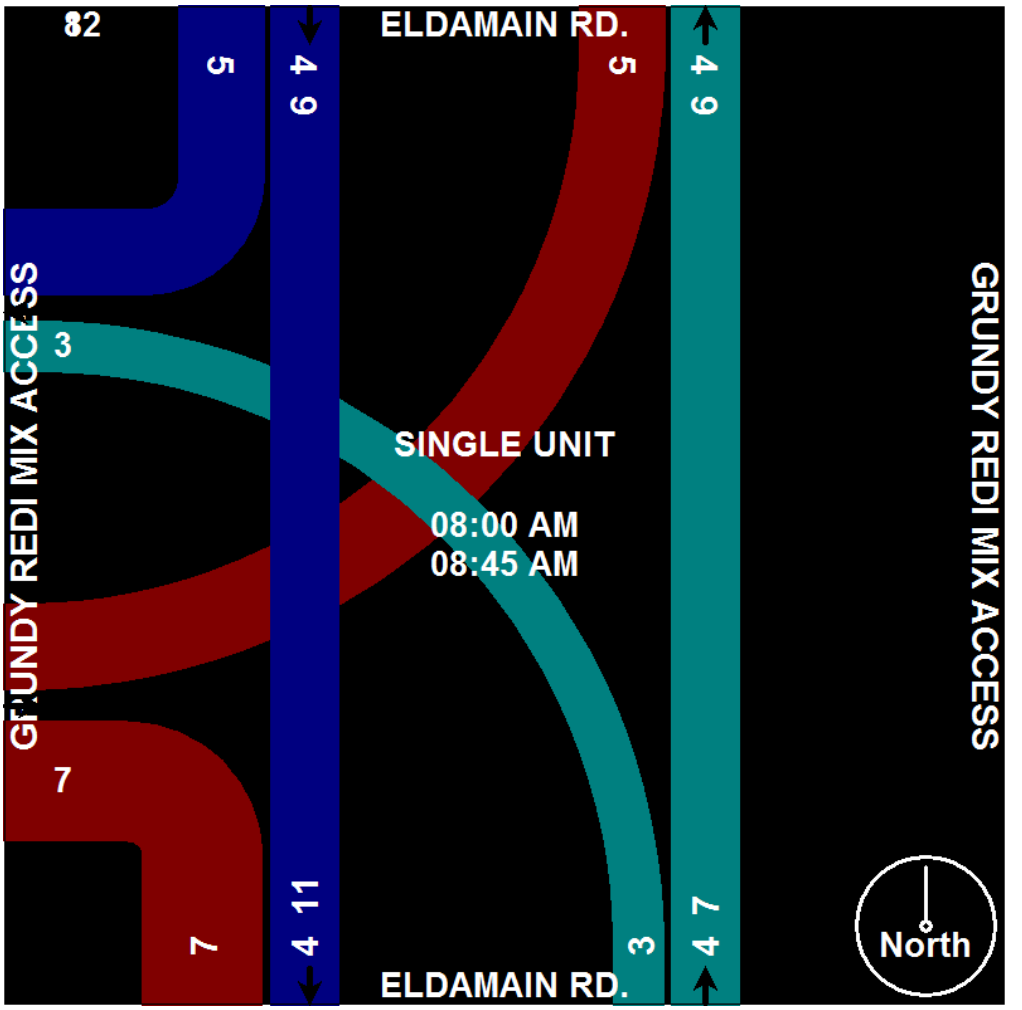
Eldamain Rd.@ Grundy Redi Mix Access

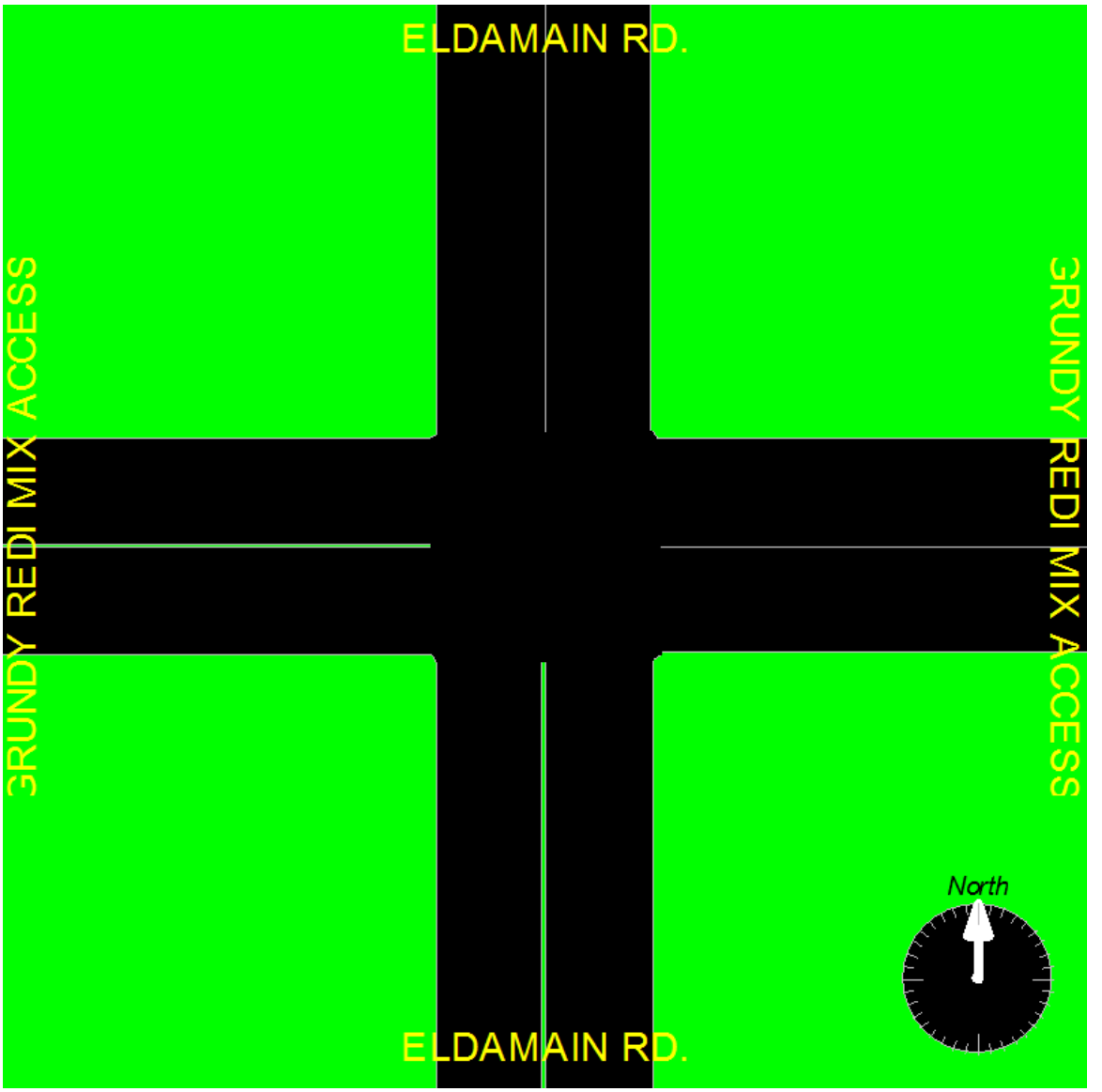
File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 6



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 7



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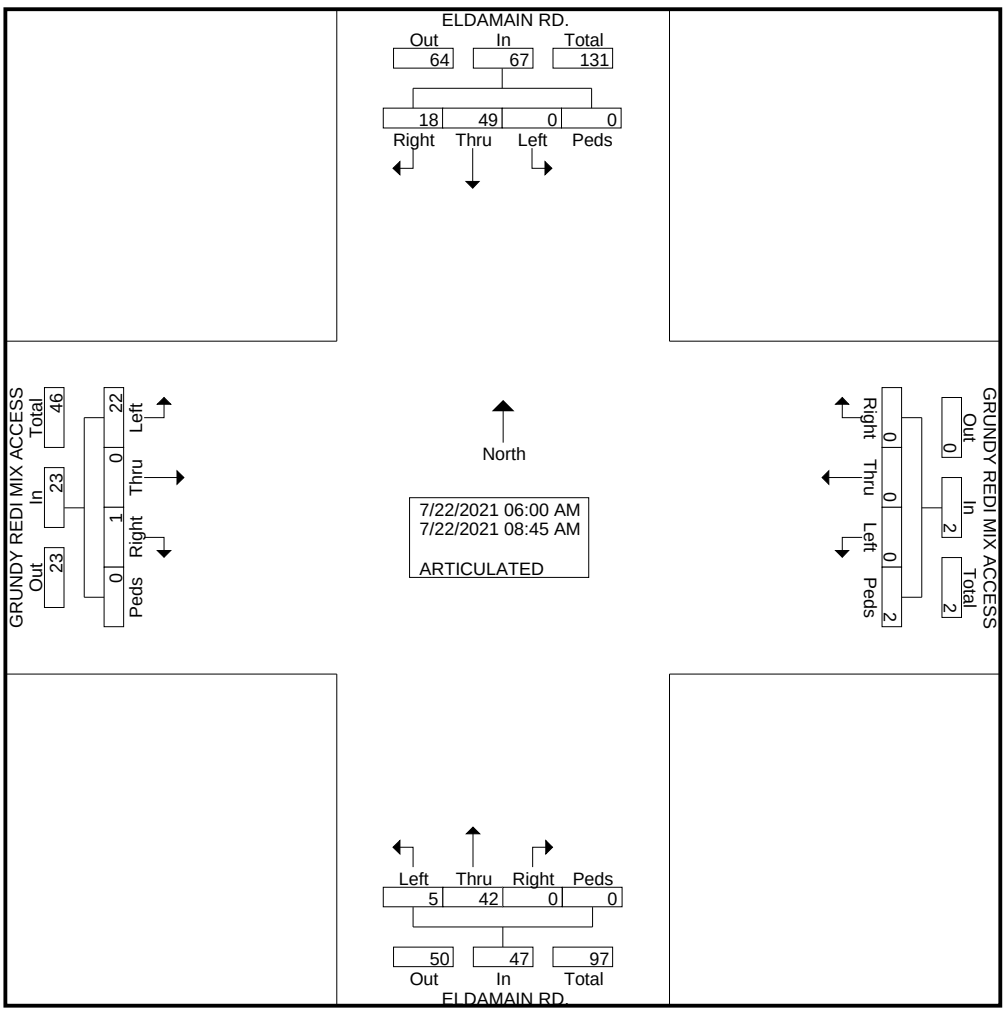
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 1

Groups Printed- ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	10
06:30 AM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	9
06:45 AM	3	0	0	0	3	0	0	0	0	0	1	6	0	0	7	0	4	3	0	7	17
Total	6	0	0	0	6	0	0	0	0	0	2	19	0	0	21	0	12	4	0	16	43
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	9
07:15 AM	3	0	0	0	3	0	0	0	2	2	0	3	0	0	3	0	4	3	0	7	15
07:30 AM	4	0	1	0	5	0	0	0	0	0	1	5	0	0	6	0	7	4	0	11	22
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
Total	9	0	1	0	10	0	0	0	2	2	2	9	0	0	11	0	18	9	0	27	50
08:00 AM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	7	3	0	10	16
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	10
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	10
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	4	1	0	5	10
Total	7	0	0	0	7	0	0	0	0	0	1	14	0	0	15	0	19	5	0	24	46
Grand Total	22	0	1	0	23	0	0	0	2	2	5	42	0	0	47	0	49	18	0	67	139
Apprch %	95.7	0	4.3	0		0	0	0	100		10.6	89.4	0	0		0	73.1	26.9	0		
Total %	15.8	0	0.7	0	16.5	0	0	0	1.4	1.4	3.6	30.2	0	0	33.8	0	35.3	12.9	0	48.2	



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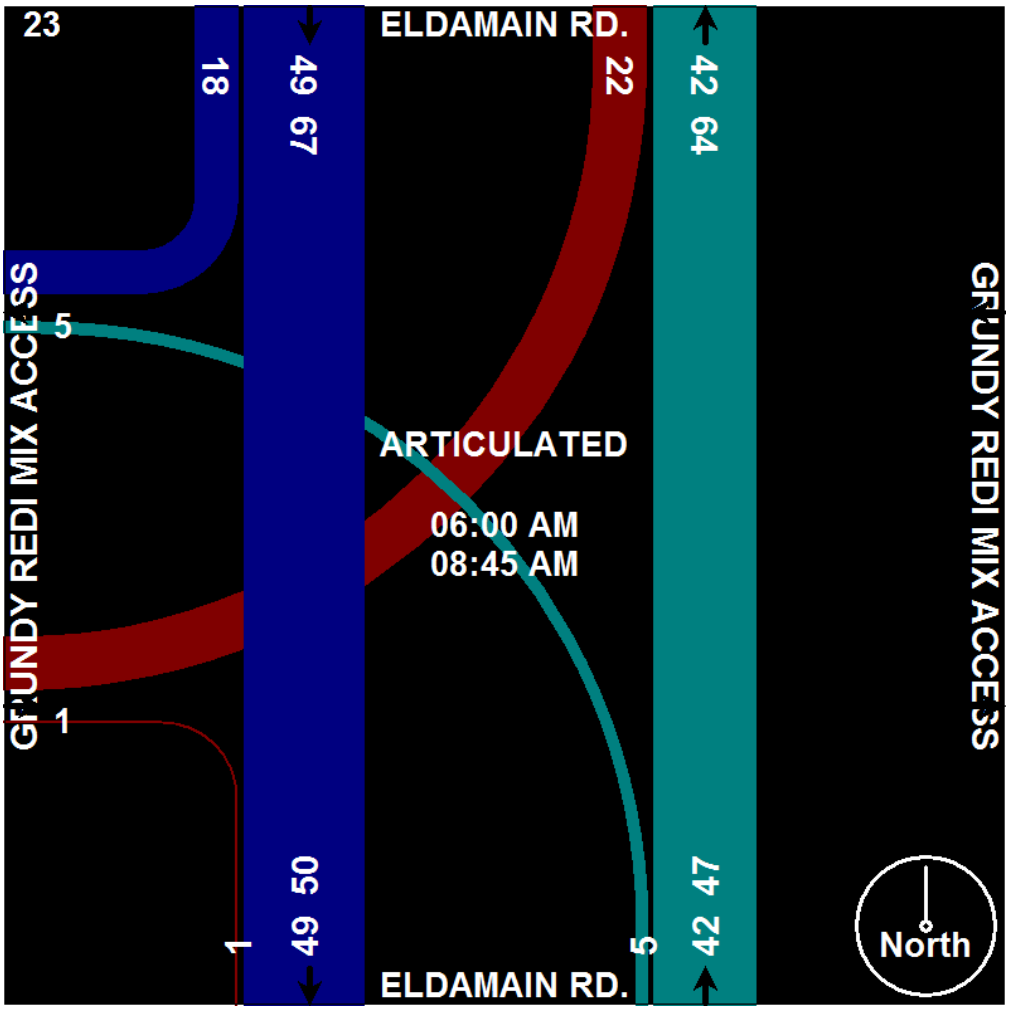
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 2

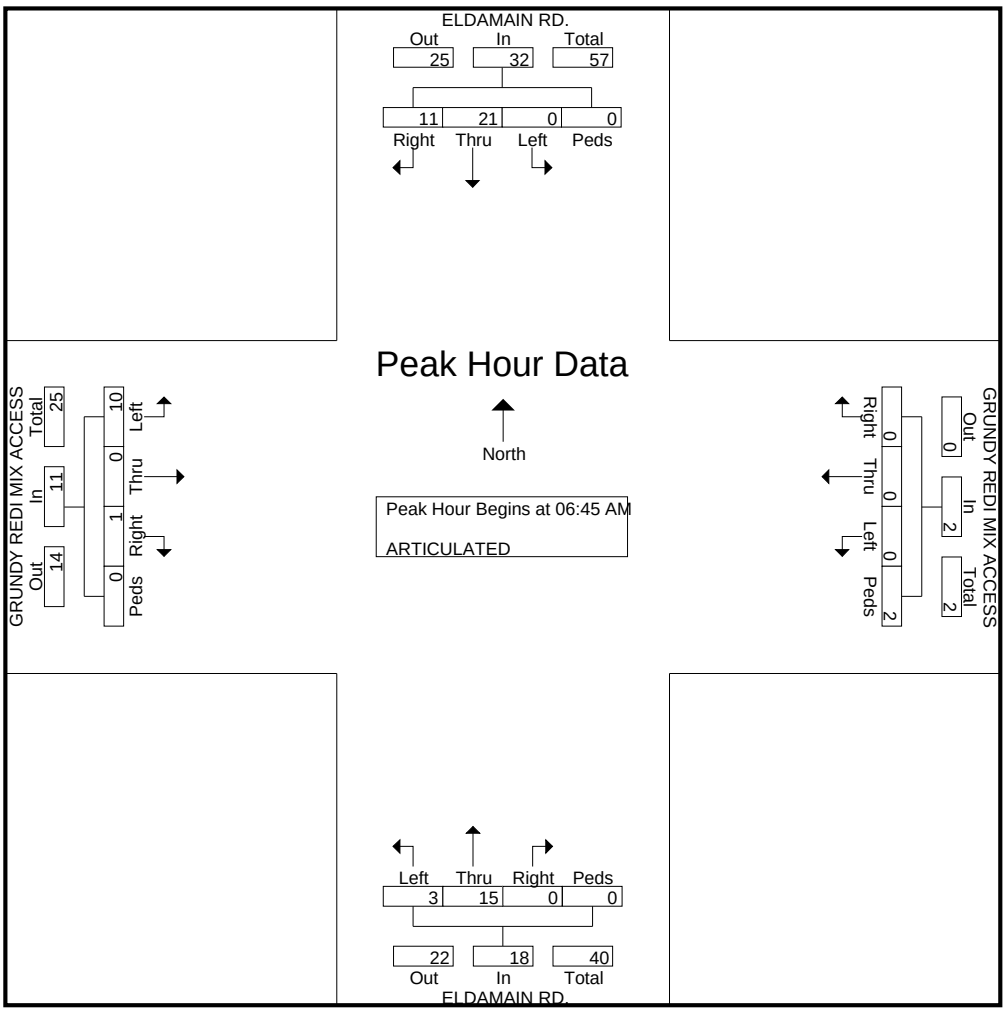


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 3

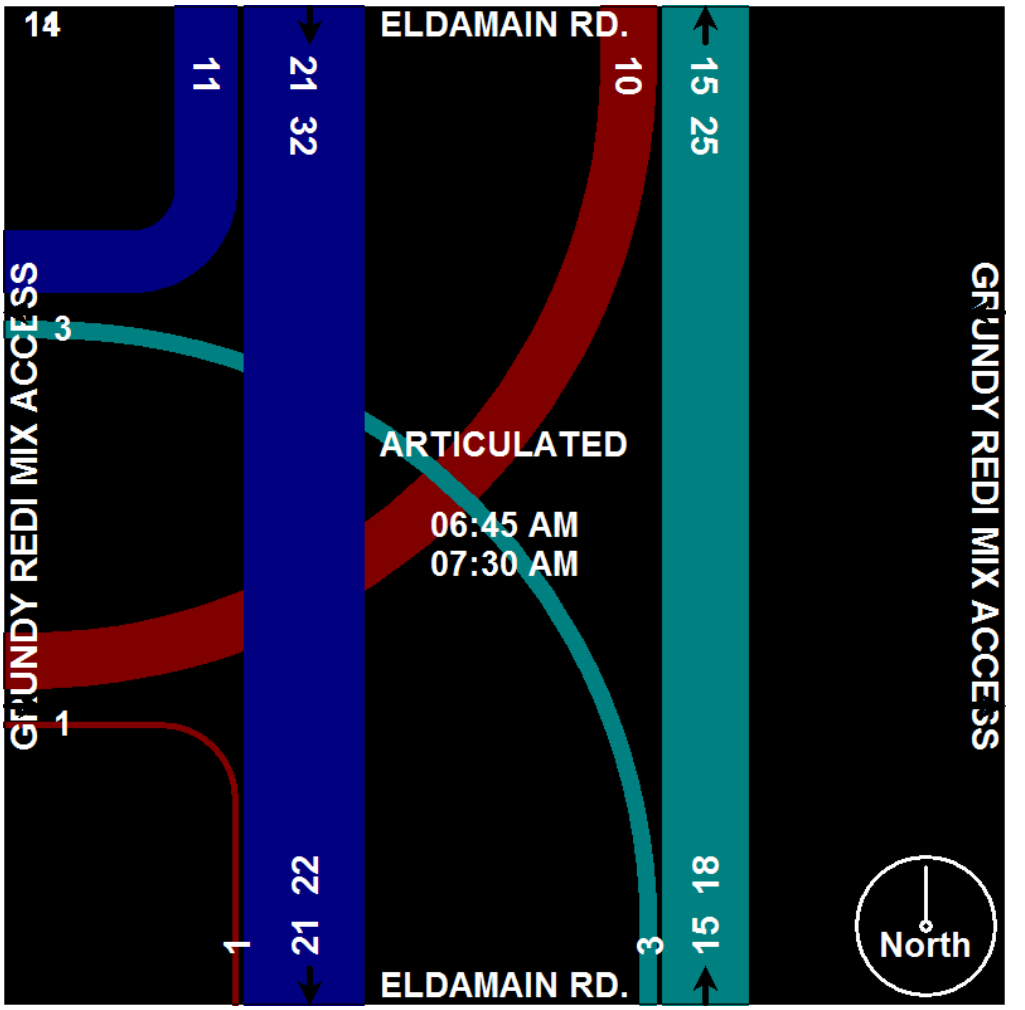
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	3	0	0	0	3	0	0	0	0	0	1	6	0	0	7	0	4	3	0	7	17
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	9
07:15 AM	3	0	0	0	3	0	0	0	2	2	0	3	0	0	3	0	4	3	0	7	15
07:30 AM	4	0	1	0	5	0	0	0	0	0	1	5	0	0	6	0	7	4	0	11	22
Total Volume	10	0	1	0	11	0	0	0	2	2	3	15	0	0	18	0	21	11	0	32	63
% App. Total	90.9	0	9.1	0		0	0	0	100		16.7	83.3	0	0		0	65.6	34.4	0		
PHF	.625	.000	.250	.000	.550	.000	.000	.000	.250	.250	.750	.625	.000	.000	.643	.000	.750	.688	.000	.727	.716



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 4



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					06:30 AM					06:00 AM					06:45 AM				
+0 mins.	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	0	4	3	0	7
+15 mins.	4	0	1	0	5	0	0	0	0	0	0	6	0	0	6	0	6	1	0	7
+30 mins.	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	4	3	0	7
+45 mins.	2	0	0	0	2	0	0	0	2	2	1	6	0	0	7	0	7	4	0	11
Total Volume	11	0	1	0	12	0	0	0	2	2	2	19	0	0	21	0	21	11	0	32
% App. Total	91.7	0	8.3	0		0	0	0	100		9.5	90.5	0	0		0	65.6	34.4	0	
PHF	.688	.000	.250	.000	.600	.000	.000	.000	.250	.250	.500	.792	.000	.000	.750	.000	.750	.688	.000	.727

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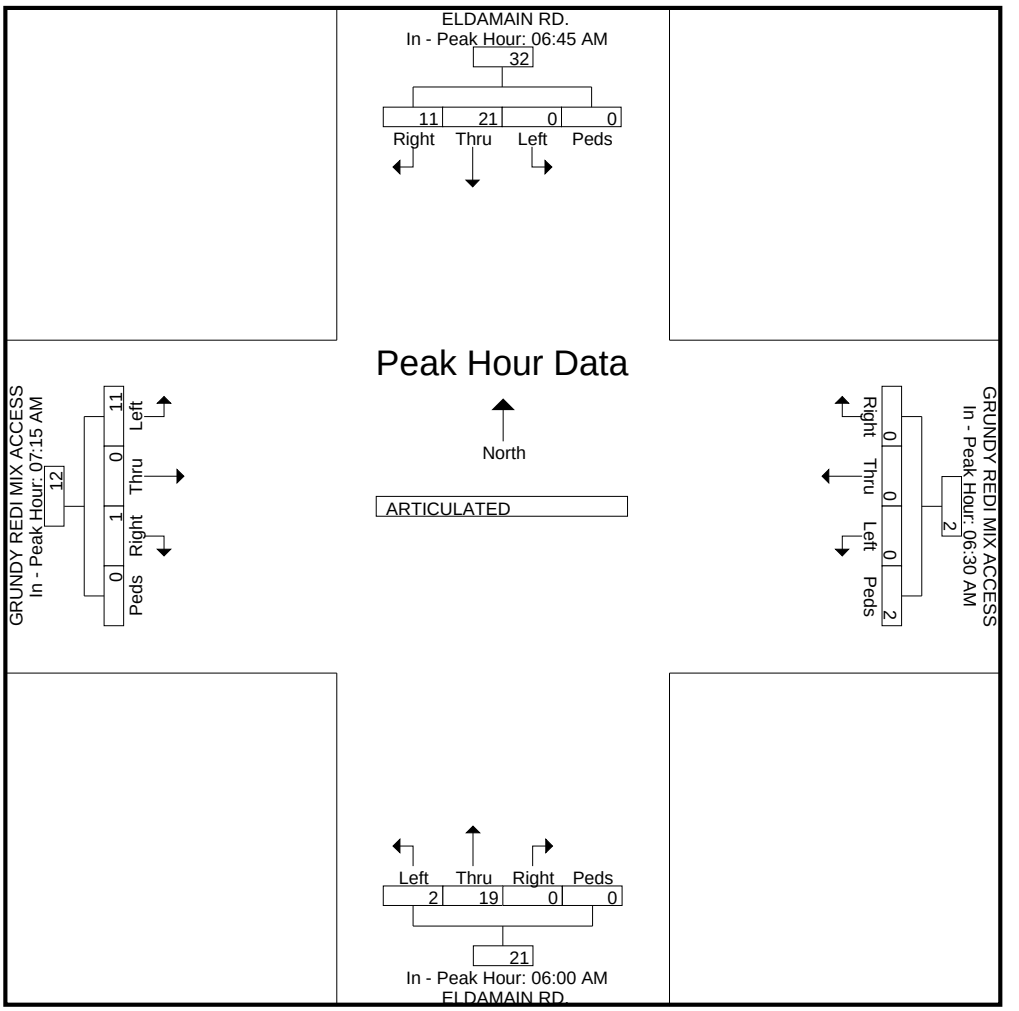
Eldamain Rd.@ Grundy Redi Mix Access

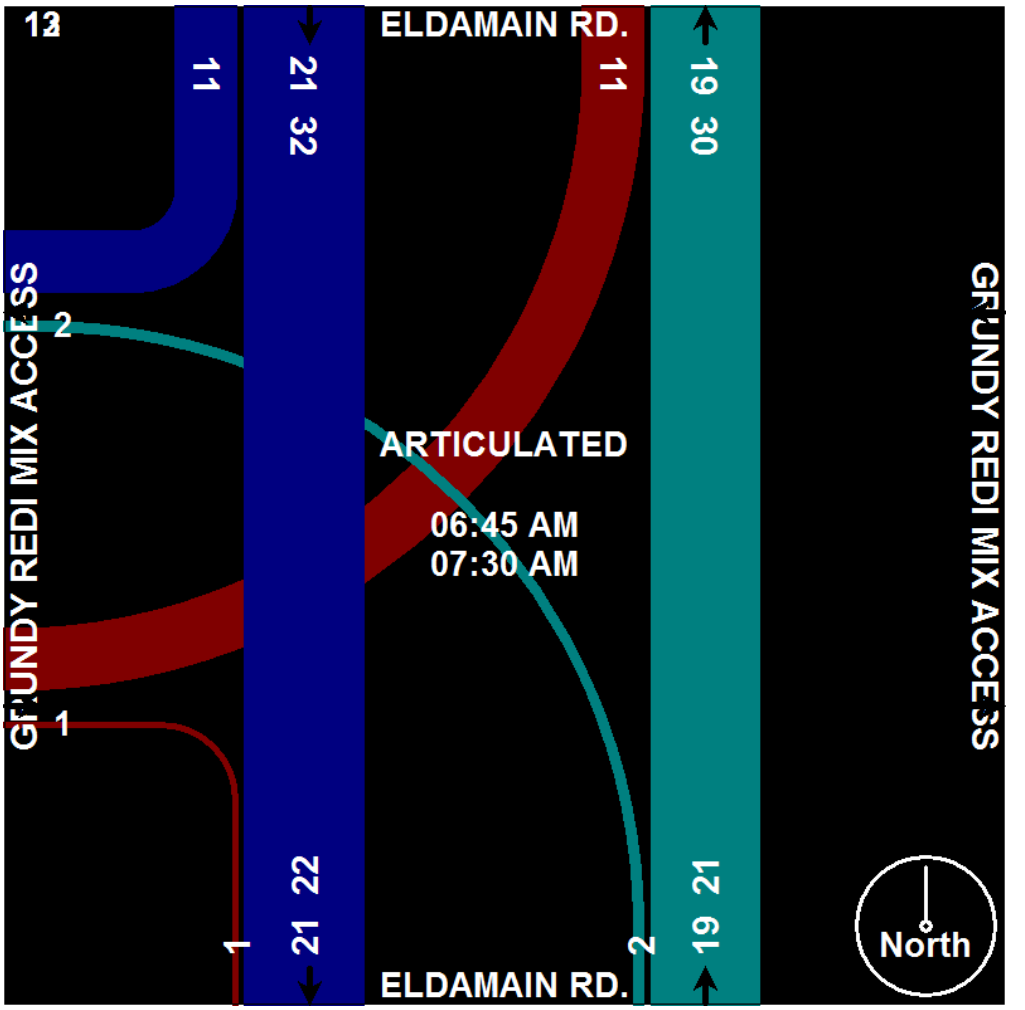
File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 5



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 6



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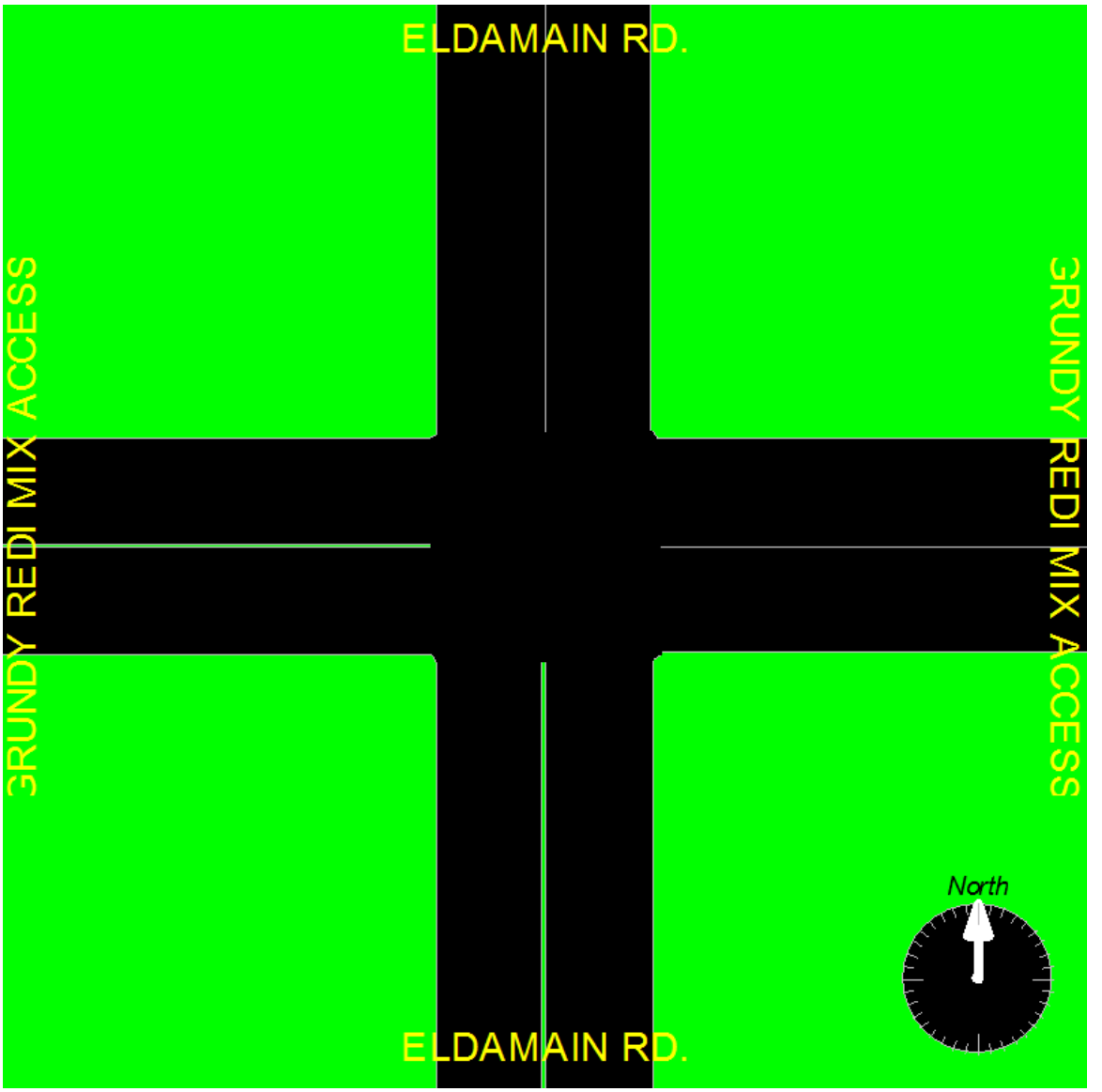
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM
Site Code : 00000000
Start Date : 7/22/2021
Page No : 7



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Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 1

Groups Printed- CARS - SINGLE UNIT - ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	5	0	2	0	7	0	0	0	0	0	1	44	0	0	45	0	65	5	0	70	122
03:15 PM	5	0	3	0	8	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113	196
03:30 PM	3	0	3	0	6	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110	217
03:45 PM	5	0	4	0	9	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118	178
Total	18	0	12	0	30	0	0	0	0	0	7	265	0	0	272	0	395	16	0	411	713
04:00 PM	4	0	2	0	6	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97	161
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	52	0	0	52	0	95	0	0	95	148
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	40	0	0	40	0	120	1	0	121	162
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	46	0	0	46	0	93	0	0	93	141
Total	5	0	5	0	10	0	0	0	0	0	0	196	0	0	196	0	405	1	0	406	612
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	53	0	0	53	0	82	1	0	83	138
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	45	0	0	45	0	114	3	0	117	163
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	40	0	0	40	0	90	1	0	91	133
05:45 PM	3	0	0	0	3	0	0	0	0	0	0	44	0	0	44	0	77	1	0	78	125
Total	5	0	3	0	8	0	0	0	0	0	0	182	0	0	182	0	363	6	0	369	559
Grand Total	28	0	20	0	48	0	0	0	0	0	7	643	0	0	650	0	1163	23	0	1186	1884
Apprch %	58.3	0	41.7	0		0	0	0	0		1.1	98.9	0	0		0	98.1	1.9	0		
Total %	1.5	0	1.1	0	2.5	0	0	0	0	0	0.4	34.1	0	0	34.5	0	61.7	1.2	0	63	
CARS	6	0	6	0	12	0	0	0	0	0	1	607	0	0	608	0	1127				
% CARS	21.4	0	30	0	25	0	0	0	0	0	14.3	94.4	0	0	93.5	0	96.9	4.3	0	95.1	92.8
SINGLE UNIT																					
% SINGLE UNIT	75	0	50	0	64.6	0	0	0	0	0	85.7	1.7	0	0	2.6	0	1.1	78.3	0	2.6	4.2
ARTICULATED																					
% ARTICULATED	3.6	0	20	0	10.4	0	0	0	0	0	0	3.9	0	0	3.8	0	2	17.4	0	2.3	3

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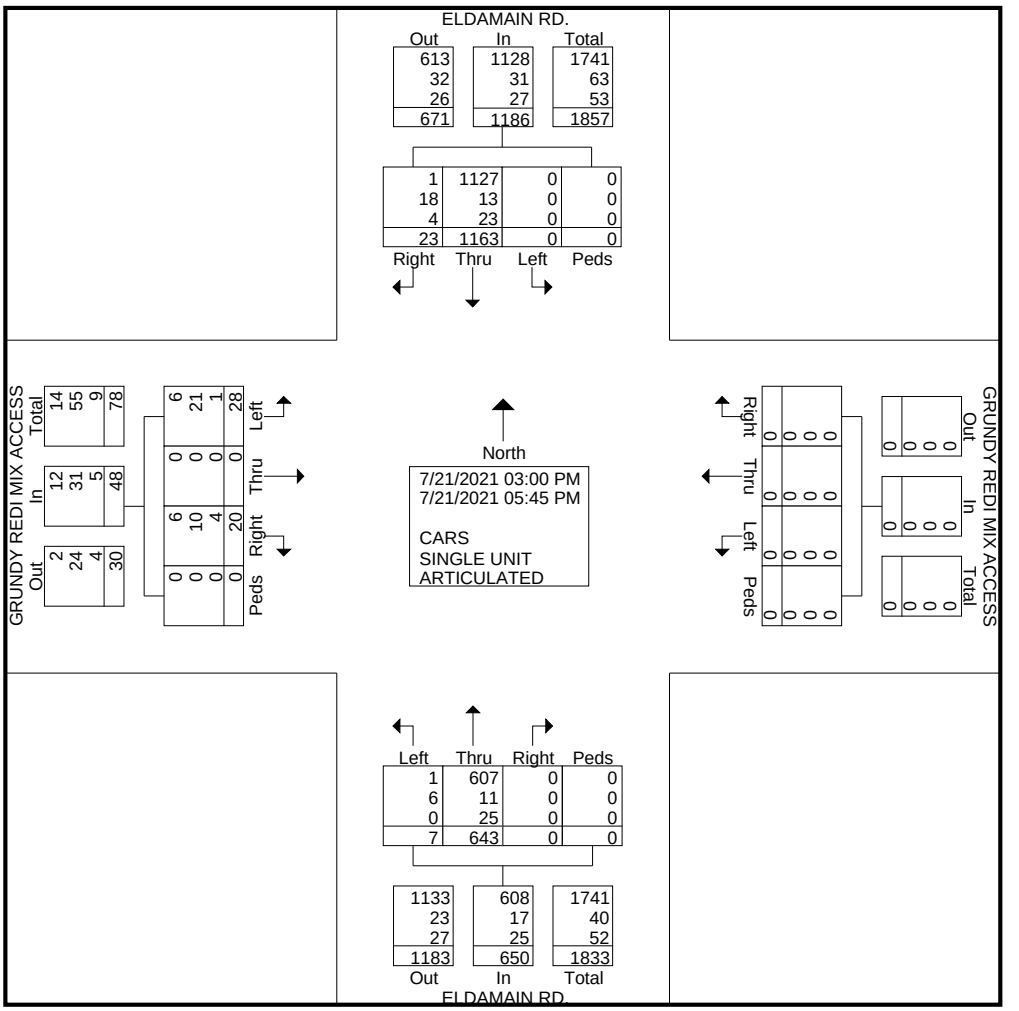
Eldamain Rd.@ Grundy Redi Mix Access

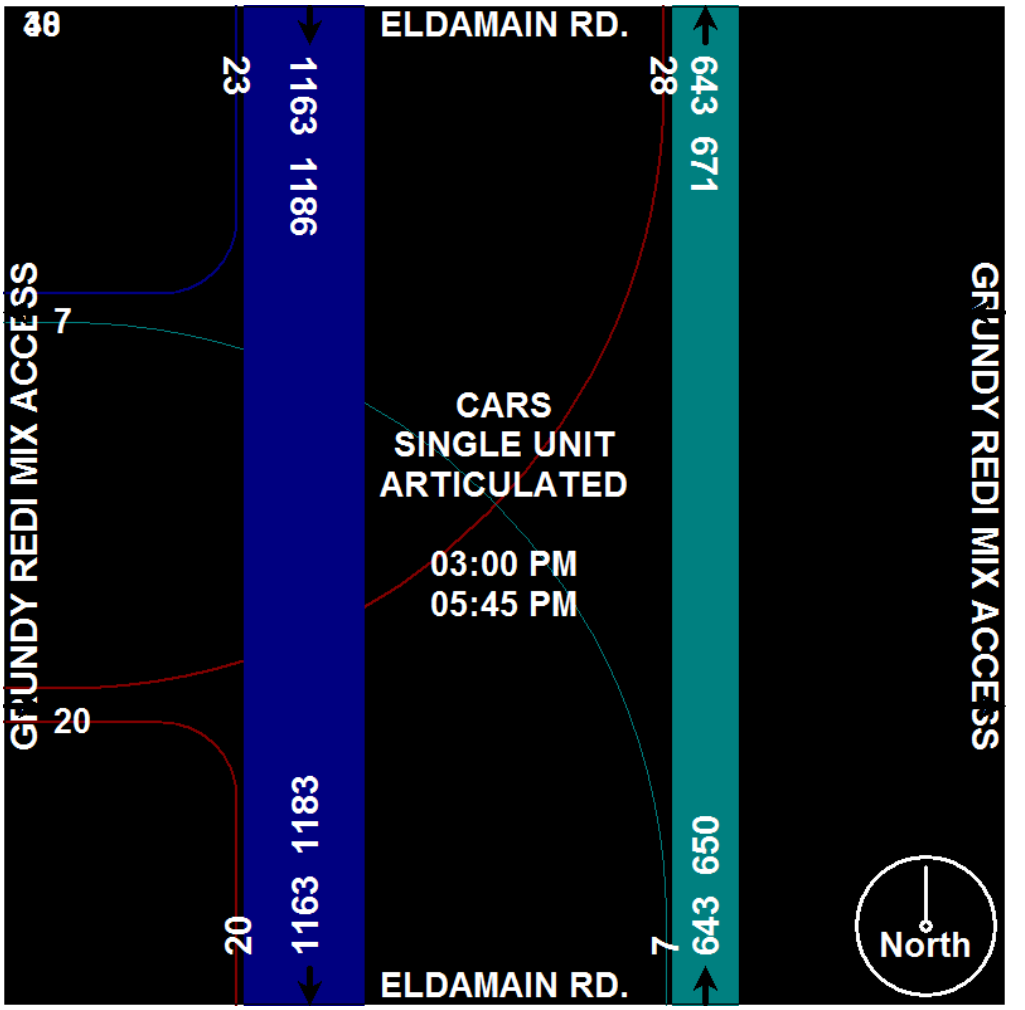
File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 2



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 3

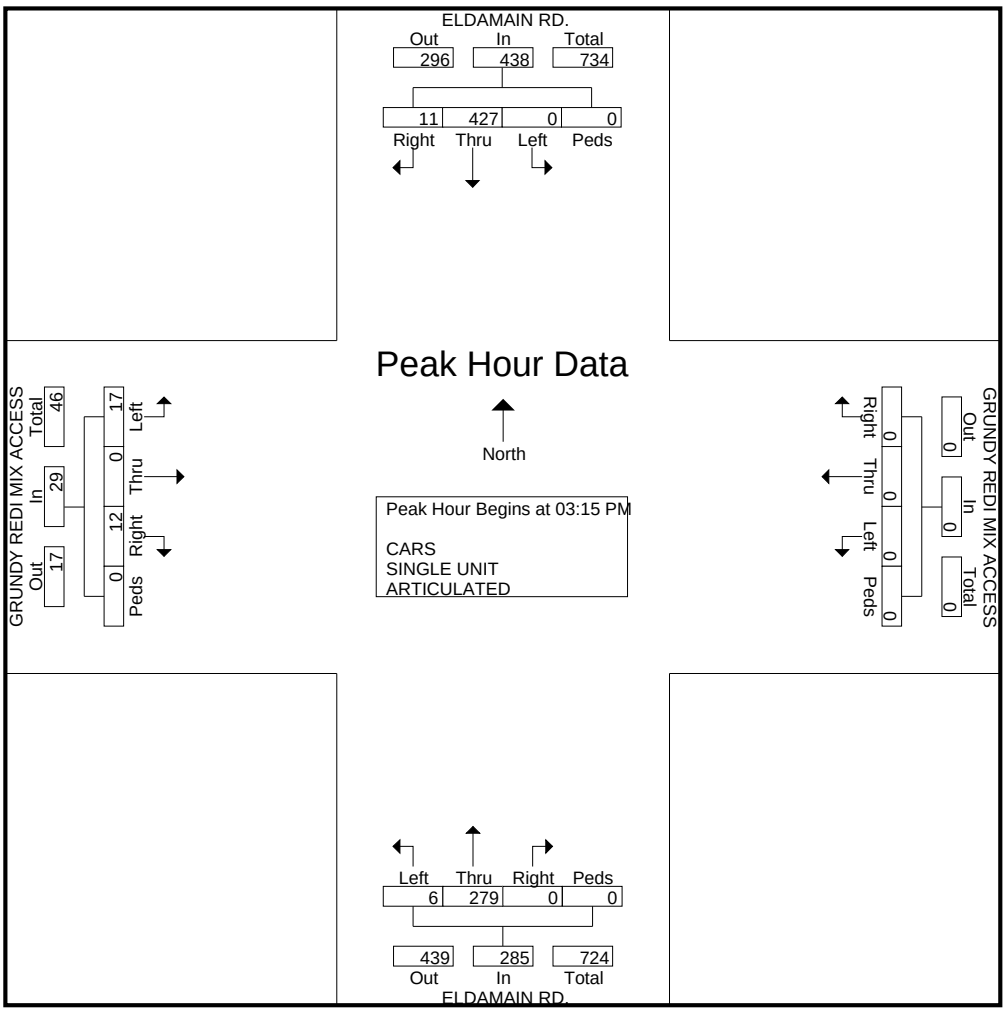


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 4

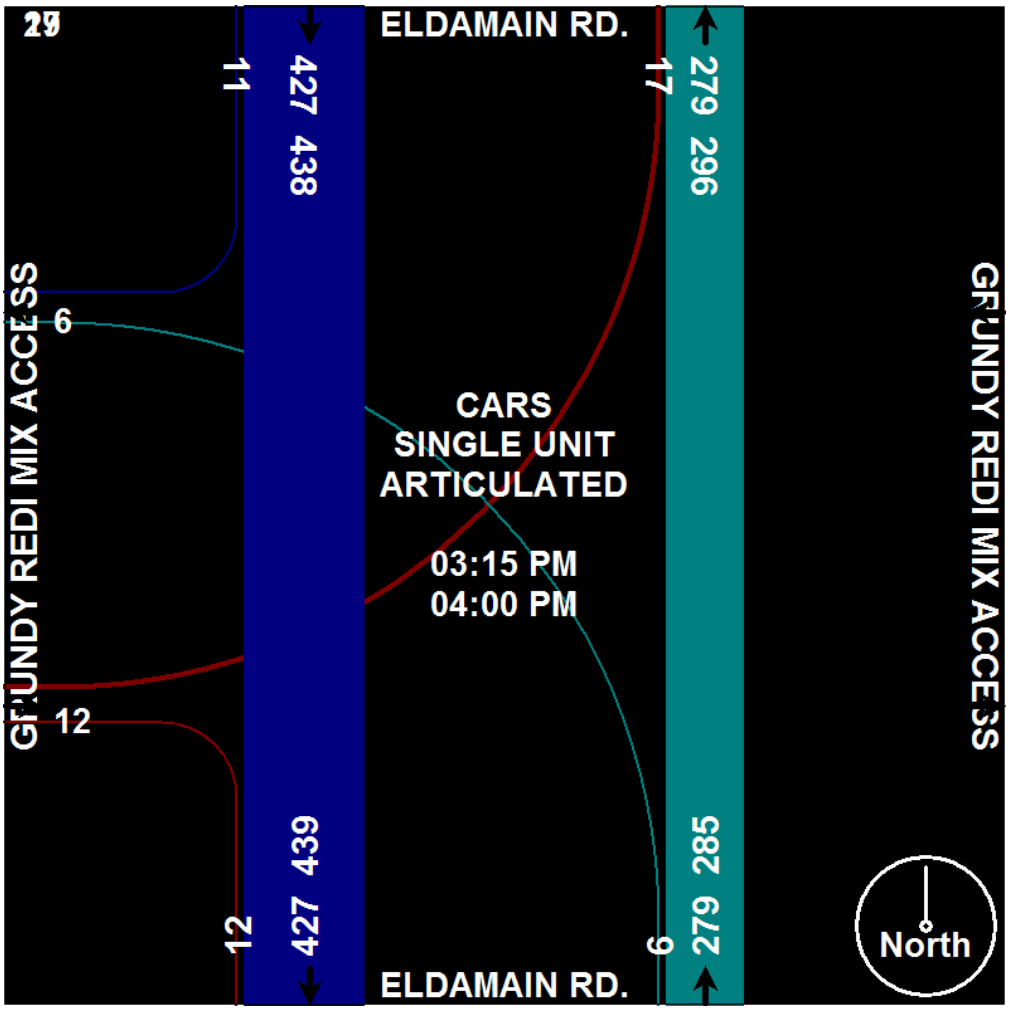
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	5	0	3	0	8	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113	196
03:30 PM	3	0	3	0	6	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110	217
03:45 PM	5	0	4	0	9	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118	178
04:00 PM	4	0	2	0	6	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97	161
Total Volume	17	0	12	0	29	0	0	0	0	0	6	279	0	0	285	0	427	11	0	438	752
% App. Total	58.6	0	41.4	0		0	0	0	0		2.1	97.9	0	0		0	97.5	2.5	0		
PHF	.850	.000	.750	.000	.806	.000	.000	.000	.000	.000	.500	.712	.000	.000	.705	.000	.936	.550	.000	.928	.866



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

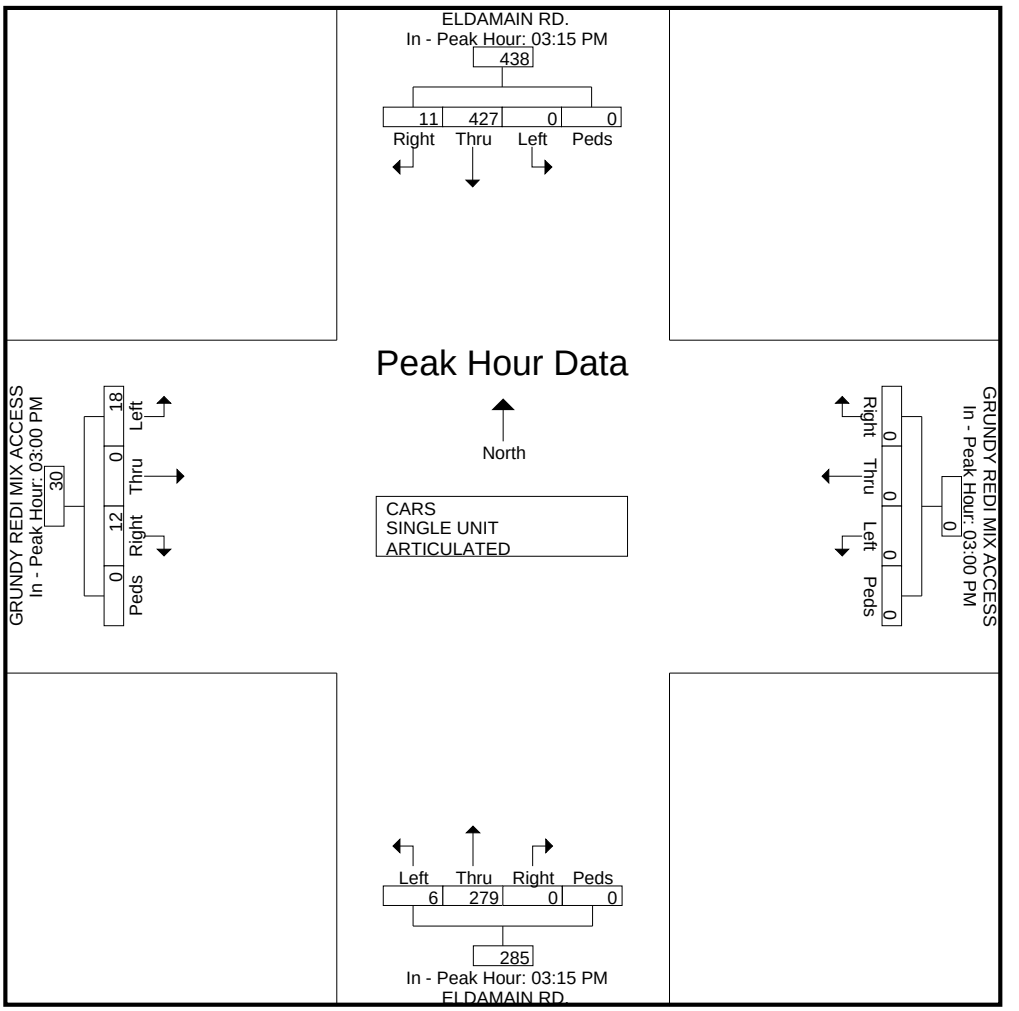
Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:15 PM					03:15 PM				
+0 mins.	5	0	2	0	7	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113
+15 mins.	5	0	3	0	8	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110
+30 mins.	3	0	3	0	6	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118
+45 mins.	5	0	4	0	9	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97
Total Volume	18	0	12	0	30	0	0	0	0	0	6	279	0	0	285	0	427	11	0	438
% App. Total	60	0	40	0		0	0	0	0		2.1	97.9	0	0		0	97.5	2.5	0	
PHF	.900	.000	.750	.000	.833	.000	.000	.000	.000	.000	.500	.712	.000	.000	.705	.000	.936	.550	.000	.928

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 6



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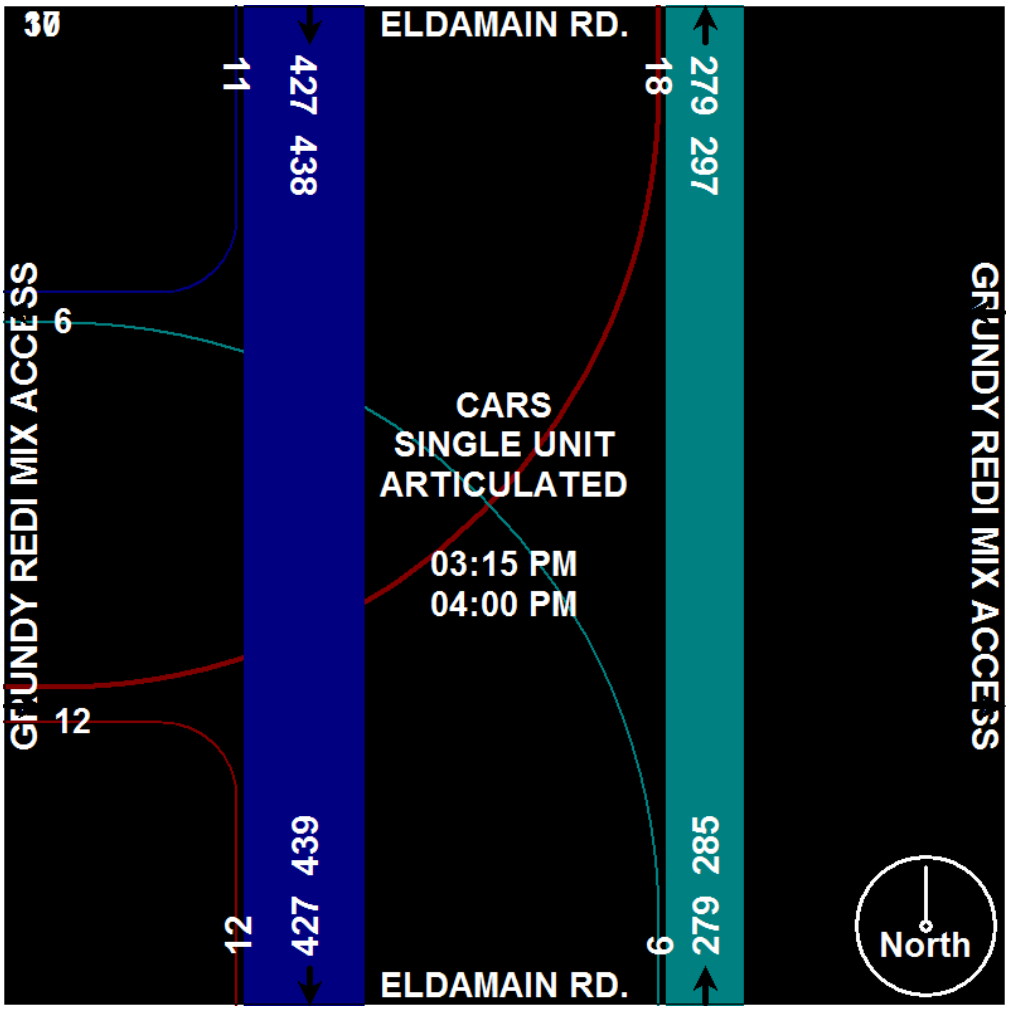
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 7



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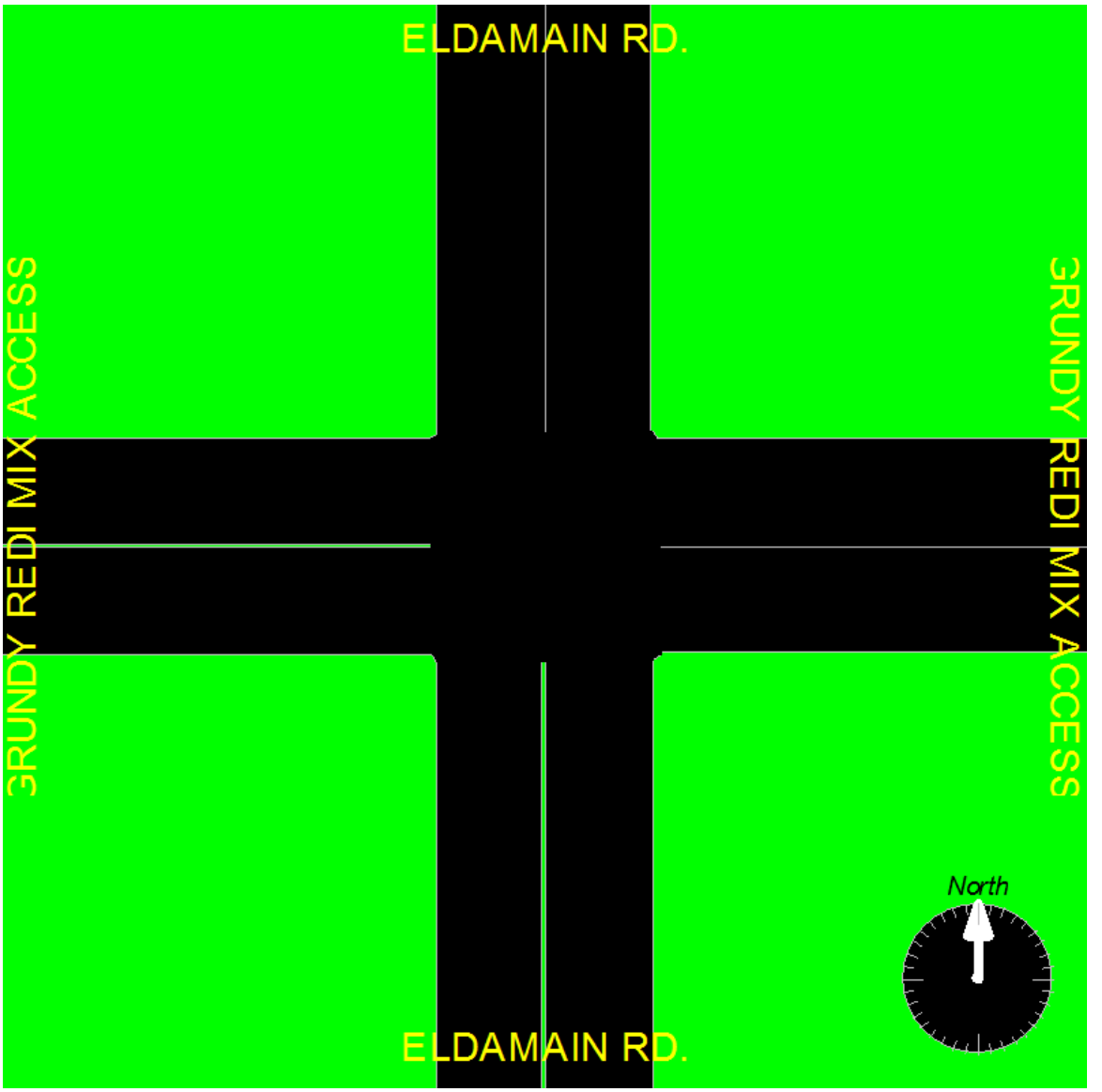
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 8



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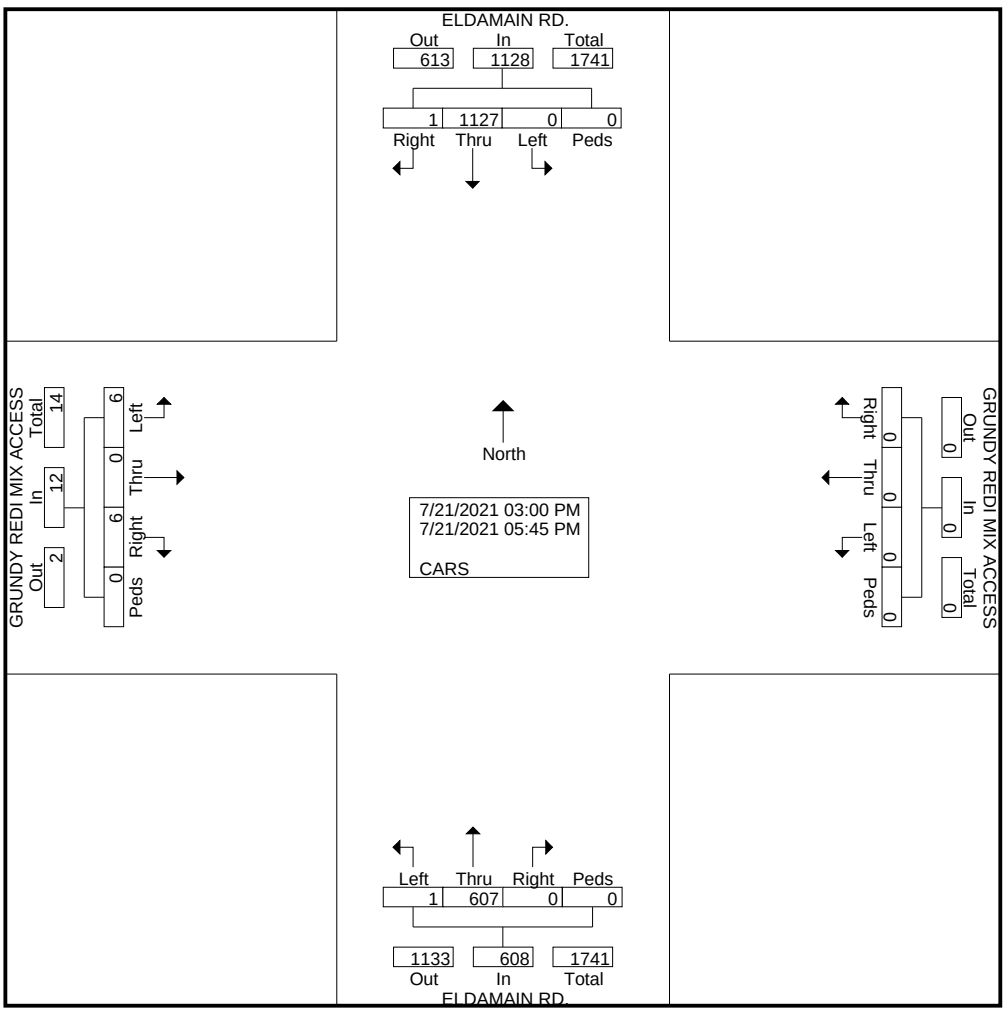
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 1

Groups Printed- CARS

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	61	0	0	61	103
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109	179
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104	198
03:45 PM	1	0	1	0	2	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107	156
Total	2	0	1	0	3	0	0	0	0	0	1	251	0	0	252	0	380	1	0	381	636
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96	152
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	49	0	0	49	0	95	0	0	95	145
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	37	0	0	37	0	118	0	0	118	155
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	42	0	0	42	0	92	0	0	92	136
Total	0	0	4	0	4	0	0	0	0	0	0	183	0	0	183	0	401	0	0	401	588
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	0	76	0	0	76	125
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	43	0	0	43	0	110	0	0	110	154
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	39	0	0	39	0	85	0	0	85	126
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	42	0	0	42	0	75	0	0	75	119
Total	4	0	1	0	5	0	0	0	0	0	0	173	0	0	173	0	346	0	0	346	524
Grand Total	6	0	6	0	12	0	0	0	0	0	1	607	0	0	608	0	1127	1	0	1128	1748
Apprch %	50	0	50	0		0	0	0	0		0.2	99.8	0	0		0	99.9	0.1	0		
Total %	0.3	0	0.3	0	0.7	0	0	0	0	0	0.1	34.7	0	0	34.8	0	64.5	0.1	0	64.5	



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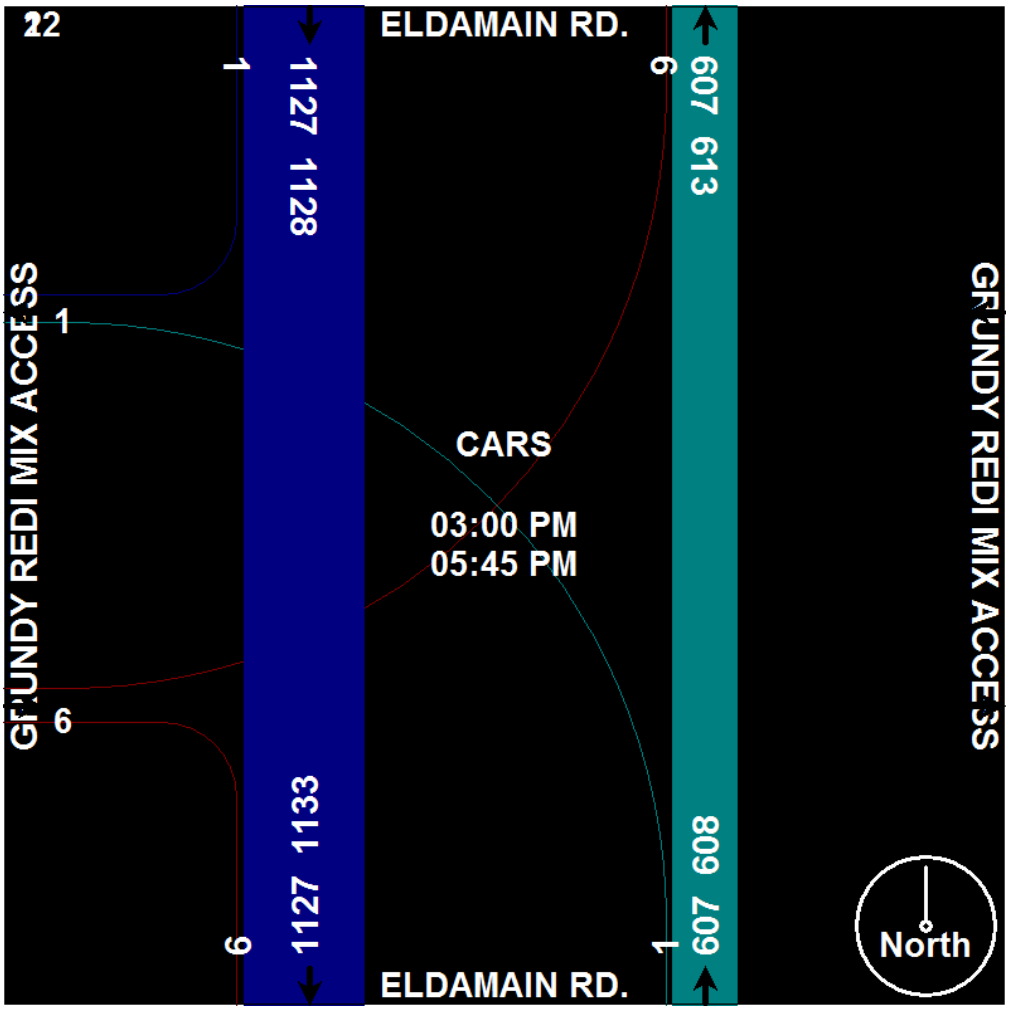
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 2



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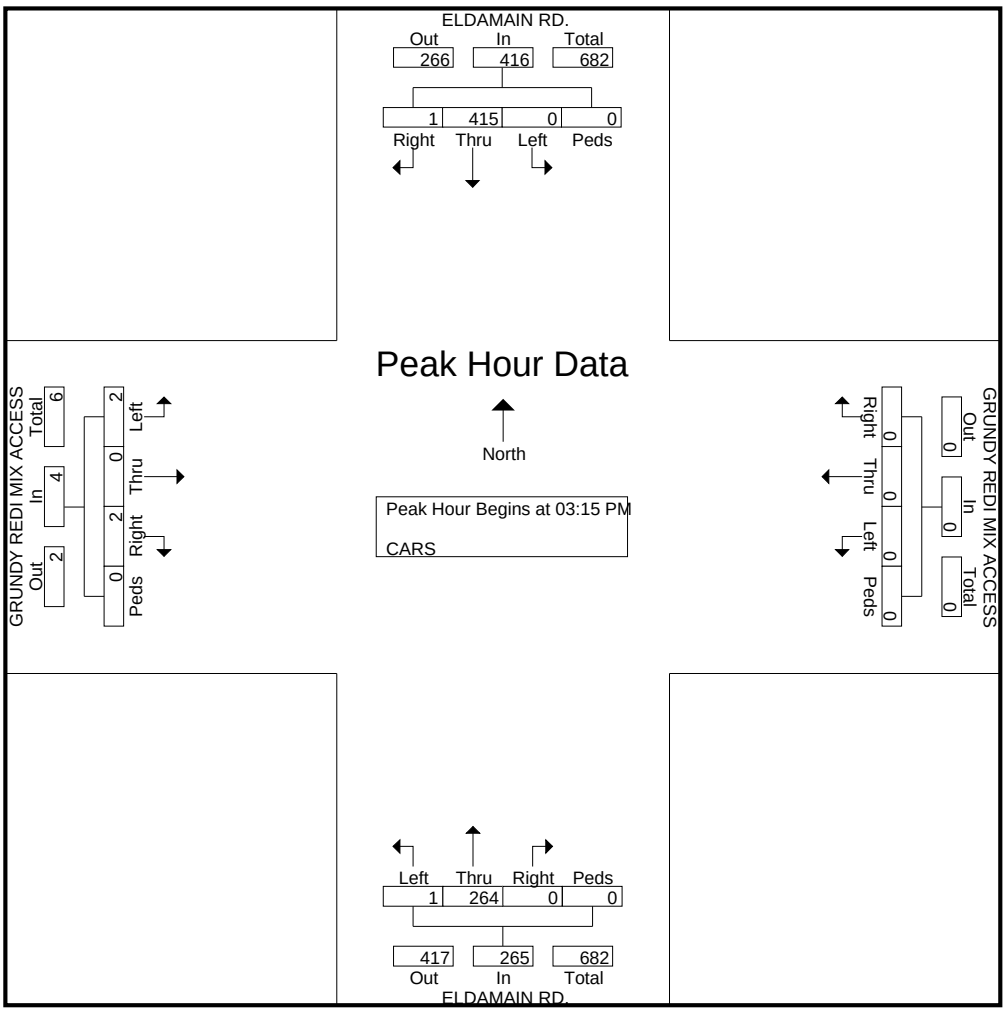
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109	179
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104	198
03:45 PM	1	0	1	0	2	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107	156
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96	152
Total Volume	2	0	2	0	4	0	0	0	0	0	1	264	0	0	265	0	415	1	0	416	685
% App. Total	50	0	50	0		0	0	0	0		0.4	99.6	0	0		0	99.8	0.2	0		
PHF	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.710	.000	.000	.705	.000	.952	.250	.000	.954	.865



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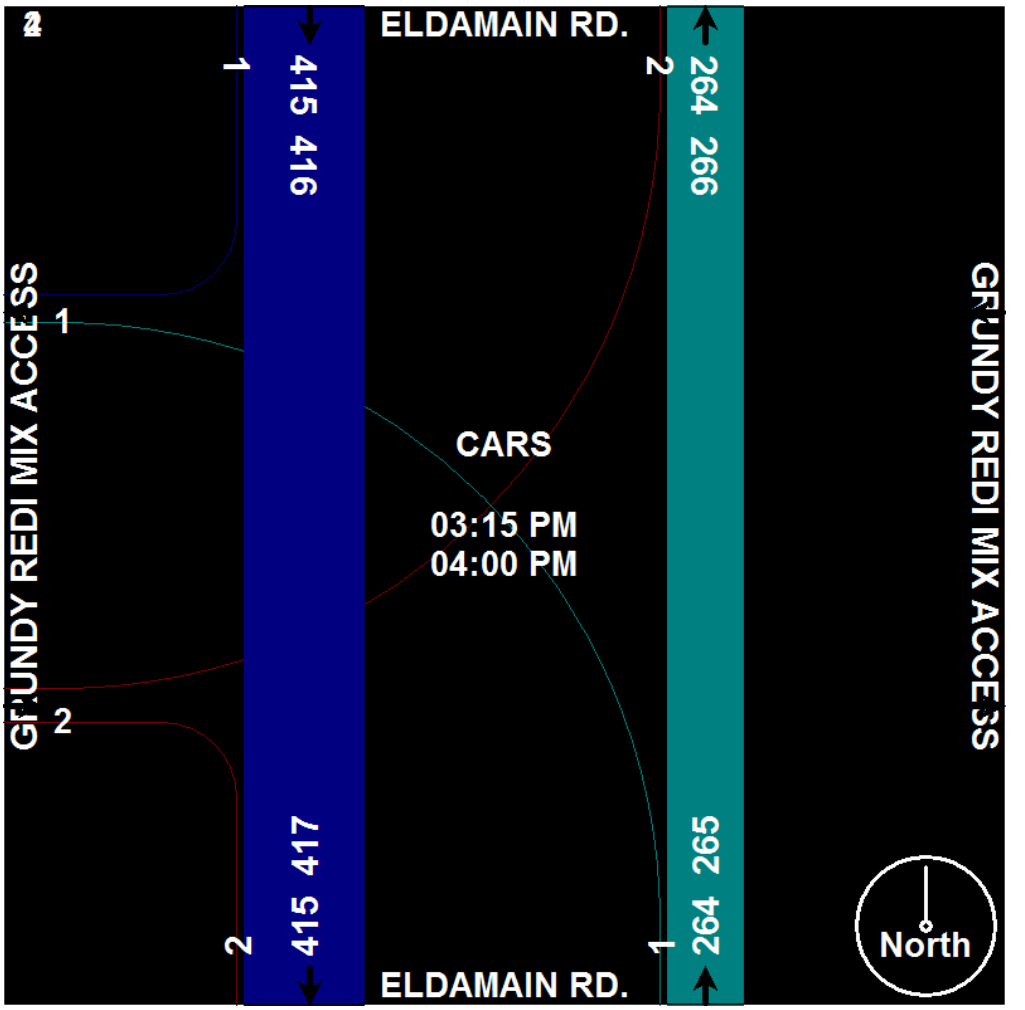
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 4



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:00 PM					03:15 PM					03:15 PM				
+0 mins.	0	0	2	0	2	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104
+30 mins.	1	0	0	0	1	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107
+45 mins.	1	0	1	0	2	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96
Total Volume	2	0	3	0	5	0	0	0	0	0	1	264	0	0	265	0	415	1	0	416
% App. Total	40	0	60	0		0	0	0	0		0.4	99.6	0	0		0	99.8	0.2	0	
PHF	.500	.000	.375	.000	.625	.000	.000	.000	.000	.000	.250	.710	.000	.000	.705	.000	.952	.250	.000	.954

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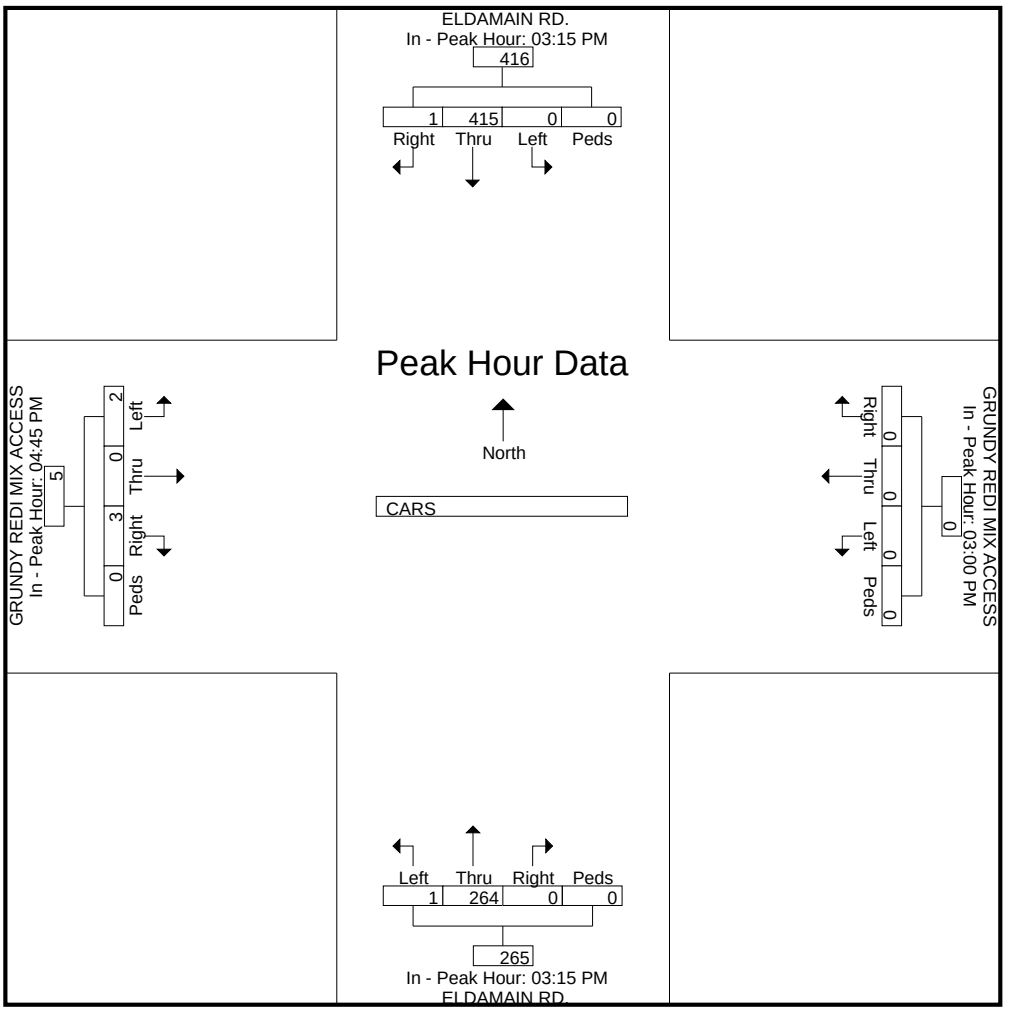
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 5



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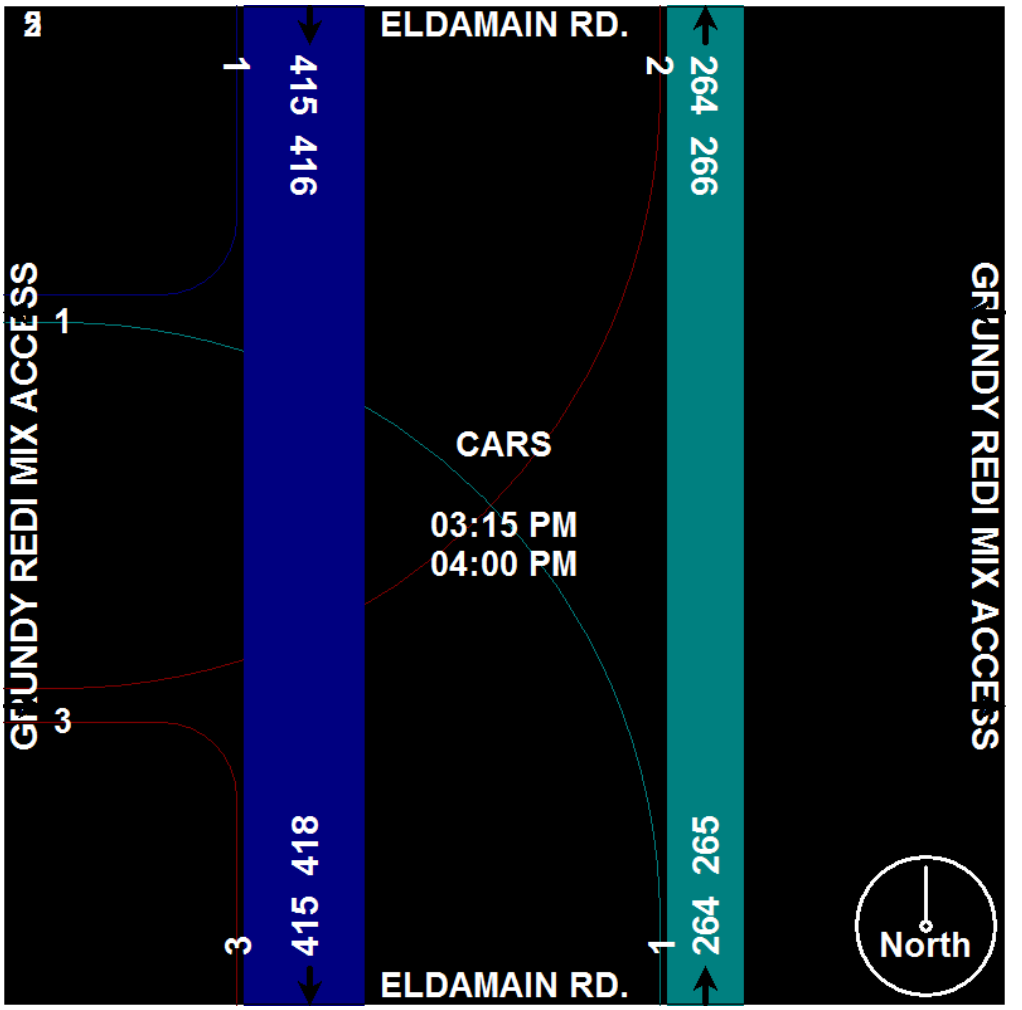
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 6



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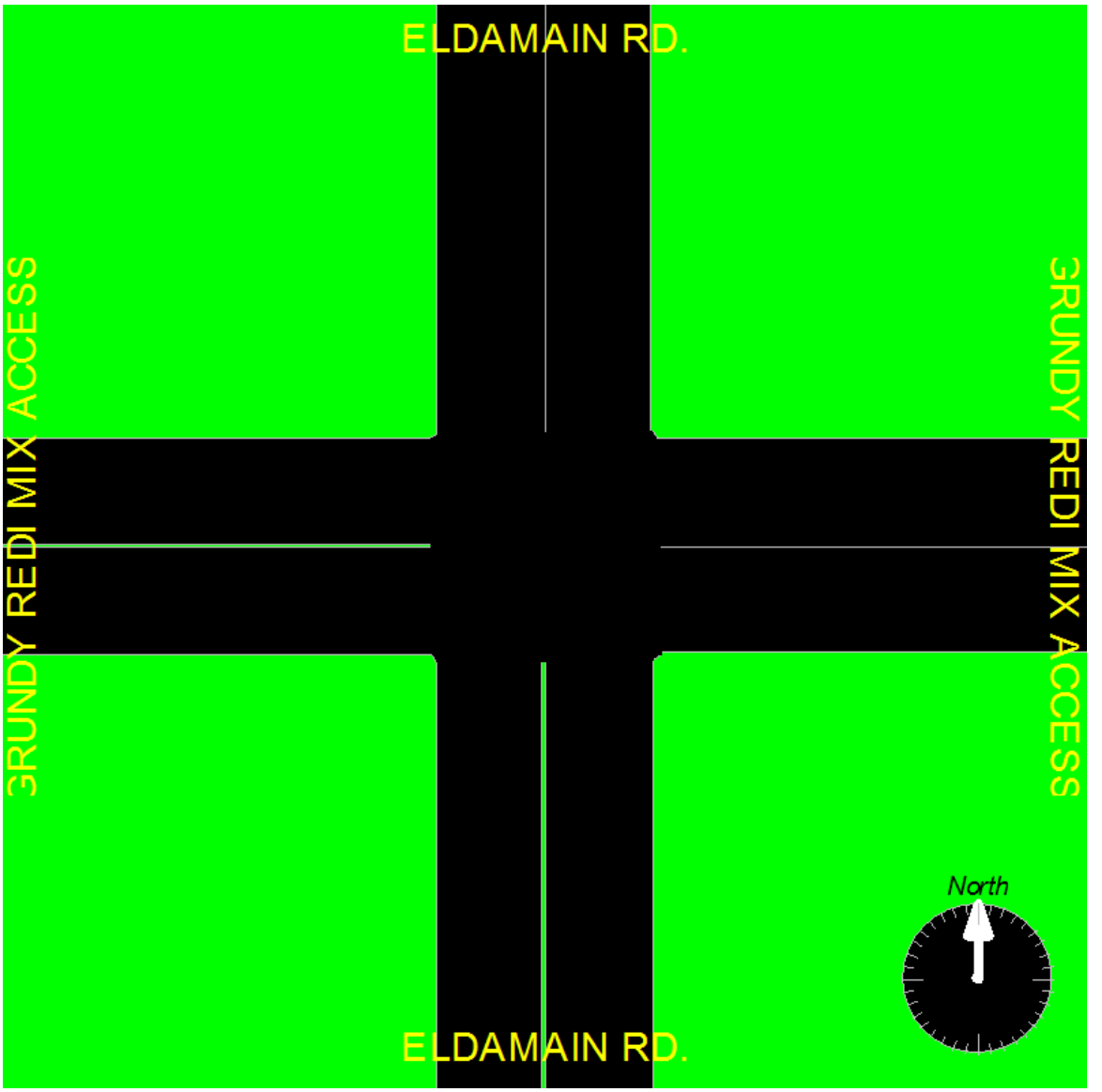
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021



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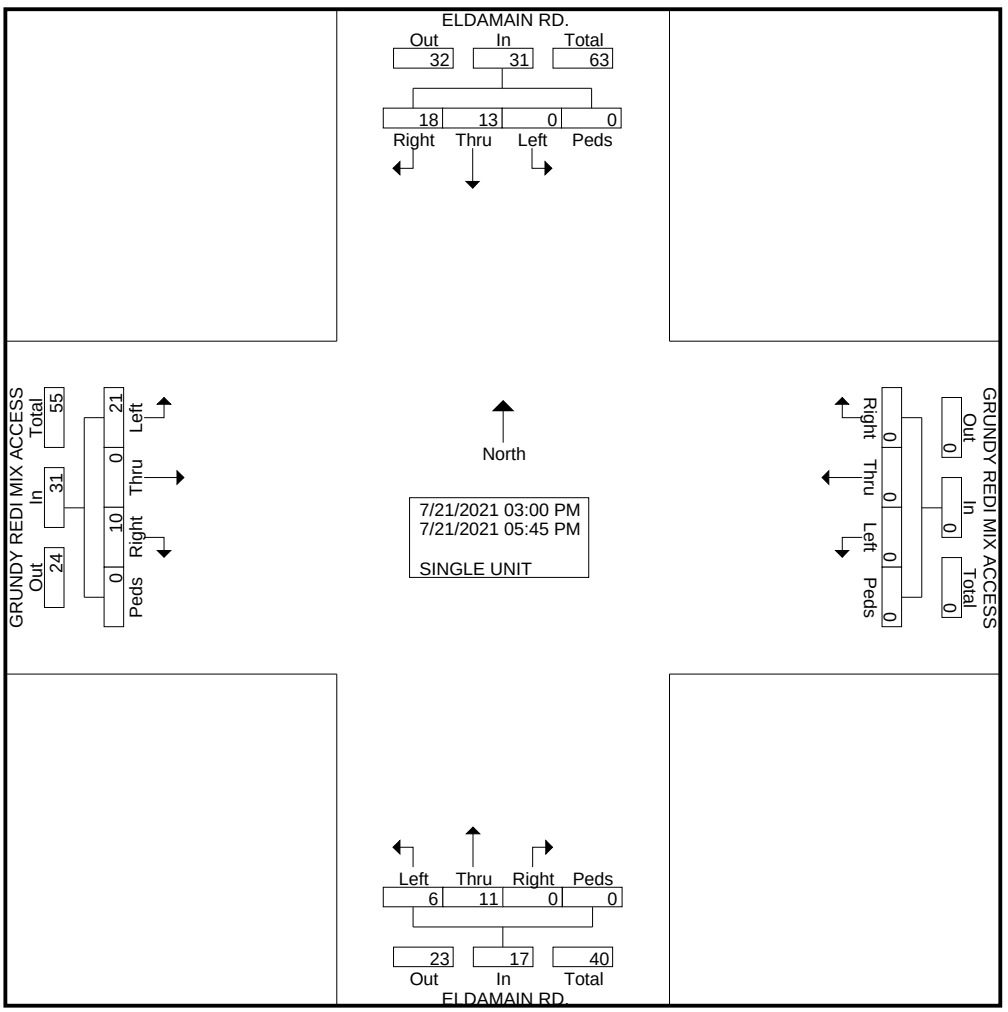
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 1

Groups Printed- SINGLE UNIT

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	5	0	1	0	6	0	0	0	0	0	1	0	0	0	1	0	2	5	0	7	14
03:15 PM	4	0	3	0	7	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	10
03:30 PM	3	0	2	0	5	0	0	0	0	0	2	2	0	0	4	0	0	3	0	3	12
03:45 PM	4	0	2	0	6	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	11
Total	16	0	8	0	24	0	0	0	0	0	6	3	0	0	9	0	2	12	0	14	47
04:00 PM	4	0	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	1	0	5	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	10
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	5
Total	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	0	10	5	0	15	22
Grand Total	21	0	10	0	31	0	0	0	0	0	6	11	0	0	17	0	13	18	0	31	79
Apprch %	67.7	0	32.3	0		0	0	0	0		35.3	64.7	0	0		0	41.9	58.1	0		
Total %	26.6	0	12.7	0	39.2	0	0	0	0	0	7.6	13.9	0	0	21.5	0	16.5	22.8	0	39.2	



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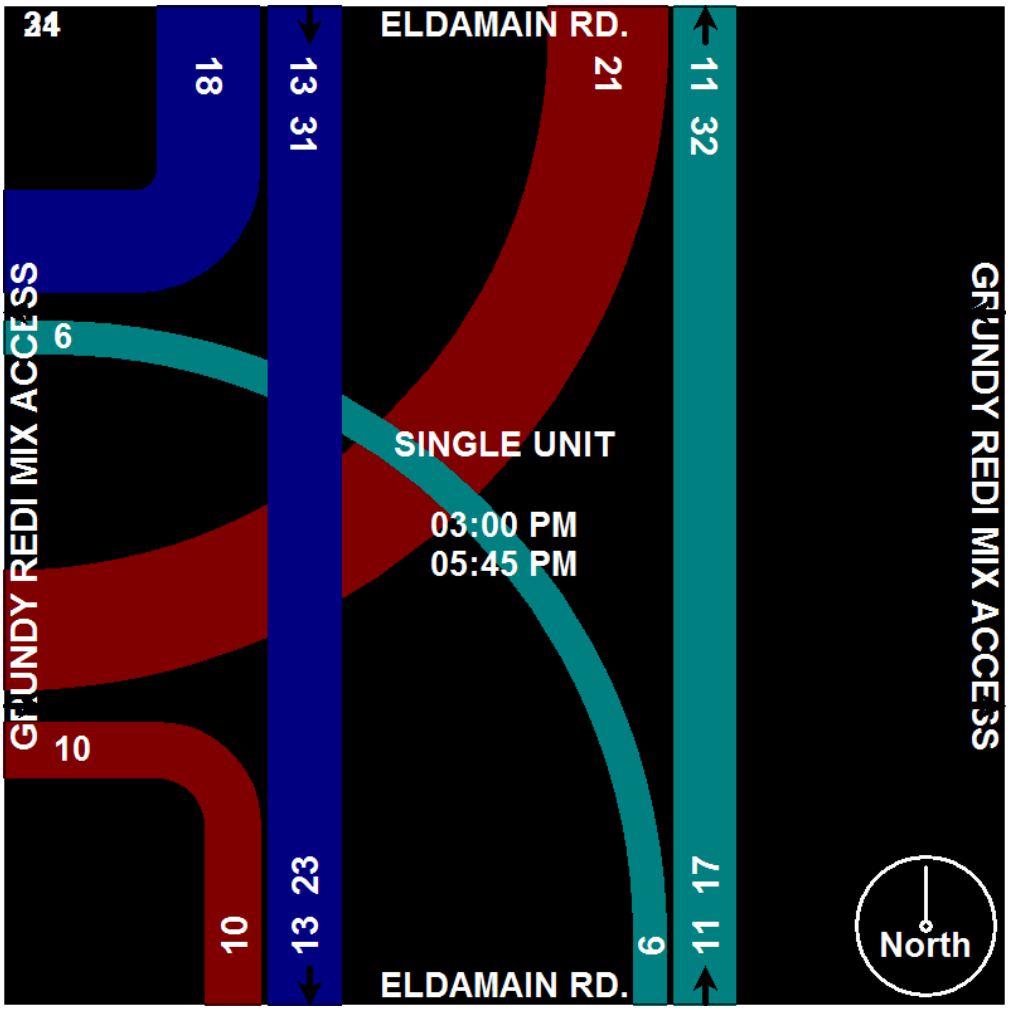
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 2



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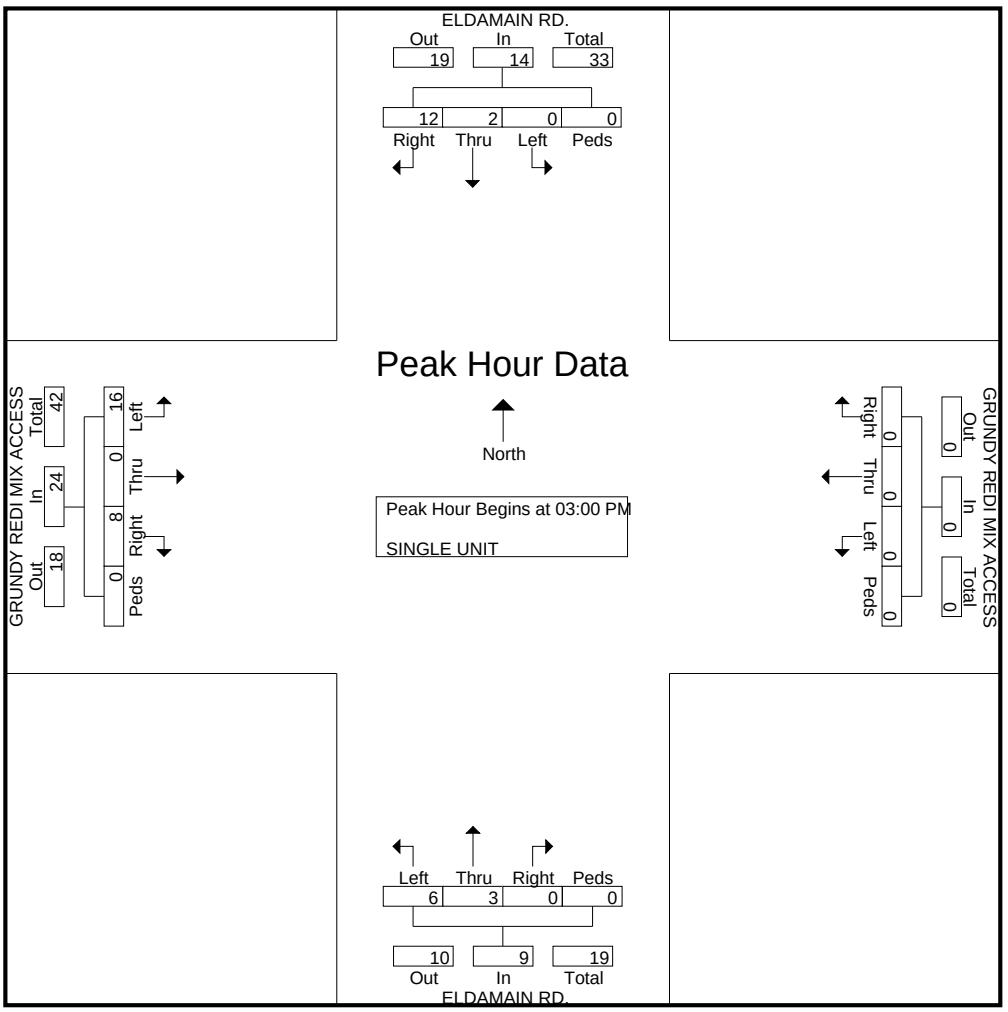
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	5	0	1	0	6	0	0	0	0	0	1	0	0	0	1	0	2	5	0	7	14
03:15 PM	4	0	3	0	7	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	10
03:30 PM	3	0	2	0	5	0	0	0	0	0	2	2	0	0	4	0	0	3	0	3	12
03:45 PM	4	0	2	0	6	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	11
Total Volume	16	0	8	0	24	0	0	0	0	0	6	3	0	0	9	0	2	12	0	14	47
% App. Total	66.7	0	33.3	0		0	0	0	0		66.7	33.3	0	0		0	14.3	85.7	0		
PHF	.800	.000	.667	.000	.857	.000	.000	.000	.000	.000	.750	.375	.000	.000	.563	.000	.250	.600	.000	.500	.839



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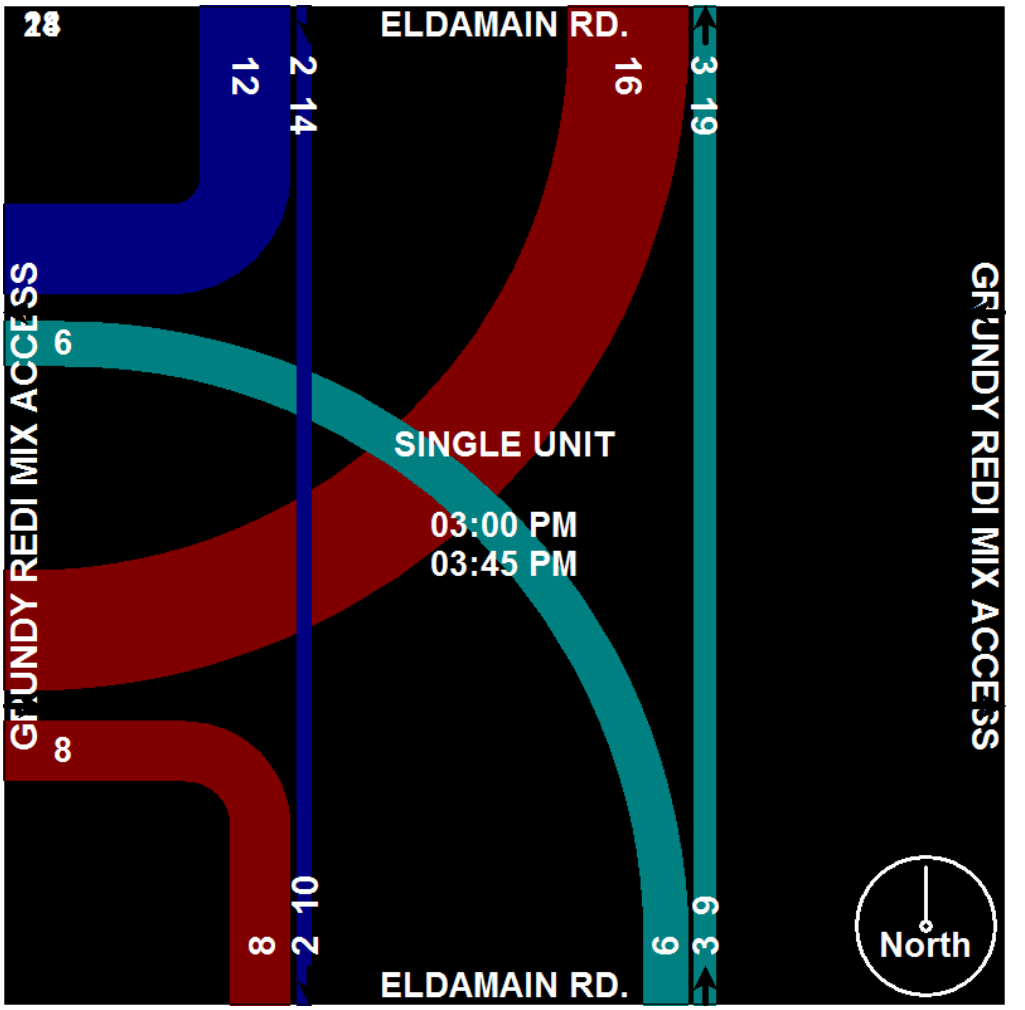
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 4



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:15 PM					05:00 PM				
+0 mins.	5	0	1	0	6	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2
+15 mins.	4	0	3	0	7	0	0	0	0	0	2	2	0	0	4	0	3	3	0	6
+30 mins.	3	0	2	0	5	0	0	0	0	0	1	1	0	0	2	0	3	1	0	4
+45 mins.	4	0	2	0	6	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3
Total Volume	16	0	8	0	24	0	0	0	0	0	5	5	0	0	10	0	10	5	0	15
% App. Total	66.7	0	33.3	0		0	0	0	0		50	50	0	0		0	66.7	33.3	0	
PHF	.800	.000	.667	.000	.857	.000	.000	.000	.000	.000	.625	.625	.000	.000	.625	.000	.833	.417	.000	.625

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Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
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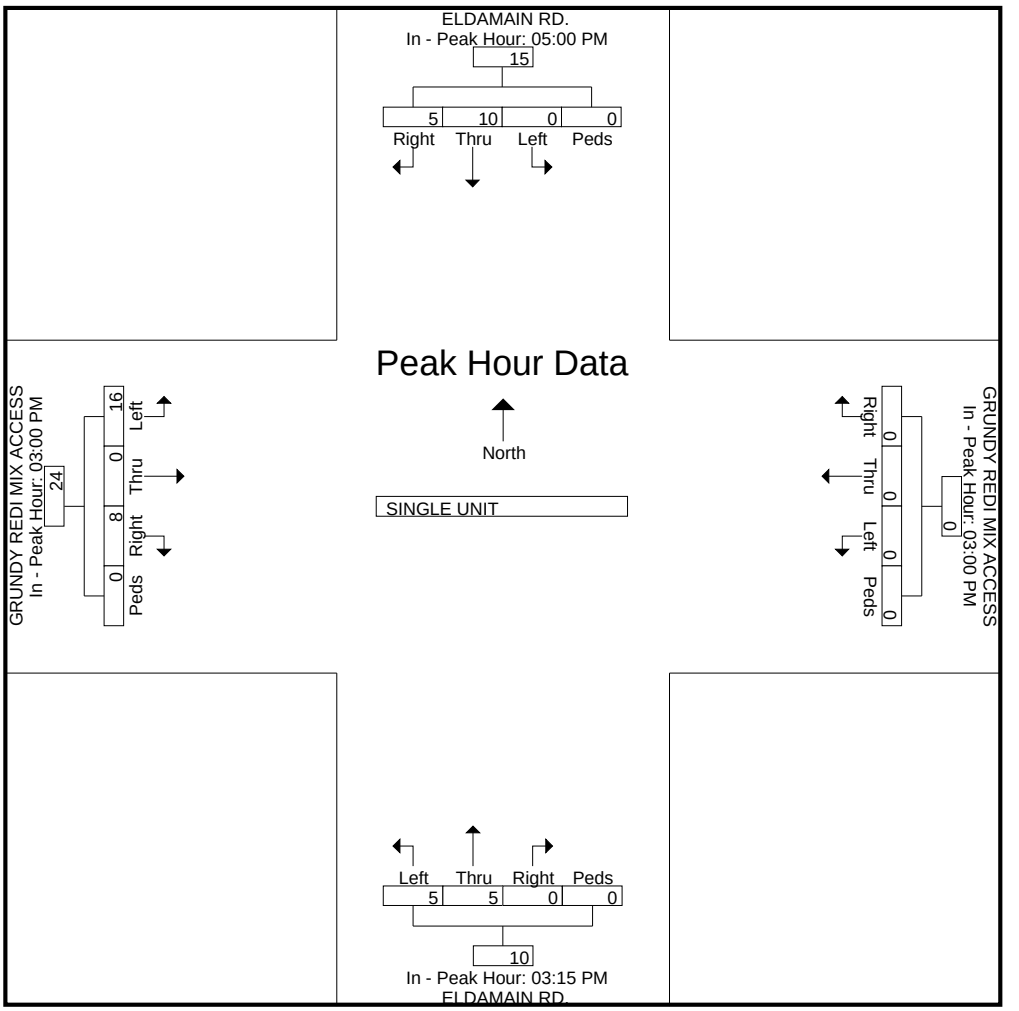

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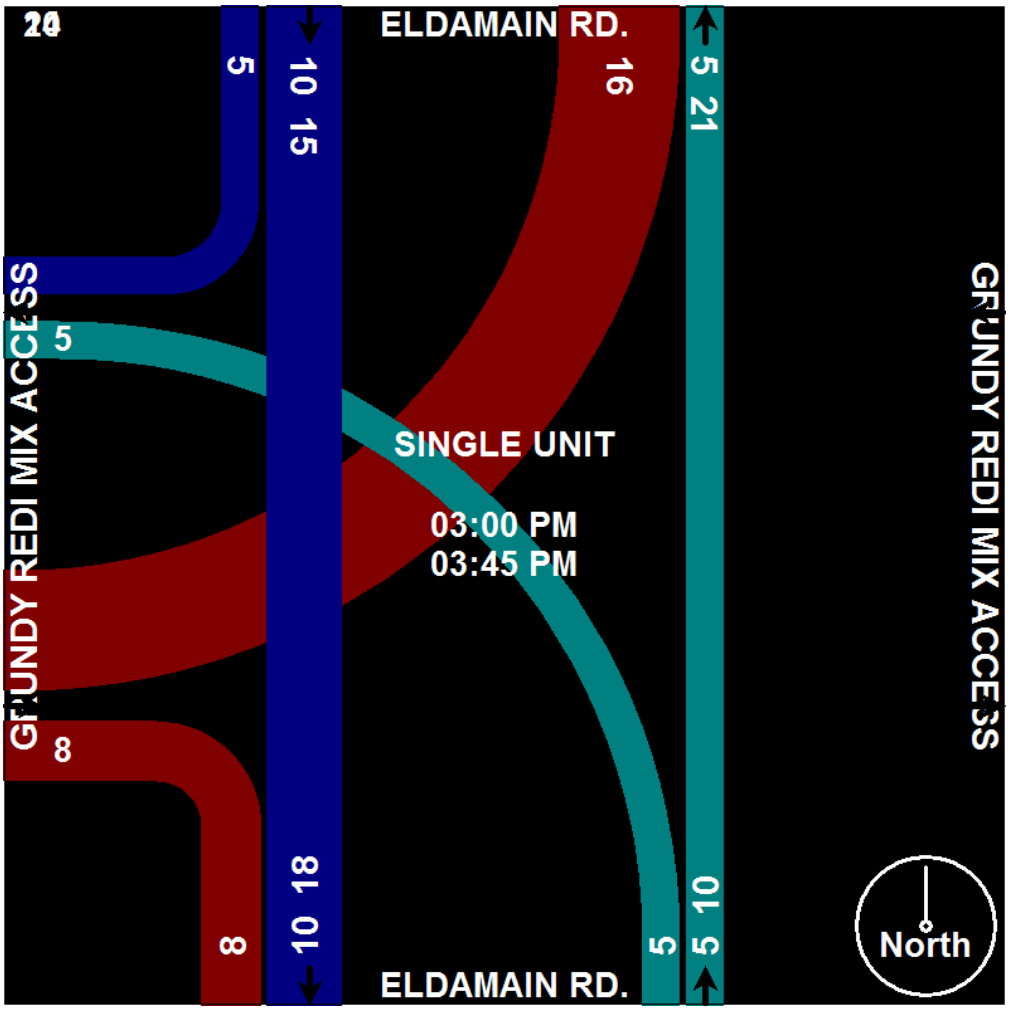
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 6



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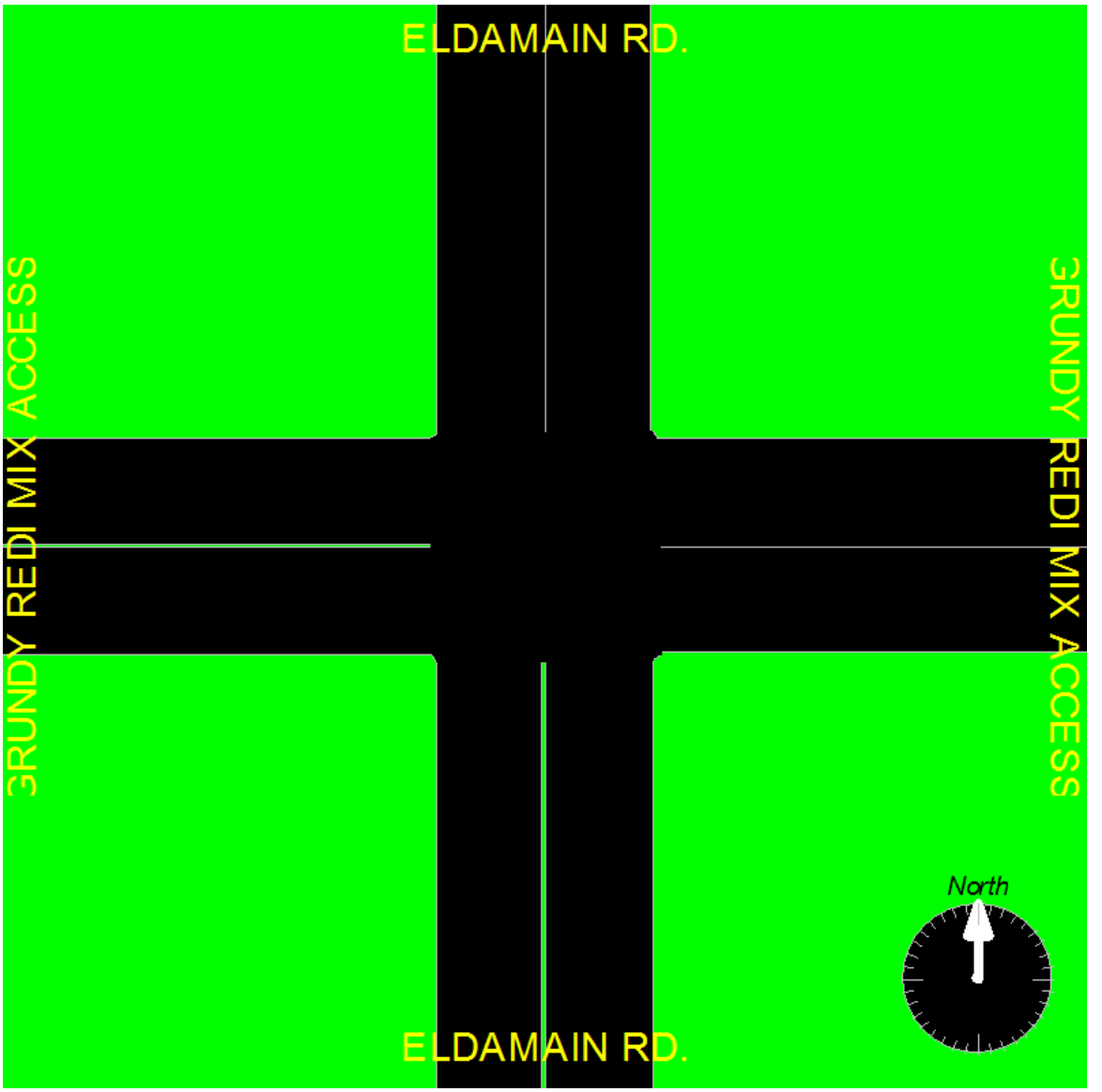
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021



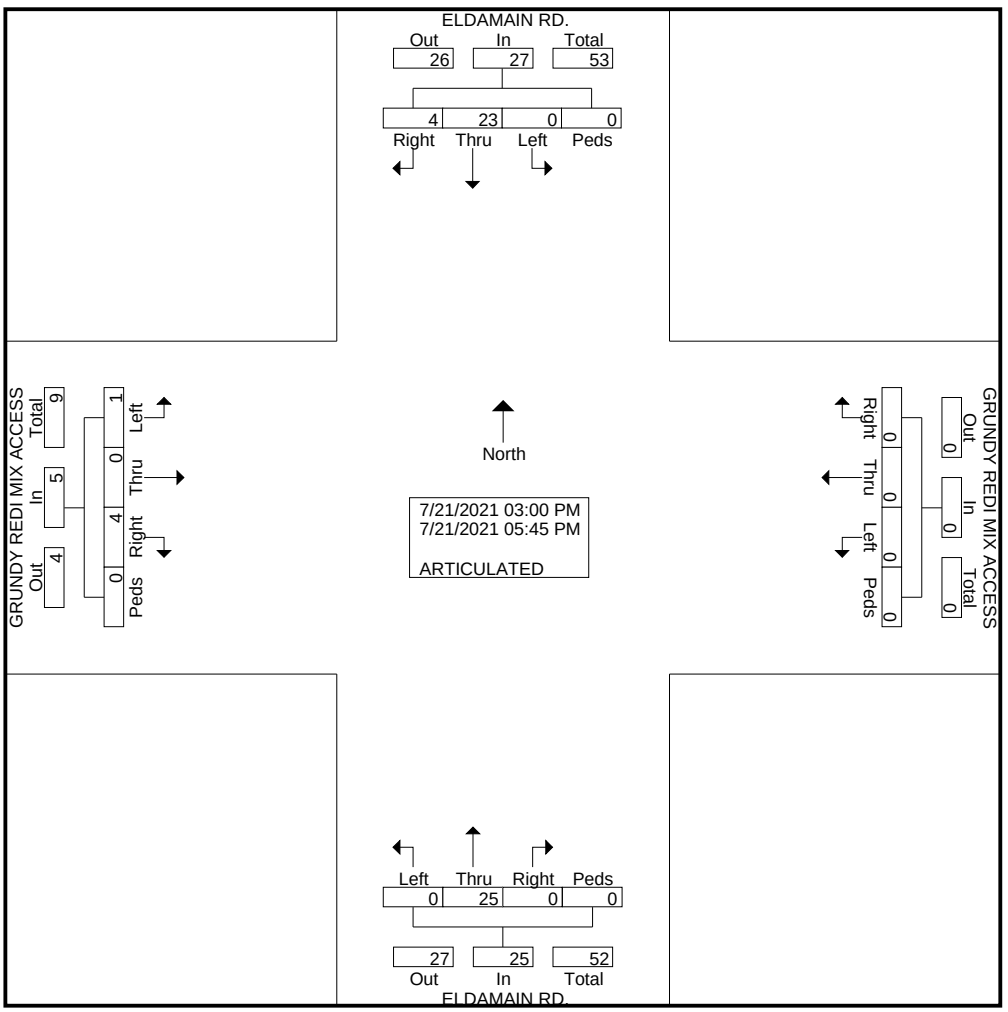
Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 1

Groups Printed- ARTICULATED

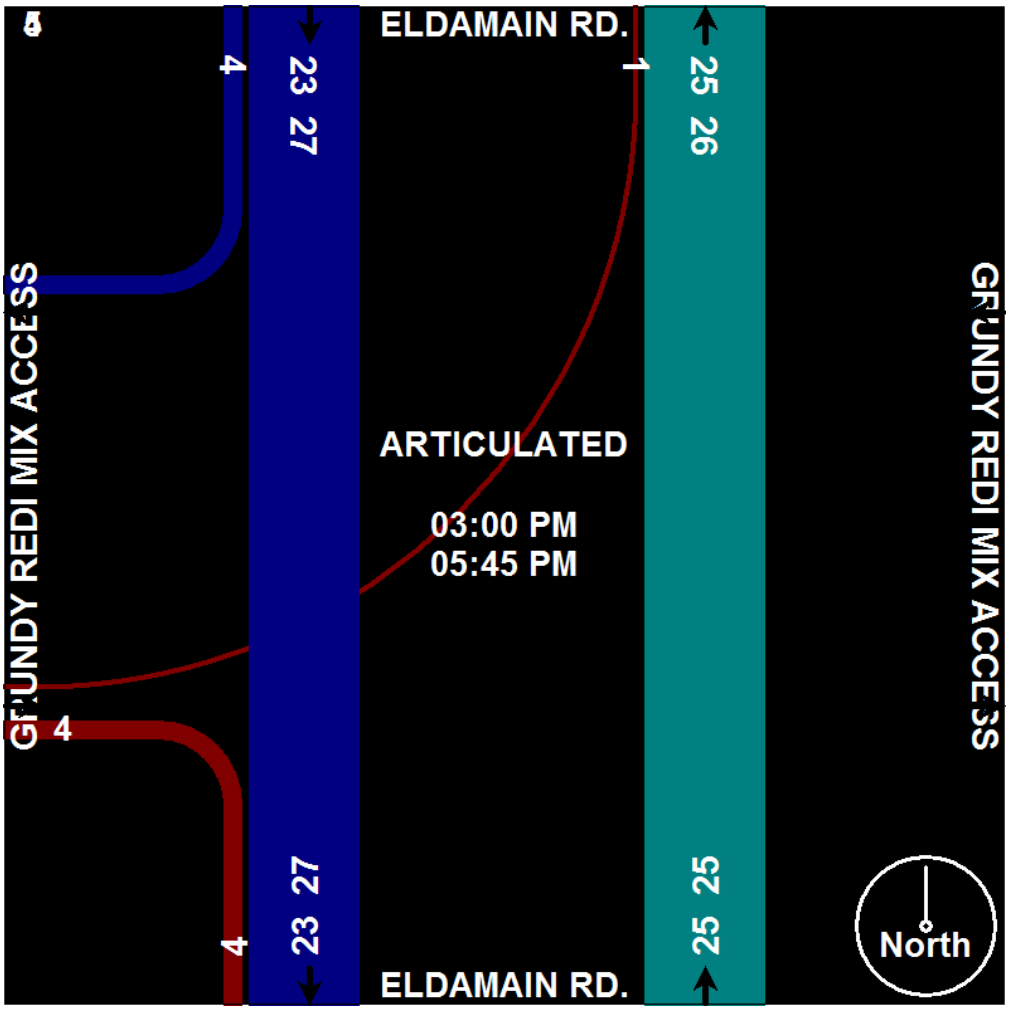
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	11
Total	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16	30
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
Total	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	14
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	7	1	0	8	13
Grand Total	1	0	4	0	5	0	0	0	0	0	0	25	0	0	25	0	23	4	0	27	57
Apprch %	20	0	80	0		0	0	0	0		0	100	0	0		0	85.2	14.8	0		
Total %	1.8	0	7	0	8.8	0	0	0	0	0	0	43.9	0	0	43.9	0	40.4	7	0	47.4	



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 2

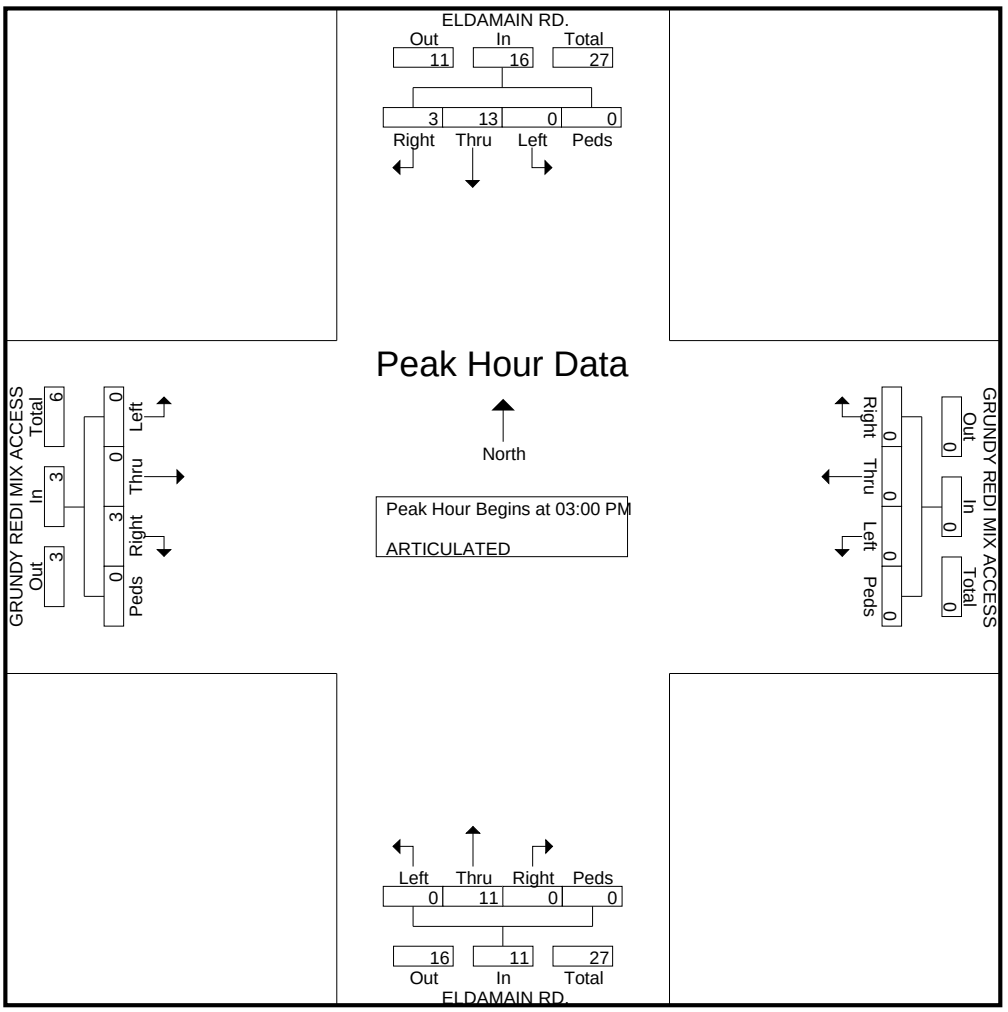


Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	11
Total Volume	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16	30
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	81.2	18.8	0		
PHF	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.000	.464	.750	.000	.500	.682



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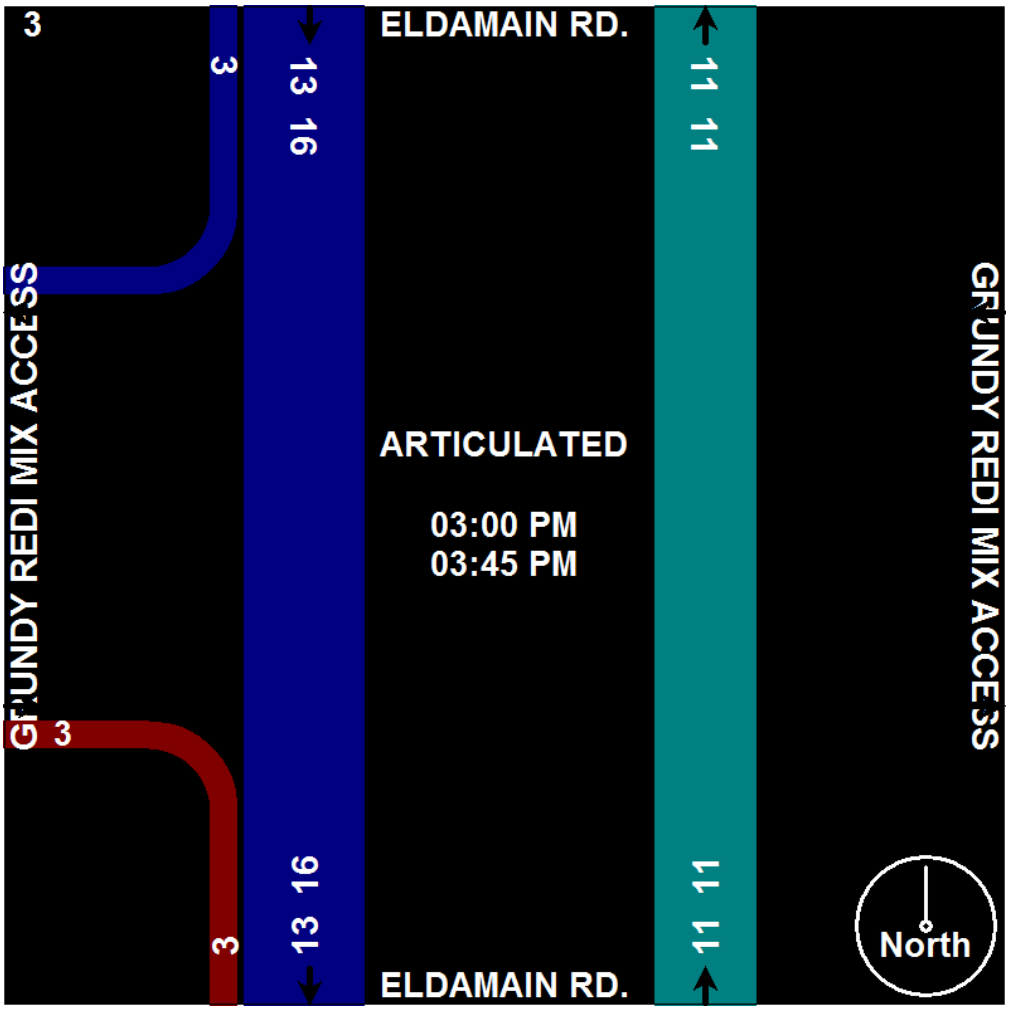
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 4



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

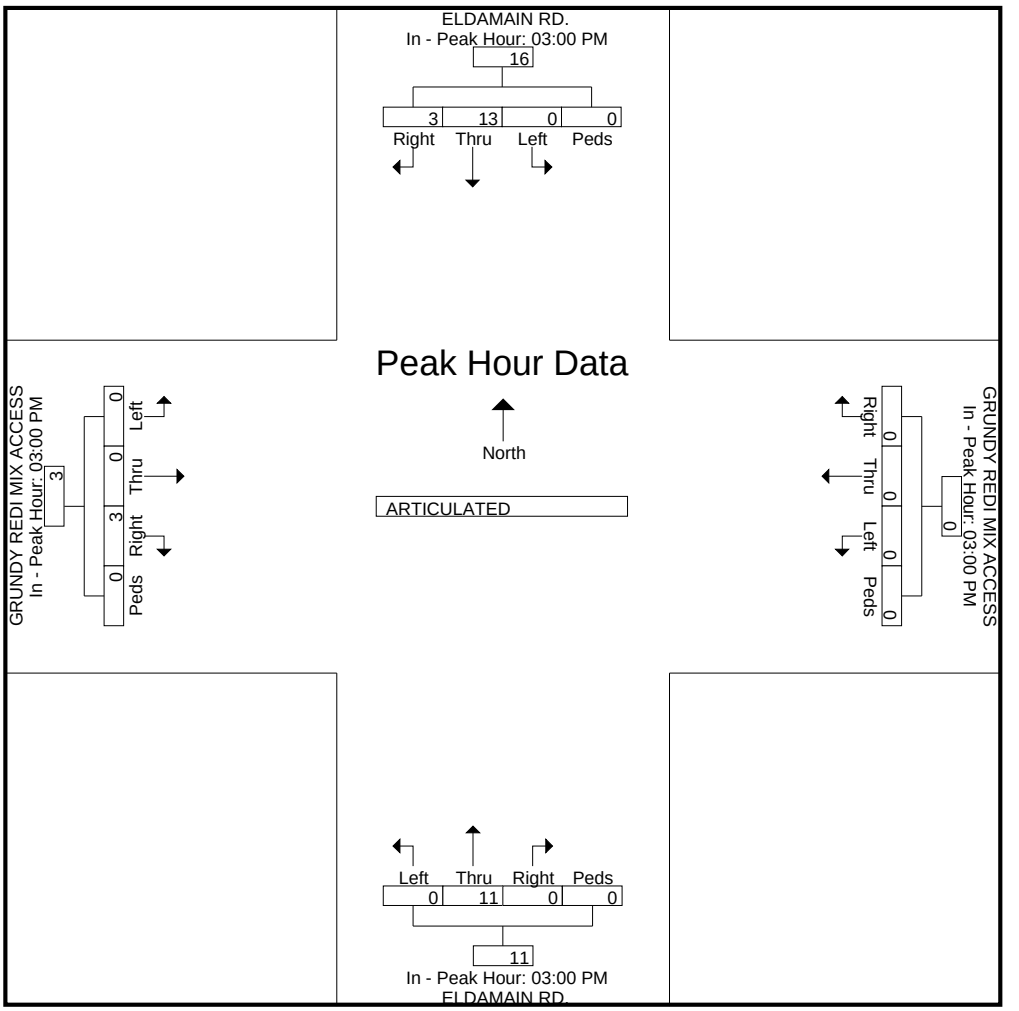
Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:00 PM					03:00 PM				
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3
+45 mins.	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8
Total Volume	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	81.2	18.8	0	
PHF	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.000	.464	.750	.000	.500

Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

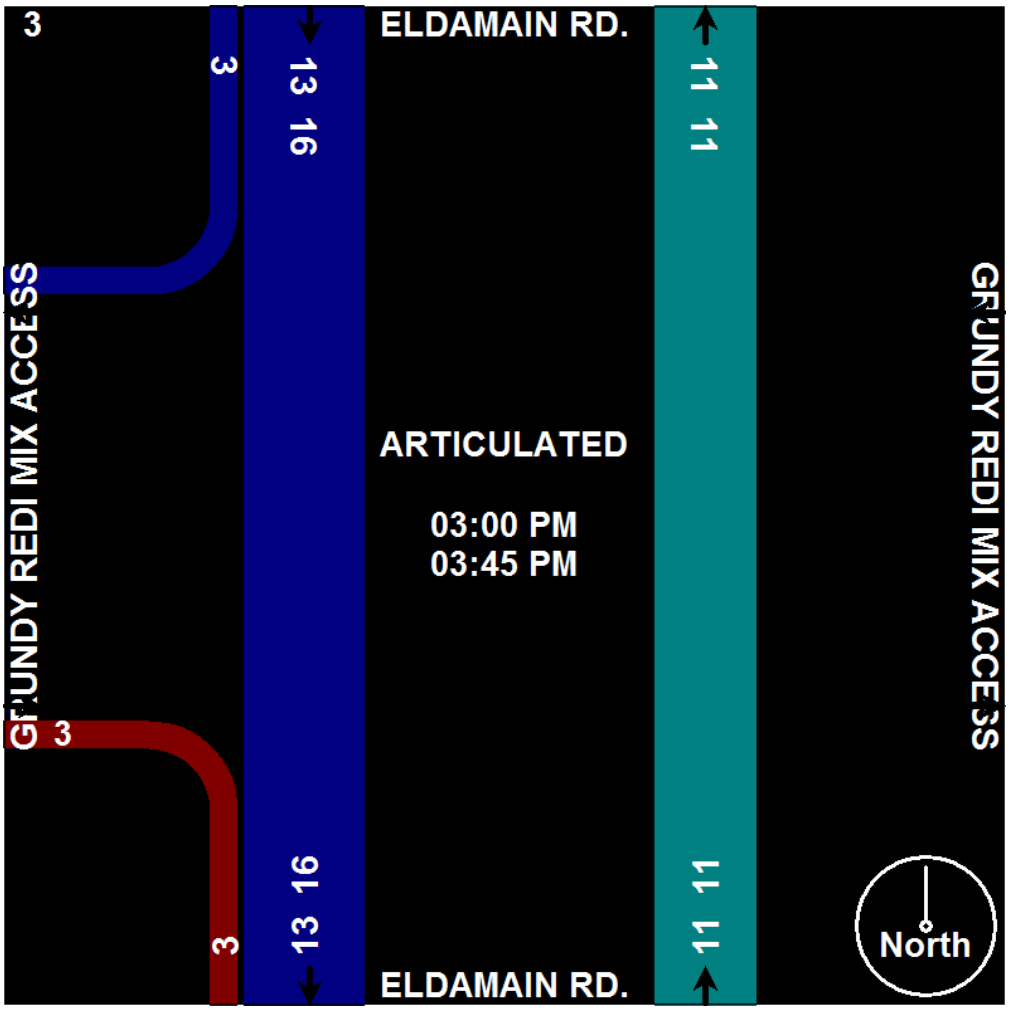
File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021
Page No : 5



Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021



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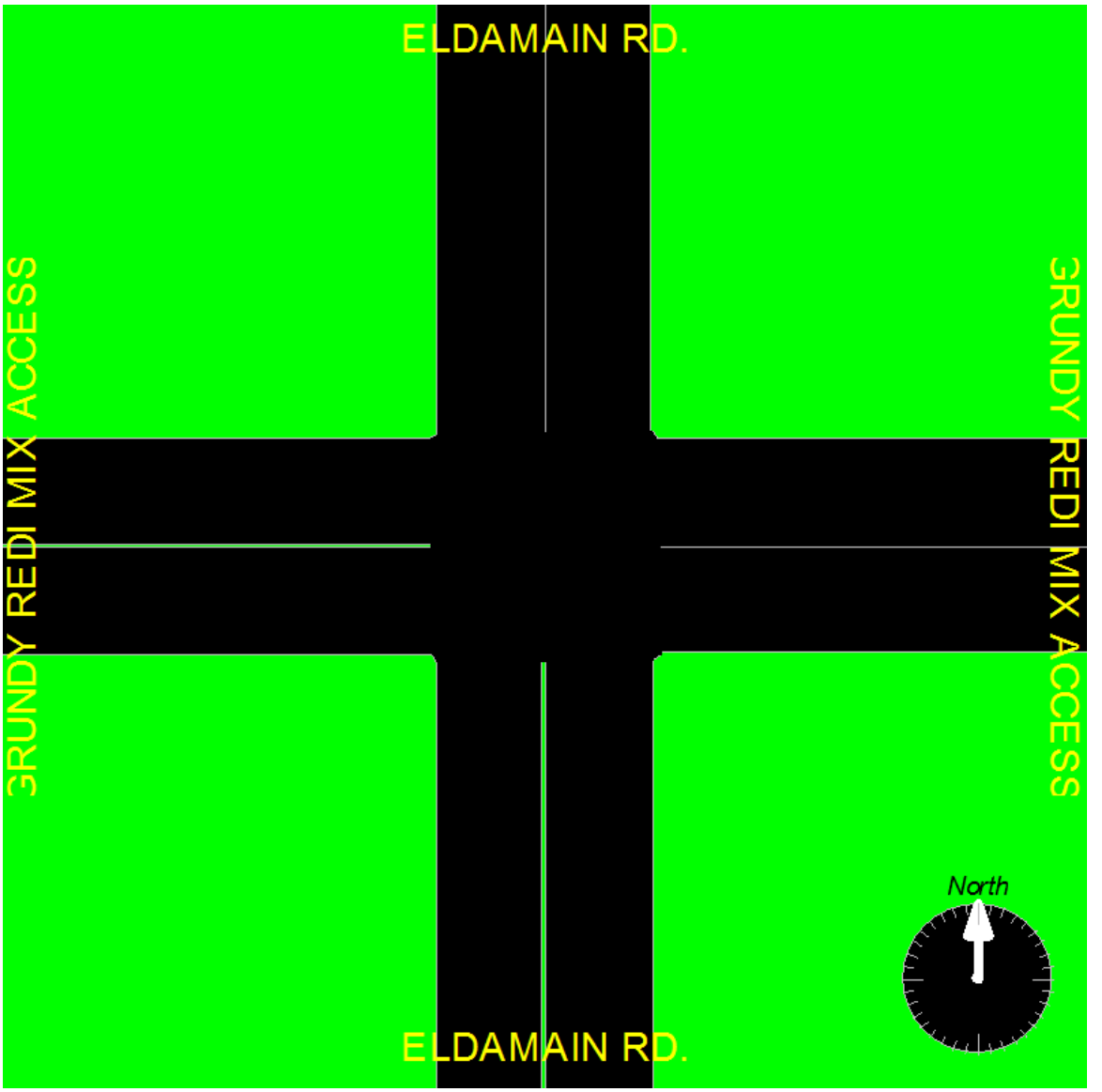
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM
Site Code : 00000000
Start Date : 7/21/2021



Sam Schwartz

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Chicago, Illinois, United States 60606
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldemain Rd.@US 34
Site Code:
Start Date: 07/21/2021

Turning Movement Data

Start Time	Eldemain Rd. Southbound						US 34 Westbound						Eldemain Rd. Northbound						US 34 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	42	18	23	0	0	83	35	146	15	0	0	196	15	8	15	0	0	38	25	130	17	0	0	172	489
3:15 PM	71	28	31	0	0	130	22	134	28	0	0	184	11	12	13	0	0	36	15	114	47	0	0	176	526
3:30 PM	80	35	40	0	0	155	26	141	17	0	0	184	11	11	27	0	0	49	12	120	49	0	0	181	569
3:45 PM	57	26	28	0	1	111	24	184	22	0	0	230	25	14	20	0	0	59	19	162	42	0	0	223	623
Hourly Total	250	107	122	0	1	479	107	605	82	0	0	794	62	45	75	0	0	182	71	526	155	0	0	752	2207
4:00 PM	58	27	29	0	0	114	20	162	36	0	0	218	22	12	17	0	0	51	13	150	32	0	0	195	578
4:15 PM	46	18	27	0	0	91	28	175	28	0	0	231	10	15	20	0	0	45	14	155	23	0	0	192	559
4:30 PM	50	37	38	0	0	125	33	160	13	0	0	206	15	12	25	0	1	52	22	129	26	0	1	177	560
4:45 PM	49	22	47	0	1	118	40	161	24	0	0	225	20	14	14	0	0	48	18	123	29	0	0	170	561
Hourly Total	203	104	141	0	1	448	121	658	101	0	0	880	67	53	76	0	1	196	67	557	110	0	1	734	2258
5:00 PM	35	21	42	0	0	98	22	173	21	0	0	216	19	15	10	0	0	44	14	123	33	0	0	170	528
5:15 PM	55	31	39	0	0	125	28	203	26	0	0	257	20	19	13	0	0	52	16	154	25	0	0	195	629
5:30 PM	43	26	31	0	2	100	32	171	18	0	0	221	21	11	19	0	0	51	17	132	21	0	0	170	542
5:45 PM	41	18	25	0	1	84	28	153	19	0	0	200	12	9	6	0	0	27	14	125	19	0	0	158	469
Hourly Total	174	96	137	0	3	407	110	700	84	0	0	894	72	54	48	0	0	174	61	534	98	0	0	693	2168
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	14	10	15	0	1	39	9	23	1	0	0	33	9	15	4	0	0	28	9	66	59	0	9	134	234
6:15 AM	8	13	18	0	0	39	6	33	4	0	0	43	12	11	5	0	0	28	8	80	58	0	0	146	256
6:30 AM	17	3	7	0	0	27	19	28	2	0	0	49	11	14	3	0	0	28	7	85	66	0	0	158	262
6:45 AM	14	16	16	0	0	46	31	34	4	0	0	69	9	21	6	0	0	36	13	103	56	0	0	172	323
Hourly Total	53	42	56	0	1	151	65	118	11	0	0	194	41	61	18	0	0	120	37	334	239	0	9	610	1075
7:00 AM	4	4	16	0	1	24	13	51	4	0	0	68	12	11	5	0	0	28	9	98	35	0	0	142	262
7:15 AM	18	11	22	0	2	51	13	46	6	0	0	65	10	21	3	0	0	34	10	100	38	0	0	148	298
7:30 AM	18	7	23	0	0	48	19	80	7	0	0	106	19	14	4	0	0	37	8	121	37	0	0	166	357
7:45 AM	24	7	23	0	2	54	16	59	5	0	0	80	16	26	5	0	0	47	9	134	49	0	0	192	373
Hourly Total	64	29	84	0	5	177	61	236	22	0	0	319	57	72	17	0	0	146	36	453	159	0	0	648	1290
8:00 AM	17	11	19	0	1	47	26	66	5	0	0	97	12	16	7	0	0	35	10	121	29	0	0	160	339
8:15 AM	19	8	35	0	0	62	25	50	13	0	0	88	16	12	6	0	0	34	7	117	34	0	0	158	342
8:30 AM	22	11	36	0	1	69	25	78	6	0	0	109	10	20	9	0	0	39	7	140	29	0	0	176	393
8:45 AM	17	6	18	0	0	41	22	77	9	0	0	108	12	11	11	0	0	34	9	131	49	0	0	189	372
Hourly Total	75	36	108	0	2	219	98	271	33	0	0	402	50	59	33	0	0	142	33	509	141	0	0	683	1446
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	819	414	648	0	13	1881	562	2588	333	0	0	3483	349	344	267	0	1	960	305	2913	902	0	10	4120	10444
Approach %	43.5	22.0	34.4	0.0	-	-	16.1	74.3	9.6	0.0	-	-	36.4	35.8	27.8	0.0	-	-	7.4	70.7	21.9	0.0	-	-	-
Total %	7.8	4.0	6.2	0.0	-	18.0	5.4	24.8	3.2	0.0	-	33.3	3.3	3.3	2.6	0.0	-	9.2	2.9	27.9	8.6	0.0	-	39.4	-

Lights	776	407	536	0	-	1719	453	2516	325	0	-	3294	341	342	266	0	-	949	298	2844	864	0	-	4006	9968
% Lights	94.7	98.3	82.7	-	-	91.4	80.6	97.2	97.6	-	-	94.6	97.7	99.4	99.6	-	-	98.9	97.7	97.6	95.8	-	-	97.2	95.4
Mediums	21	6	15	0	-	42	15	44	5	0	-	64	6	2	1	0	-	9	7	37	14	0	-	58	173
% Mediums	2.6	1.4	2.3	-	-	2.2	2.7	1.7	1.5	-	-	1.8	1.7	0.6	0.4	-	-	0.9	2.3	1.3	1.6	-	-	1.4	1.7
Articulated Trucks	22	1	97	0	-	120	94	28	3	0	-	125	2	0	0	0	-	2	0	32	24	0	-	56	303
% Articulated Trucks	2.7	0.2	15.0	-	-	6.4	16.7	1.1	0.9	-	-	3.6	0.6	0.0	0.0	-	-	0.2	0.0	1.1	2.7	-	-	1.4	2.9
Bicycles on Crosswalk	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	76.9	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	23.1	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	90.0	-	-

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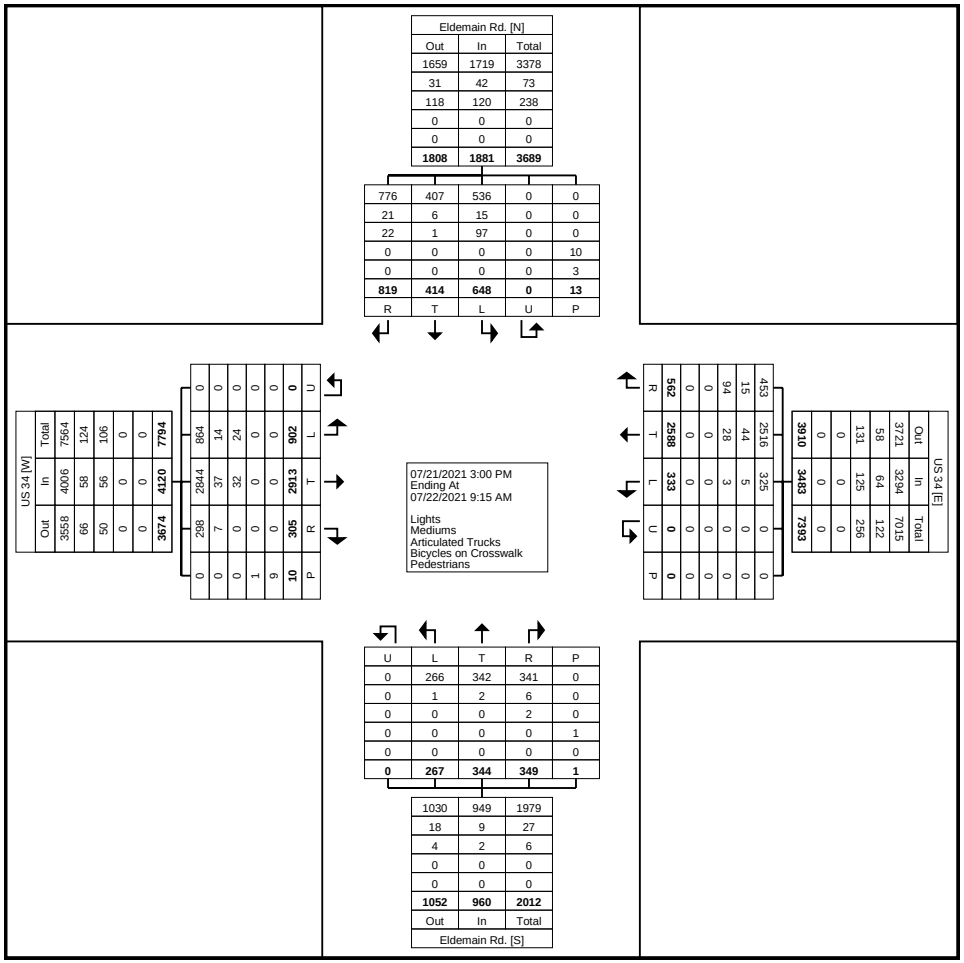
Count Name: Eldemain Rd.@US 34
Site Code:
Start Date: 07/21/2021



Turning Movement Data Plot

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Chicago, Illinois, United States 60606
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Count Name: Eldemain Rd.@US 34
Site Code:
Start Date: 07/21/2021

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Eldemain Rd. Southbound						US 34 Westbound						Eldemain Rd. Northbound						US 34 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	80	35	40	0	0	155	26	141	17	0	0	184	11	11	27	0	0	49	12	120	49	0	0	181	569
3:45 PM	57	26	28	0	1	111	24	184	22	0	0	230	25	14	20	0	0	59	19	162	42	0	0	223	623
4:00 PM	58	27	29	0	0	114	20	162	36	0	0	218	22	12	17	0	0	51	13	150	32	0	0	195	578
4:15 PM	46	18	27	0	0	91	28	175	28	0	0	231	10	15	20	0	0	45	14	155	23	0	0	192	559
Total	241	106	124	0	1	471	98	662	103	0	0	863	68	52	84	0	0	204	58	587	146	0	0	791	2329
Approach %	51.2	22.5	26.3	0.0	-	-	11.4	76.7	11.9	0.0	-	-	33.3	25.5	41.2	0.0	-	-	7.3	74.2	18.5	0.0	-	-	-
Total %	10.3	4.6	5.3	0.0	-	20.2	4.2	28.4	4.4	0.0	-	37.1	2.9	2.2	3.6	0.0	-	8.8	2.5	25.2	6.3	0.0	-	34.0	-
PHF	0.753	0.757	0.775	0.000	-	0.760	0.875	0.899	0.715	0.000	-	0.934	0.680	0.867	0.778	0.000	-	0.864	0.763	0.906	0.745	0.000	-	0.887	0.935
Lights	230	105	108	0	-	443	86	655	103	0	-	844	66	51	84	0	-	201	58	571	141	0	-	770	2258
% Lights	95.4	99.1	87.1	-	-	94.1	87.8	98.9	100.0	-	-	97.8	97.1	98.1	100.0	-	-	98.5	100.0	97.3	96.6	-	-	97.3	97.0
Mediums	7	1	2	0	-	10	2	3	0	0	-	5	1	1	0	0	-	2	0	7	1	0	-	8	25
% Mediums	2.9	0.9	1.6	-	-	2.1	2.0	0.5	0.0	-	-	0.6	1.5	1.9	0.0	-	-	1.0	0.0	1.2	0.7	-	-	1.0	1.1
Articulated Trucks	4	0	14	0	-	18	10	4	0	0	-	14	1	0	0	0	-	1	0	9	4	0	-	13	46
% Articulated Trucks	1.7	0.0	11.3	-	-	3.8	10.2	0.6	0.0	-	-	1.6	1.5	0.0	0.0	-	-	0.5	0.0	1.5	2.7	-	-	1.6	2.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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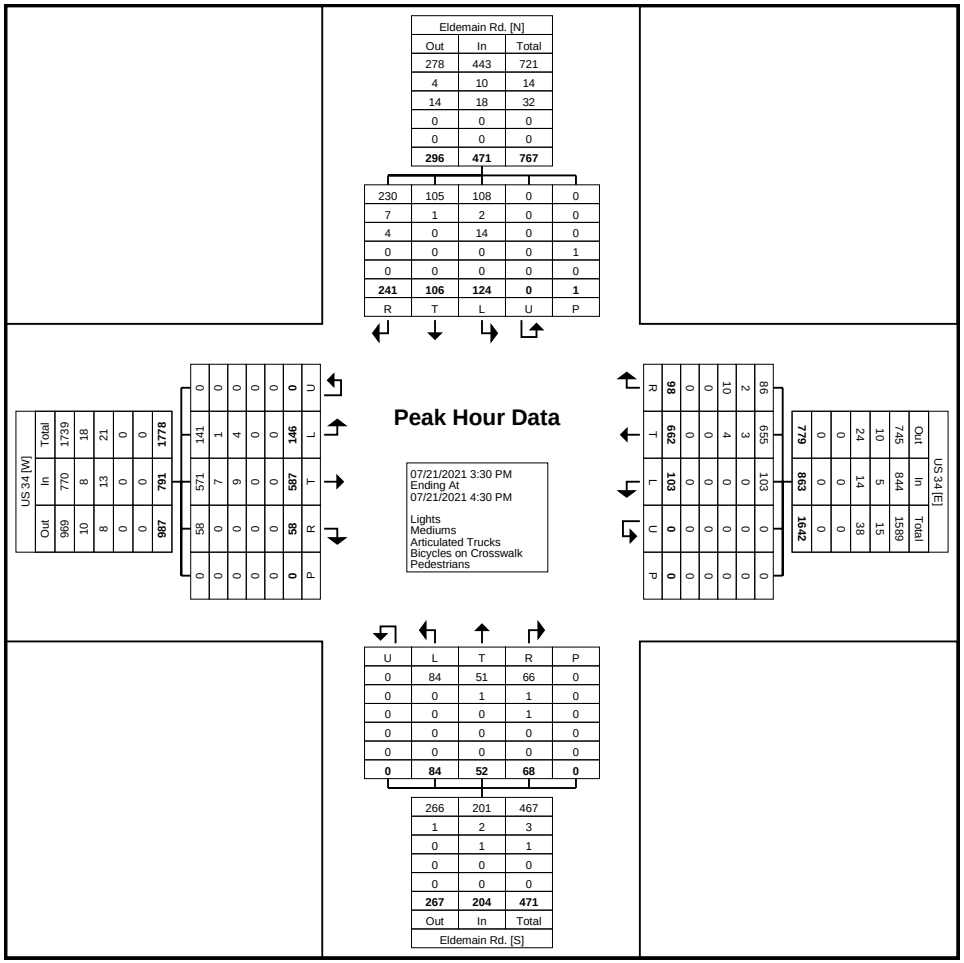
Count Name: Eldemain Rd.@US 34
Site Code:
Start Date: 07/21/2021



Turning Movement Peak Hour Data Plot (3:30 PM)

Sam Schwartz
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldemain Rd.@US 34
Site Code:
Start Date: 07/21/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Eldemain Rd. Southbound						US 34 Westbound						Eldemain Rd. Northbound						US 34 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	24	7	23	0	2	54	16	59	5	0	0	80	16	26	5	0	0	47	9	134	49	0	0	192	373
8:00 AM	17	11	19	0	1	47	26	66	5	0	0	97	12	16	7	0	0	35	10	121	29	0	0	160	339
8:15 AM	19	8	35	0	0	62	25	50	13	0	0	88	16	12	6	0	0	34	7	117	34	0	0	158	342
8:30 AM	22	11	36	0	1	69	25	78	6	0	0	109	10	20	9	0	0	39	7	140	29	0	0	176	393
Total	82	37	113	0	4	232	92	253	29	0	0	374	54	74	27	0	0	155	33	512	141	0	0	686	1447
Approach %	35.3	15.9	48.7	0.0	-	-	24.6	67.6	7.8	0.0	-	-	34.8	47.7	17.4	0.0	-	-	4.8	74.6	20.6	0.0	-	-	-
Total %	5.7	2.6	7.8	0.0	-	16.0	6.4	17.5	2.0	0.0	-	25.8	3.7	5.1	1.9	0.0	-	10.7	2.3	35.4	9.7	0.0	-	47.4	-
PHF	0.854	0.841	0.785	0.000	-	0.841	0.885	0.811	0.558	0.000	-	0.858	0.844	0.712	0.750	0.000	-	0.824	0.825	0.914	0.719	0.000	-	0.893	0.920
Lights	75	36	83	0	-	194	62	235	26	0	-	323	53	74	26	0	-	153	32	496	138	0	-	666	1336
% Lights	91.5	97.3	73.5	-	-	83.6	67.4	92.9	89.7	-	-	86.4	98.1	100.0	96.3	-	-	98.7	97.0	96.9	97.9	-	-	97.1	92.3
Mediums	3	1	5	0	-	9	5	13	2	0	-	20	1	0	1	0	-	2	1	10	1	0	-	12	43
% Mediums	3.7	2.7	4.4	-	-	3.9	5.4	5.1	6.9	-	-	5.3	1.9	0.0	3.7	-	-	1.3	3.0	2.0	0.7	-	-	1.7	3.0
Articulated Trucks	4	0	25	0	-	29	25	5	1	0	-	31	0	0	0	0	-	0	0	6	2	0	-	8	68
% Articulated Trucks	4.9	0.0	22.1	-	-	12.5	27.2	2.0	3.4	-	-	8.3	0.0	0.0	0.0	-	-	0.0	0.0	1.2	1.4	-	-	1.2	4.7
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Eldemain Rd.@US 34
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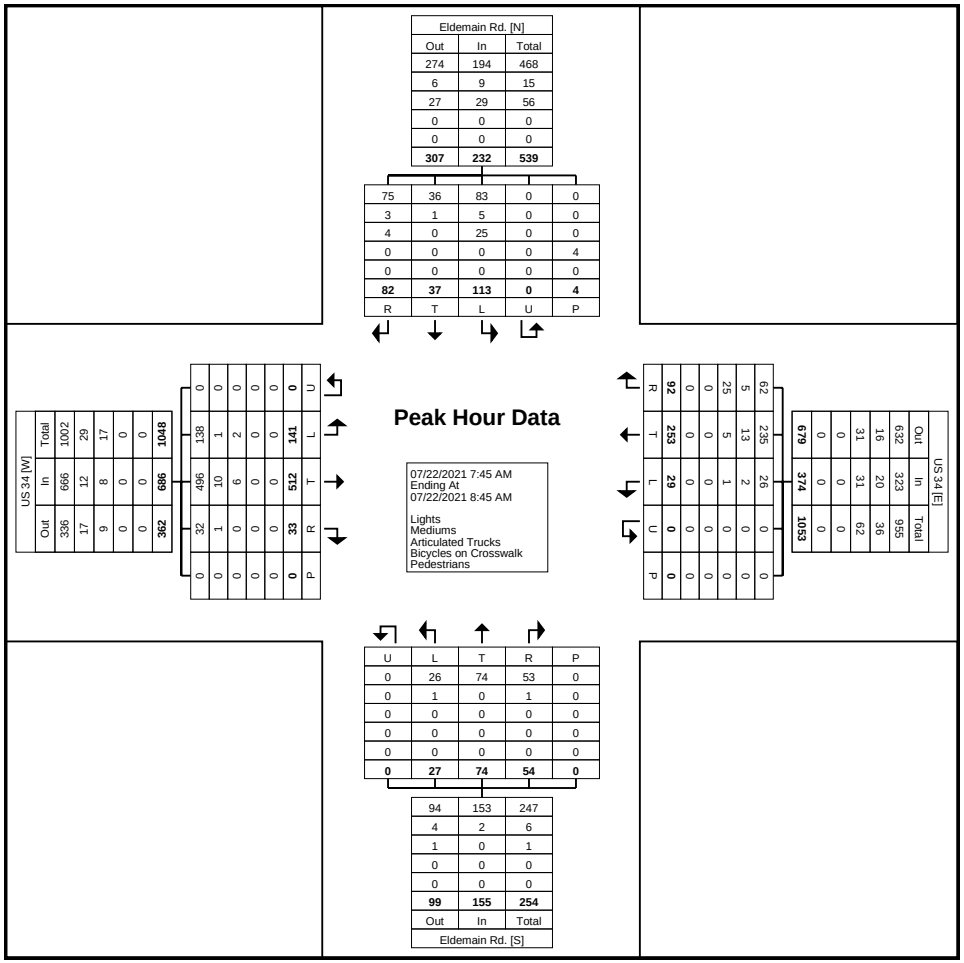

Turning Movement Peak Hour Data Plot (7:45 AM)

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #2

Tracking Number

CC 2022-15

Agenda Item Summary Memo

Title: Poppy Days Proclamation

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None

Council Action Requested:

Submitted by: Mayor John Purcell
Name Department

Agenda Item Notes:

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UNITED CITY OF YORKVILLE

Proclamation

Whereas, America is the land of freedom, preserved and protected willingly and freely by citizen soldiers;

Whereas, millions who have answered the call to arms have died on the field of battle;

Whereas, a nation of peace must be reminded of the price of war and the debt owed to those who have died in war;

Whereas, the red poppy has been designated as a symbol of sacrifice of lives in all wars;

Whereas, the America Legion Post 489 and America Legion Auxiliary Unit 489 have pledged to remind America annually of this debt through the distribution of the memorial flower, so that May 9 - 15, 2022 may serve as "Poppy Awareness Days".

Therefore, I, John Purcell, Mayor of the United City of Yorkville, do hereby proclaim "Poppy Awareness Days" in the United City of Yorkville, and request all citizens to observe these days by wearing a Poppy and making contributions for this worthy cause.

Dated this 26th day of April, 2022, A.D.

_____

John Purcell, Mayor

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #3

Tracking Number

CC 2022-16

Agenda Item Summary Memo

Title: Motorcycle Awareness Proclamation

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None

Council Action Requested:

Submitted by: Mayor John Purcell

Name Department

Agenda Item Notes:

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UNITED CITY OF YORKVILLE

Motorcycle Awareness Month Proclamation

WHEREAS, safety is the highest priority for the highways and streets of our City and State; and

WHEREAS, the great State of Illinois is proud to be a national leader in motorcycle safety, education and awareness; and

WHEREAS, motorcycles are a common and economical means of transportation that reduces fuel consumption and road wear, and contributes in a significant way to the relief of traffic and parking congestion; and

WHEREAS, it is especially meaningful that the citizens of our City and State be aware of motorcycles on the roadways and recognize the importance of motorcycle safety; and

WHEREAS, the members of A.B.A.T.E. of Illinois, Inc. (A Brotherhood Aimed Toward Education), continually promote motorcycle safety, education and awareness in high school drivers' education programs and to the general public in our City and State, presenting motorcycle awareness programs to over 120,000 participants in Illinois over the past seven years; and

WHEREAS, all motorcyclists should join A.B.A.T.E. of Illinois, Inc. in actively promoting the safe operation of motorcycles as well as promoting motorcycle safety, education, awareness and respect of the citizens of our City and State; and

WHEREAS, the motorcyclists of Illinois have contributed extensive volunteerism and money to national and community charitable organizations; and

WHEREAS, during the month of May, all roadway users should unite in the safe sharing of the roadways within the United City of Yorkville and throughout the State of Illinois.

NOW, THEREFORE, I, John Purcell, Mayor of the United City of Yorkville, in the great state of Illinois, in recognition of 35 years of A.B.A.T.E. of Illinois, Inc., and over 352,318 registered motorcyclists statewide, and in recognition of the continued role Illinois serves as a leader in motorcycle safety, education and awareness, do hereby proclaim the Month of May 2022 as Motorcycle Awareness Month in the United City of Yorkville, and urge all motorists to join in an effort to improve safety and awareness on our roadways.

Dated this 26th day of April, 2022, A.D.

_____

John Purcell, Mayor

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #4

Tracking Number

CC 2022-17

Agenda Item Summary Memo

Title: Appointments to Boards and Commissions

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Mayor John Purcell

Name Department

Agenda Item Notes:

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2022 Board and Commission Appointments

BOARD/ COMMISSION	**NAME**	**TERM**	
Library Board	Ryan Forristall	3 years	May 2022 – May 2025
Library Board	Jackie Milschewski	3 years	May 2022 – May 2025
Library Board	Keri Pesola	3 years	May 2022 – May 2025
Planning & Zoning Commission	Greg Millen	4 years	May 2022 – May 2026
Planning & Zoning Commission	Jeff Olson	4 years	May 2022 – May 2026
Planning & Zoning Commission	Richard Vinyard	4 years	May 2022 – May 2026

Reviewed By:	
Legal	■
Finance	☐
Engineer	☐
City Administrator	■
Purchasing Manager	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Economic Development Committee #1

Tracking Number

PZC 2022-03 and EDC 2022-21

Agenda Item Summary Memo

Title: Windmill Farms – 2nd Amendment to Annexation Agreement

Meeting and Date: City Council – April 26, 2022

Synopsis: Proposed amendment to the Windmill Farms Annexation Agreement.

Council Action Previously Taken:

Date of Action: EDC – 04/12/22 Action Taken: Public Hearing was held.

Item Number: PZC 2022-03 & EDC 2022-21

Type of Vote Required: Majority

Council Action Requested: Vote

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memorandum.

Have a question or comment about this agenda item?
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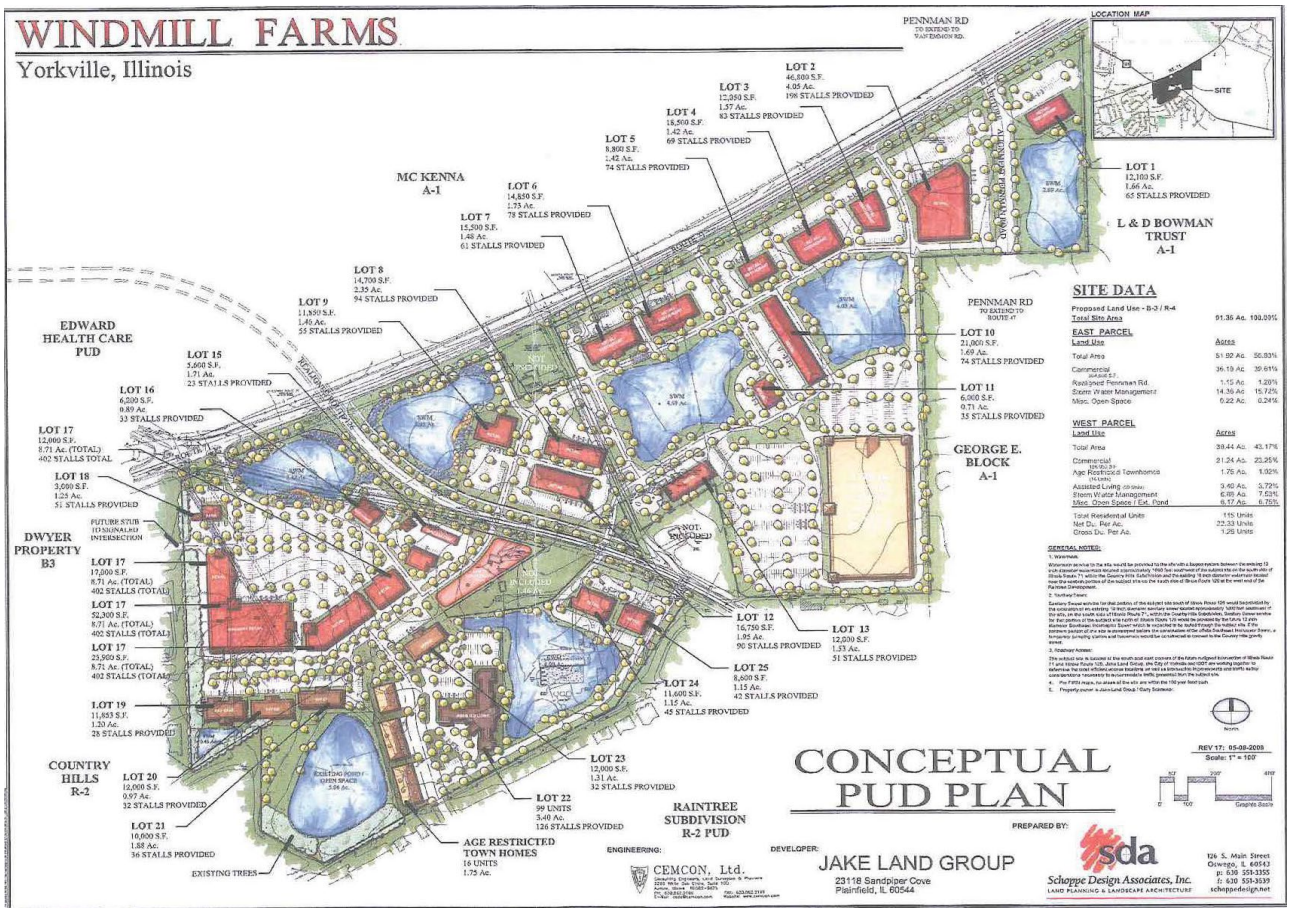
Memorandum

To: City Council
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Kathleen Field-Orr, City Attorney
Date: April 6, 2022
Subject: **Windmill Farms – 2nd Amendment to Annexation Agreement**
PUBLIC HEARING Rezoning of Certain Property within Development

---

SUMMARY:

The request is for an amendment to an existing annexation agreement for the Windmill Farms Planned Unit Development (PUD) approved in 2008. The PUD covered approximately 91-acres of land under contract by the former developer, Jake Land Group, for a proposed commercial and multi-family residential development (refer to concept PUD Plan below). Although the City annexed the parcels and rezoned the entire site under a "PUD" zoning, a final plat was never recorded to formalize the PUD and development never commenced. This left the properties in the Windmill Farms development saddled with entitlements that limited their ability to redevelop, expand or rezone without City Council action. Included within the original Windmill Farms development is a 1.17-acre parcel located at 8721 Route 126 and currently used as a residence. The property is owned by Big Sky Management, LLC and under contract to purchase by BW Properties Holding, LLC (dba Bricolage Wellness, PLLC).



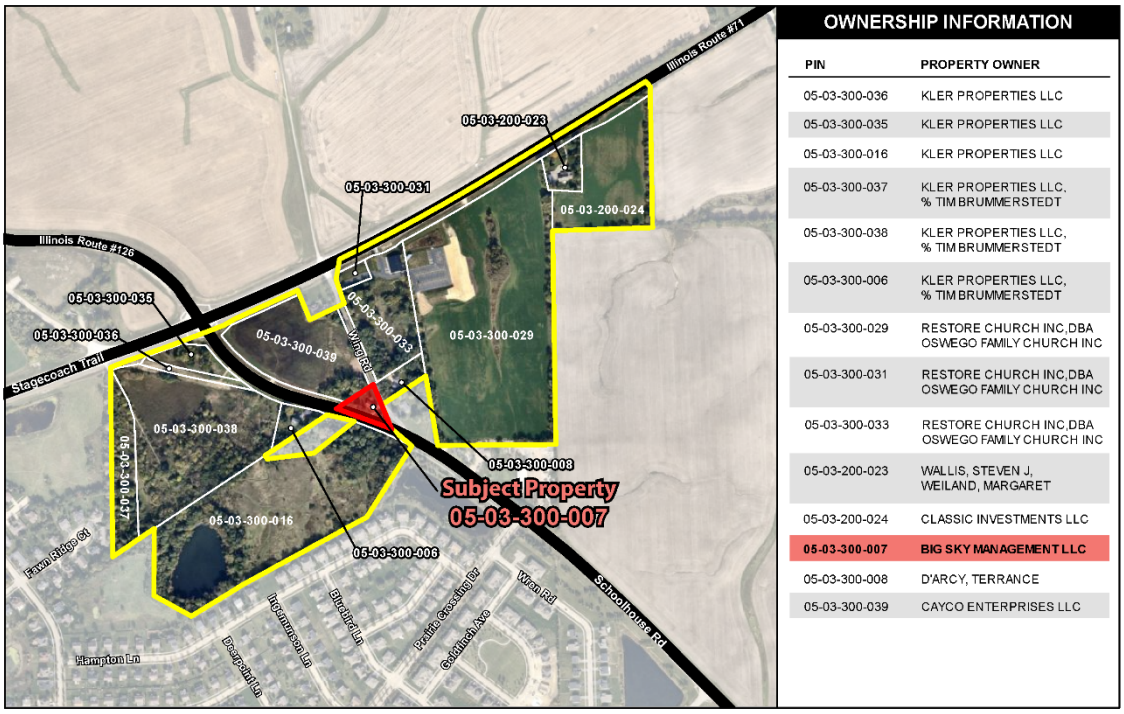
BW Properties Holdings, LLC (dba Bricolage Wellness, PLLC) intends to operate a professional office providing counselling and therapeutic services. Therefore, the amendment seeks to remove the

subject property from the previously approved annexation agreement. Since the annexation agreement is not set to expire until 2028, each property owner must seek City Council approval to remove themselves from the agreement's provisions by amendment. Once removed, the property will only retain its zoning, which is the PUD District zoning. Since the City no longer has a Planned Unit Development (PUD) zoning district, the property will be required to rezone. The proposed agreement amendment is being considered concurrently with a request for rezoning from PUD to B-3 General Business District by the Planning and Zoning Commission.

DEVELOPMENT BACKGROUND:

In 2008, Windmill Farms was annexed into Yorkville and zoned within the Planned Unit Development (PUD) District via ordinances 2008-40 and 2008-42. The developer at that time, Jake Land Group, LLC, annexed eight (8) parcels totaling roughly 78-acres and assembled those with five (5) already annexed parcels to create a thirteen (13) parcel, an approximately 91-acre site, with a mix of residential and commercial land uses. Some of the parcels were purchased by the developer, while others were under contract. As part of the annexation agreement, certain B-3 General Business District and R-4 General Multi-Family Residence District land uses were permitted, and development was subject to the approved Windmill Farms concept land plan.

The annexation and zoning were the only approvals granted for the Windmill Farm development. Since that time, the Jake Land Group, LLC parcels were foreclosed upon and the contracts with the owners of the other parcels fell through. The property has remained vacant and undeveloped since the original approvals in 2008. Additionally, some parcels have been further subdivided. The current ownership of the parcels is depicted in the following map:



OWNERSHIP INFORMATION

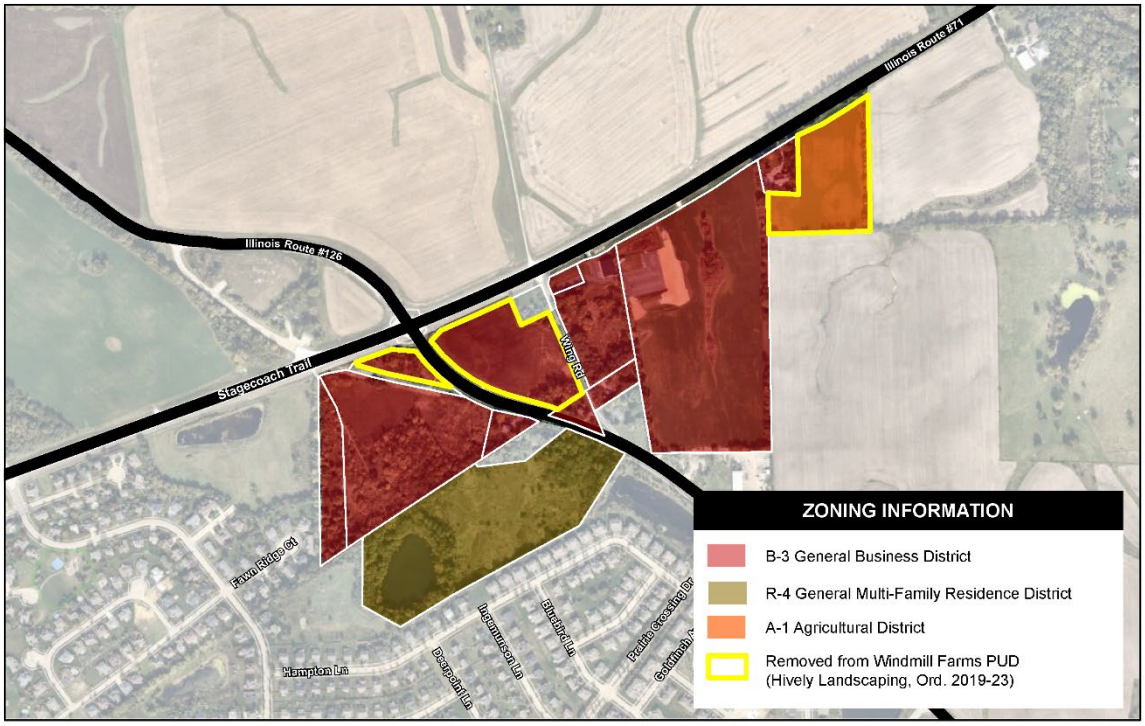
PIN	PROPERTY OWNER
05-03-300-036	KLER PROPERTIES LLC
05-03-300-035	KLER PROPERTIES LLC
05-03-300-016	KLER PROPERTIES LLC
05-03-300-037	KLER PROPERTIES LLC, % TIM BRUMMERSTEDT
05-03-300-038	KLER PROPERTIES LLC, % TIM BRUMMERSTEDT
05-03-300-006	KLER PROPERTIES LLC, % TIM BRUMMERSTEDT
05-03-300-029	RESTORE CHURCH INC,DBA OSWEGO FAMILY CHURCH INC
05-03-300-031	RESTORE CHURCH INC,DBA OSWEGO FAMILY CHURCH INC
05-03-300-033	RESTORE CHURCH INC,DBA OSWEGO FAMILY CHURCH INC
05-03-200-023	WALLIS, STEVEN J, WEILAND, MARGARET
05-03-200-024	CLASSIC INVESTMENTS LLC
05-03-300-007	**BIG SKY MANAGEMENT LLC**
05-03-300-008	D'ARCY, TERRANCE
05-03-300-039	CAYCO ENTERPRISES LLC

Windmill Farms Ownership Map

United City of Yorkville, Illinois
April 6, 2022

ZONING ANALYSIS:

The existing Windmill Farms Annexation and Planned Unit Development Agreement presents a unique land approval dilemma for successor property owners, specifically related to zoning of the parcels currently for sale and future land use development. The annexation agreement, which is nearing 15 years of its 20-year term, established a Planned Unit Development (PUD) zoning district for the development with portions of the property subject to certain B-3 business and R-4 multi-family residential land uses. In 2019, Hively Landscaping petitioned for annexation amendment through an identical entitlement process for three (3) parcels they purchased in the Windmill Farms development and successfully rezoned them from PUD to B-3 General Business District and A-1 Agriculture as depicted in the zoning map below:



Windmill Farms Zoning Map

United City of Yorkville, Illinois
April 6, 2022

According to the 2006 annexation agreement for Windmill Farms, a preliminary process for the approval of a PUD as a special use was anticipated with the adoption of the concept plan. However, the concept plan was never formalized via an ordinance approving the special use for a Planned Unit Development (PUD) and final plat of subdivision. With the passage of time, the concept plan for the Windmill Farm development is no longer valid. Therefore, it is staff and the City Attorney's recommendation to amend the only authorizing document for the Windmill Farms development, the annexation and PUD agreement, to remove the subject parcel and thereby allowing it to be rezoned. Further, the rezoning will have no effect on the validity of the annexation itself.

PROPOSED AMENDMENT:

As prepared by the City Attorney, the proposed amendment deletes Paragraph 1: Annexation and Zoning of the original annexation agreement and replaces it with the following:

The City has adopted an ordinance annexing to the City the Subject Property and shall adopt an ordinance zoning the Subject Property into the B-3 General Business zoning district, which may be further changed without amendment of this Agreement pursuant to the procedures of the Zoning Code.

Paragraph 2A of the annexation agreement is proposed to be deleted, as it relates solely to the concept plan that was never adopted into a final plat for a special use PUD. And finally, paragraphs B and D of Section 3 of the original annexation agreement regarding the requirement for connection to City water and annexing into the Yorkville Bristol Sanitary District is deleted in its entirety, too.

STAFF COMMENTS:

Staff is highly supportive of the proposed annexation agreement amendment based upon legal counsel recommendation and in consideration of the length of time the area has remained undeveloped under the current concept plan and zoning. Staff and the petitioner will be available at Tuesday night's meeting to answer any questions.

ATTACHMENTS:

1. Draft Ordinance Approving 2nd Amendment to the Annexation Agreement
2. Draft 2nd Amendment to the Annexation Agreement
3. Petitioner's Application
4. Ord. 2008-40
5. Public Hearing Notice

Ordinance No. 2022-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING THE SECOND AMENDMENT TO THE ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT FOR A PORTION OF THE WINDMILL FARMS DEVELOPMENT (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)

WHEREAS, the United City of Yorkville (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, Jake Land Group, LLC (the "Original Owner") entered into an *ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT TO THE UNITED CITY OF YORKVILLE WINDMILL FARMS* (the "Original Annexation Agreement") dated May 27, 2008 that was approved by the Mayor and City Council (the "Corporate Authorities") by Ordinance No. 2008-40 on May 27, 2008 and recorded with the Kendall County Recorder on July 17, 2008 as document 200800016874; and,

WHEREAS, the Original Annexation Agreement provided for the annexation and zoning of approximately 62.82 acres of land to the City and the development of 15.32 acres already annexed to the City; and,

WHEREAS, on April 9, 2019, by Ordinance No. 2019-22, the Original Agreement was amended as it related to 16.21 acres of the Windmill Farms to rezone three (3) parcels to the City's A-1 Agricultural District and B-3 General Business District for the development of a landscape nursery business (the "First Amendment"); the First Amendment was recorded with the Kendall County Recorder' s Office on May 2, 2019 as document #201900005298; and,

WHEREAS, BW Properties Holdings, LLC ("Developer") is the contract purchaser of approximately 1.17 acres of the Windmill Farms property that is legally described on Exhibit A attached hereto and made a part hereof (the "Subject Property") with PIN Number: 05-03-300-007; and,

WHEREAS, Developer has petitioned the City to amend the Original Annexation Agreement to rezone the Subject Property pursuant to the current United City of Yorkville Zoning Ordinance (the "Zoning Code") in order to permit the Developer to proceed with operation under the City's B-3 General Business District for a professional services office use; and,

WHEREAS, the Corporate Authorities conducted a public hearing on the amendment of the Original Annexation Agreement on April 12, 2022 and the statutory procedures provided in 65 ILCS 5/11-15.1-1, as amended, for the approval of this Second Amendment have been complied with.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: The above recitals are incorporated and made a part of this Ordinance.

Section 2: That the *SECOND AMENDMENT TO THE ANNEXATION AGREEMENT BETWEEN JAKE LAND GROUP LLC AND THE UNITED CITY OF YORKVILLE (Windmill Farms),* attached hereto and made a part hereof by reference as Exhibit A be and is hereby approved and the

Mayor and City Clerk are hereby authorized and directed to execute and deliver said Second Amendment.

Section 3: This Ordinance shall be in full force and effect upon its passage, approval, and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	JASON PETERSON	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

MAYOR

SECOND AMENDMENT
TO THE ANNEXATION AGREEMENT
BETWEEN JAKE LAND GROUP LLC AND THE UNITED CITY OF YORKVILLE
(*Windmill Farms*)

This Second Amendment (the "Amendment") to the Annexation Agreement dated May 27, 2008, pertaining to the Windmill Farms properties, is entered into this __ day of April, 2022, by and between the United City of Yorkville, Illinois, a municipal corporation (the "City") and BW Properties Holdings, LLC d/b/a Bricolage Wellness, PPLC, the contract purchaser of a portion of the Windmill Farms properties (the "DEVELOPER"); and,

WHEREAS, Jake Land Group, LLC (the "Original Owner") entered into an *ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT TO THE UNITED CITY OF YORKVILLE WINDMILL FARMS* (the "Original Annexation Agreement") dated May 27, 2008 that was approved by the Mayor and City Council (the "Corporate Authorities") by Ordinance No. 2008-40 on May 27, 2008 and recorded with the Kendall County Recorder on July 17, 2008 as document 200800016874; and,

WHEREAS, the Original Annexation Agreement provided for the annexation of approximately 62.82 acres of land to the City and the development of 15.32 acres already annexed to the City (the "Property"), when due to the changes in the economic conditions in the country and most particularly in the region, the Original Owner lost ownership of the Property; and,

WHEREAS, on April 9, 2019, by Ordinance No. 2019-22, the Original Agreement was amended as it related to 16.21 acres of the Windmill Farms to rezone three (3) parcels to the City's A-1 Agricultural District and B-3 General Business District for the development of a landscape nursery business (the "First Amendment"); the First Amendment was recorded with the Kendall County Recorder' s Office on May 2, 2019 as document #201900005298; and,

WHEREAS, DEVELOPER is the contract purchaser of approximately 1.17 acres of the Windmill Farms property that is legally described on Exhibit A attached hereto and made a part hereof (the "Subject Property") with PIN Number: 05-03-300-007; and,

WHEREAS, DEVELOPER has petitioned the City to rezone the Subject Property pursuant to the current United City of Yorkville Zoning Ordinance (the "Zoning Code") in order to permit DEVELOPER to proceed with operation under the City's B-3 General Business District for a professional services office use; and,

WHEREAS, the DEVELOPER is prepared to participate in all public hearings as required by law to accomplish this Amendment to the Original Annexation Agreement and as may be required to rezone the Property under the Zoning Code.

NOW, THEREFORE, the parties hereto agree as follows:

1. The above recitals are incorporated herein and made a part of this Agreement.

2. That the fifth whereas clause be and is herby repealed.

3. That Paragraph 1 of the Original Annexation Agreement is hereby deleted and replaced with the following:

ANNEXATION AND ZONING

The City has adopted an ordinance annexing to the City the Subject Property and shall adopt an ordinance zoning the Subject Property into the B-3 General Business District for parcel 05-03-300-007, which may be further changed without amendment of this Agreement pursuant to the procedures of the Zoning Code.

4. That Paragraph 2A of the Original Annexation Agreement is hereby deleted in its entirety.

5. That Paragraph 9, Notice, of the Original Annexation Agreement is hereby amended by deleting the person named to receive notice for the Developer and insert the following:

To Developer:

Dawn Leprich-Graves
BW Property Holdings, LLC/Bricolage Wellness, PPLC
477 E. Butterfield Road
Suite 212
Lombard, IL 60148

With a copy to:

Jeff M. Goldberg
Hinshaw and Culbertson, LLP
151 N. Franklin St.
Suite 2500
Chicago, IL 60606

6. That Paragraphs B and D of Section 3, of the Original Annexation Agreement regarding the requirement for connection to City water and annexing into the Yorkville Bristol Sanitary District is hereby deleted in its entirety.

IN WITNESS WHEREOF, the parties hereto have caused this Second Amendment to the Original Annexation Agreement to be executed by their duly authorized officers on the above date at Yorkville, Illinois.

United City of Yorkville, an Illinois municipal Corporation

By: _____
Mayor

Attest:

_____
City Clerk

DEVELOPER

By: _____
BW Property Holdings, LLC/Bricolage Wellness, PPLC

Attest:

_____
Witness

EXHIBIT A

LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FROM THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PIN# 05-03-300-007

DocuSign Envelope ID: 0E97A213-E46D-47AF-8C13-26790D5D8E0E

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR AGREEMENT AMENDMENT

DATE: 2/7/2022	PZC NUMBER:	DEVELOPMENT NAME: Windmill Farms	
PETITIONER INFORMATION			
NAME: ~~Dawn Leprich~~ Graves		COMPANY: BW Yorkville Holdings, LLC/Bricolage ~~Wellness, PLLC~~	
MAILING ADDRESS: 477 E. Butterfield Rd, Suite 212			
CITY, STATE, ZIP: Lombard, IL 60148		TELEPHONE: ○BUSINESS ○HOME 630-866-5666	
EMAIL: Dawn@bricolage-wellness.com		FAX:	
PROPERTY INFORMATION			
NAME OF HOLDER OF LEGAL TITLE: Big Sky Management, LLC/ Frances L. Alexander, owner			
IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:			
PROPERTY STREET ADDRESS: 8721 Route 126			
DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION: South of IL Route 71, at the northwest intersection of Wing Road and IL State Route 126.			
CURRENT ZONING CLASSIFICATION: Planned Unit Development (PUD) underlying zoning of B-3			
LIST ALL GOVERNMENTAL ENTITIES OR AGENCIES REQUIRED TO RECEIVE NOTICE UNDER ILLINOIS LAW: N/A			
ZONING AND LAND USE OF SURROUNDING PROPERTIES			
NORTH: B-3 undeveloped/vacant land			
EAST: Planned Unit Development (PUD) underlying zoning of B-3; Unincorpoated parcel residential			
SOUTH: Planned Unit Development (PUD) underlying zoning of B-3; Unincorpoated parcel residential			
WEST: Planned Unit Development (PUD) underlying zoning of B-3 and R-4			

KENDALL COUNTY PARCEL IDENTIFICATION NUMBER(S)			
05-03-300-007			

DocuSign Envelope ID: 0E97A213-E46D-47AF-8C13-26790D5D8E0E

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR AGREEMENT AMENDMENT

PROPERTY INFORMATION

NAME OF AGREEMENT: Ord. No. 2008-40 Annexation and Planned Unit Development Agreement (Windmill Farms)

DATE OF RECORDING: 07-17-2008

SUMMARIZE THE ITEMS TO BE AMENDED FROM THE EXISTING AGREEMENT:

Purchase of existing residential structure that is currently vacant to utilize for a professional services business. Applicant is requesting the existing Planned Unit Development (PUD) for Windmill Farms be repealed for this parcel. Applicant is also requesting the underlying zoning of B-3 to remain.

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

Petitioner must list the names and addresses of any adjoining or contiguous landowners within five hundred (500) feet of the property that are entitled notice of application under any applicable City Ordinance or State Statute. Attach a separate list to this application and title it as "Exhibit B".

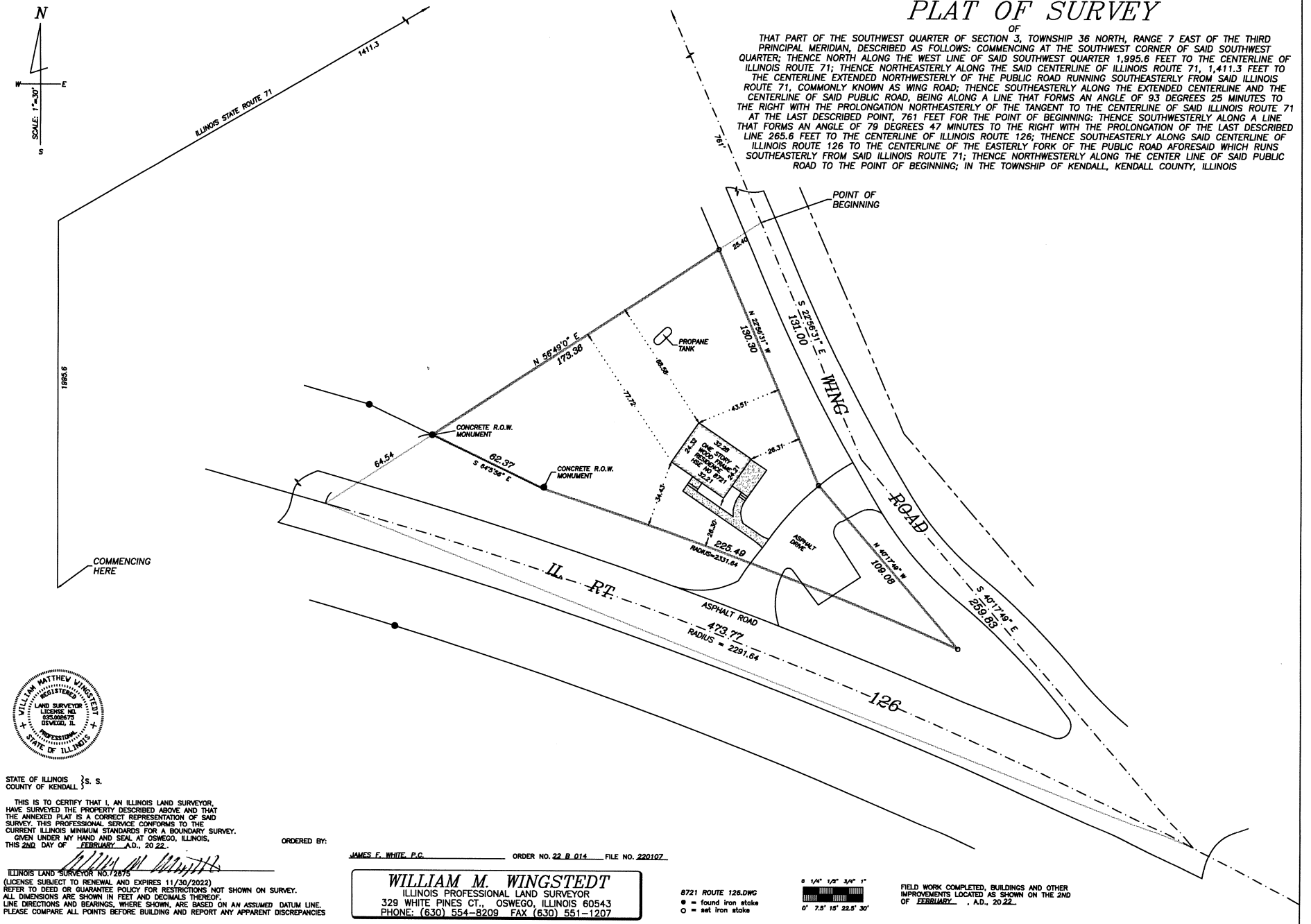
Petitioner must attach a true and correct copy of the existing agreement and title it as "Exhibit C".

Petitioner must attach amendments from the existing agreement and title it as "Exhibit D".

PLAT OF SURVEY

OF

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING: THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS



WILLIAM MATTHEW WINGSTEDT
REGISTERED
LAND SURVEYOR
LICENSE NO.
035.002675
OSWEGO, IL
PROFESSIONAL
STATE OF ILLINOIS

STATE OF ILLINOIS } S. S.
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, AN ILLINOIS LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED ABOVE AND THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
GIVEN UNDER MY HAND AND SEAL AT OSWEGO, ILLINOIS, THIS 2ND DAY OF FEBRUARY A.D., 2022.

ILLINOIS LAND SURVEYOR NO. 2675
(LICENSE SUBJECT TO RENEWAL AND EXPIRES 11/30/2022)

ORDERED BY:

JAMES F. WHITE, P.C. ORDER NO. 22 B 014 FILE NO. 220107

REFER TO DEED OR GUARANTEE POLICY FOR RESTRICTIONS NOT SHOWN ON SURVEY.
ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
LINE DIRECTIONS AND BEARINGS, WHERE SHOWN, ARE BASED ON AN *ASSUMED* DATUM LINE.
PLEASE COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY APPARENT DISCREPANCIES

WILLIAM M. WINGSTEDT
ILLINOIS PROFESSIONAL LAND SURVEYOR
329 WHITE PINES CT., OSWEGO, ILLINOIS 60543
PHONE: (630) 554-8209 FAX (630) 551-1207

8721 ROUTE 126.DWG
● = found iron stake
○ = set iron stake

0 1/4" 1/2" 3/4" 1"
0' 7.5' 15' 22.5' 30'

FIELD WORK COMPLETED, BUILDINGS AND OTHER IMPROVEMENTS LOCATED AS SHOWN ON THE 2ND OF FEBRUARY, A.D., 2022

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR AGREEMENT AMENDMENT

ATTORNEY INFORMATION	
NAME: Jeff Goldberg	COMPANY: Hinshaw & Culbertson
MAILING ADDRESS: 151 N. Franklin St, Suite 2500	
CITY, STATE, ZIP: Chicago, IL 60606	TELEPHONE: 312-704-3771
EMAIL: jgoldberg@hinshawlaw.com	FAX:
ENGINEER INFORMATION	
NAME:	COMPANY:
MAILING ADDRESS:	
CITY, STATE, ZIP:	TELEPHONE:
EMAIL:	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME:	COMPANY:
MAILING ADDRESS:	
CITY, STATE, ZIP:	TELEPHONE:
EMAIL:	FAX:

AGREEMENT

I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

OFFICIAL SEAL
ANDREA M
NOTARY PUBLIC
MY COMMISSION EXP

I UNDERSTAND ALL OF THE INFORMATION PRESENTED IN THIS DOCUMENT AND UNDERSTAND THAT IF AN APPLICATION BECOMES DORMANT IT IS THROUGH MY OWN FAULT AND I MUST THEREFORE FOLLOW THE REQUIREMENTS OUTLINED ABOVE.

Dawn Lepucki Graves — 2/7/2022

PETITIONER SIGNATURE — DATE

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

Frances Alexander — 2/1/2022

OWNER SIGNATURE — DATE

"OFFICIAL SEAL"
Monica Rathman
Notary Public, State of Illinois
My Commission Expires November 28, 2025

Notary Monica Rathman, February 1, 2022

DocuSign Envelope ID: 0E97A213-E46D-47AF-8C13-26790D5D8E0E

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
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APPLICANT DEPOSIT ACCOUNT/ ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

PROJECT NUMBER:	FUND ACCOUNT NUMBER:	PROPERTY ADDRESS: 8721 Route 126, Yorkville

PETITIONER DEPOSIT ACCOUNT FUND:

It is the policy of the United City of Yorkville to require any petitioner seeking approval on a project or entitlement request to establish a Petitioner Deposit Account Fund to cover all actual expenses occurred as a result of processing such applications and requests. Typical requests requiring the establishment of a Petitioner Deposit Account Fund include, but are not limited to, plan review of development approvals/engineering permits. Deposit account funds may also be used to cover costs for services related to legal fees, engineering and other plan reviews, processing of other governmental applications, recording fees and other outside coordination and consulting fees. Each fund account is established with an initial deposit based upon the estimated cost for services provided in the **INVOICE & WORKSHEET PETITION APPLICATION**. This initial deposit is drawn against to pay for these services related to the project or request. Periodically throughout the project review/approval process, the Financially Responsible Party will receive an invoice reflecting the charges made against the account. At any time the balance of the fund account fall below ten percent (10%) of the original deposit amount, the Financially Responsible Party will receive an invoice requesting additional funds equal to one-hundred percent (100%) of the initial deposit if subsequent reviews/fees related to the project are required. In the event that a deposit account is not immediately replenished, review by the administrative staff, consultants, boards and commissions may be suspended until the account is fully replenished. If additional funds remain in the deposit account at the completion of the project, the city will refund the balance to the Financially Responsible Party. A written request must be submitted by the Financially Responsible Party to the city by the 15th of the month in order for the refund check to be processed and distributed by the 15th of the following month. All refund checks will be made payable to the Financially Responsible Party and mailed to the address provided when the account was established.

ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

NAME: Dawn Leprich-Graves	COMPANY: BW Yorkville Holdings, LLC/ Bricolage Wellness, PLLC
MAILING ADDRESS: 477 E. Butterfield Rd, Suite 212	
CITY, STATE, ZIP: Lombard, IL 60148	TELEPHONE: 630-866-5666
EMAIL: Dawn@bricolage-wellness.com	FAX:

FINANCIALLY RESPONSIBLE PARTY:

I acknowledge and understand that as the Financially Responsible Party, expenses may exceed the estimated initial deposit and, when requested by the United City of Yorkville, I will provide additional funds to maintain the required account balance. Further, the sale or other disposition of the property does not relieve the individual or Company/Corporation of their obligation to maintain a positive balance in the fund account, unless the United City of Yorkville approves a Change of Responsible Party and transfer of funds. Should the account go into deficit, all City work may stop until the requested replenishment deposit is received.

Dawn Leprich-Graves
PRINT NAME

Owner & Clinical Therapist
TITLE

SIGNATURE*

DATE

**The name of the individual and the person who signs this declaration must be the same. If a corporation is listed, a corporate officer must sign the declaration (President, Vice-President, Chairman, Secretary or Treasurer)*

INITIAL ENGINEERING/LEGAL DEPOSIT TOTALS

ENGINEERING DEPOSITS:		LEGAL DEPOSITS:	
Up to one (1) acre	$5,000	Less than two (2) acres	$1,000
Over one (1) acre, but less than ten (10) acres	$10,000	Over two (2) acres, but less than ten (10) acres	$2,500
Over ten (10) acres, but less than forty (40) acres	$15,000	Over ten (10) acres	$5,000
Over forty (40) acres, but less than one hundred (100)	$20,000		
In excess of one hundred (100.00) acres	$25,000		

DocuSign Envelope ID: 0E97A213-E46D-47AF-8C13-26790D5D8E0E

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR PUBLIC HEARING SIGN

PERMIT NUMBER:	**DATE/TIME RECEIVED:**
SITE ADDRESS: 8721 Route 126, Yorkville	PARCEL NUMBER:
SUBDIVISION: Windmill Farms	LOT/UNIT:

APPLICANT INFORMATION

NAME: Dawn Leprich-Graves	TELEPHONE: O HOME X O BUSINESS 630-866-5666
ADDRESS: 477 E. Butterfield Rd, Suite 212	E-MAIL: O HOME X O BUSINESS dawn@bricolage-wellness.com
CITY, STATE, ZIP: Lombard, IL 60148	FAX:

SIGN INFORMATION

DATE OF PICK UP:	NUMBER OF SIGNS:
DATE OF PUBLIC HEARING:	SIGN RETURN DATE:

The undersigned hereby states that they have acquired Public Hearing Signs from the United City of Yorkville's Community Development Department and agrees to return said sign/s to Yorkville City Hall, 800 Game Farm Road, Yorkville, Illinois, immediately following the date of the public hearing.

Petitioner or Representative agrees to pay to the United City of Yorkville a deposit of $50 for each sign. The deposit will be returned to the petitioner when the public hearing sign/s have been returned to the City.

Petitioner or Representative further agrees to pay to the United City of Yorkville the full amount of the purchase price for each sign not returned to the United City of Yorkville within seven (7) days after the date of the public hearing.

Dawn Leprich Graves
SIGNATURE/AUTHORIZED AGENT

2/8/2022
DATE

DATE RETURNED: _____

RECEIVED BY: _____ PZC# _____

200800016874
Filed for Record in
KENDALL COUNTY, ILLINOIS
RENNETTA S NICKELSON
07-17-2008 At 09:50 am.
ORDINANCE 102.00
RHSP Surcharge 10.00

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

Ordinance No. 2008- 40

AN ORDINANCE AUTHORIZING THE EXECUTION OF AN ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT
(Windmill Farms)

WHEREAS, it is prudent and in the best interest of the United City of Yorkville, Kendall County, Illinois, to enter into a certain Annexation and Planned Unit Development Agreement pertaining to the annexation of real estate described on Exhibit A attached thereto and made a part hereof; and,

WHEREAS, said Annexation and Planned Unit Development Agreement has been reviewed, discussed and considered by the City Council; and,

WHEREAS, the legal owners of record of the territory which is the subject of said Agreement are ready, willing and able to enter into said Agreement and to perform the obligations as required hereunder; and,

WHEREAS, the statutory procedures as set forth in 65 ILCS 5/11-15.1-1, pertaining to the approval and execution of annexation and planned unit development agreement have been fully satisfied; and,

WHEREAS, the property is contiguous to the existing boundaries of the City.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville that the City Code of the City of Yorkville be amended as follows:

Section 1. The Mayor and City Council hereby approve the Annexation and Planned Unit Development Agreement a copy of which is attached to this Ordinance (the "*Annexation and Planned Unit Development Agreement*"), pertaining to the real estate legally described on *Exhibit A* also attached hereto.

Section 2. The Mayor and City Clerk are herewith authorized and directed to execute, on behalf of the City, said Annexation and Planned Unit Development Agreement and the Clerk is further directed to file said Annexation and Planned Unit Development Agreement with the Kendall County Recorder's Office.

Section 3. This Ordinance shall be in full force and effect immediately from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

City Clerk

ROBYN SUTCLIFF	Yes	JOSEPH BESCO	Yes
ARDEN JOE PLOCHER	Yes	WALLY WERDERICH	Yes
GARY GOLINSKI	Yes	MARTY MUNNS	Yes
ROSE SPEARS	Yes		

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

Valerie Burd
Mayor

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES, 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HEREINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED
COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST
DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3*, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL. MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS

ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF 1LLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14

MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03

MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE
NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.*89* FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44'21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

March 14, 2008
Revised April 24, 2008
Revised April 28, 2008
Revised May 21, 2008

STATE OF ILLINOIS)
)ss.
COUNTY OF KENDALL)

ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT TO THE UNITED CITY OF YORKVILLE
WINDMILL FARMS
(Southwest and Southeast corner of the intersection of Illinois State Routes 126 and 71)
(JAKE LAND GROUP)

THIS AGREEMENT is made and entered into this 27th day of May, 2008 by and between THE UNITED CITY OF YORKVILLE, Yorkville, Illinois, a municipal corporation, located in Kendall County, Illinois (hereinafter referred to as "CITY"), and the JAKE LAND GROUP, LLC, of the County of Kendall, State of Illinois (hereinafter referred to as "OWNER/DEVELOPER"), which is the OWNER/DEVELOPER of the real property hereinafter referred to as the "PROPERTY":

WITNESSETH

WHEREAS, OWNER/DEVELOPER is the owner of real property which is the subject matter of this Agreement comprising approximately 91.36 acres, more or less, and is more particularly described in the attached Exhibit "A", which is incorporated herein by reference; and

WHEREAS, a portion of the PROPERTY consisting of 78.145 acres and described by Exhibit "A-1" is located contiguous to the corporate boundaries of the CITY and is not located within the corporate boundaries of any other municipality; and

WHEREAS, a portion of the PROPERTY consisting of 15.323 acres and described by Exhibit "A-2" has previously been annexed to the CITY and zoned B-3 Service Business District; and

WHEREAS, OWNER/DEVELOPER desires to annex into the CITY the PROPERTY described in the attached Exhibit "A-1" and depicted in the Annexation Plat which is attached hereto and incorporated herein as Exhibit "B" The CITY Plan Commission has considered the Petition to Annex and Zone and positively recommended the same and the City Council has heretofore both requested and approved the proposed land use and the zoning of the same at the request of OWNER/DEVELOPER; and

WHEREAS, with certain limitations, the CITY agrees to allow the real property described in the attached Exhibit "A" to be zoned for Planned Unit Development (PUD) allowing uses permitted within the B-3 Service Business District on a maximum of thirty-five (35) acres located on the East Parcel as depicted on the Concept PUD Plan prepared by Schoppe Design Associates, Inc. and dated revision 17, May 8, 2008; and, the CITY agrees to allow uses permitted within the B-3 Service Business District for the real property described in Exhibit "C" on a maximum of twenty-one (21) acres located on the West Parcel; and the CITY agrees to allow uses permitted within the R-4 General Residence District for the real property described in the attached Exhibit "D" on a maximum of two (2) acres of the real property allowing an age-restricted age fifty-five and over single story townhomes; and the area located south of the B-3 and immediately east of the aforementioned age restricted area allowing a multi-story assisted living facility consisting of approximately three and one-half (3 ½) acres with a minimum of ninety-nine (99) assisted living units allowed on the West Parcel as depicted on the Schoppe Design Associates, Inc. Concept PUD Plan (Exhibit "E"), and

WHEREAS, the City's Comprehensive Plan, Design Guidelines identifies Illinois State Route 71 and Illinois State Route 126 as 'Gateway Corridors'; and

WHEREAS, all parties to this Agreement desire to set forth certain terms and conditions upon which the land heretofore described will be annexed to the CITY in an orderly manner; and

WHEREAS, OWNER/DEVELOPER and its representatives have discussed the proposed annexation and have held a Public Hearing with the Plan Commission, and The City Council, prior to the execution hereof, duly published and held a public hearing was held to consider this Agreement in front of the City Council, as required by the statutes of the State of Illinois in such case made; and

WHEREAS, in accordance with the powers granted to the CITY by the provisions of 65 ILCS 5/11-15.1-1 through 5/11-15.1-5 (2006), inclusive, relating to Annexation Agreements, the parties hereto wish to enter into a binding agreement with respect to the annexation and zoning of the subject Property and to provide for various other matters related directly or indirectly to the annexation of the Property in the future, as authorized by, the provisions of said statutes; and

WHEREAS, pursuant to due notice and publication in the manner provided by law, the appropriate zoning authorities of the CITY have taken all further action required by the provisions of 65 ILCS 5/11-15.1.3 (2006) and the ordinances of the CITY relating to the

procedure for the authorization, approval and execution of this Annexation/Planned Unit Development Agreement by the CITY.

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties agree, under the terms and authority provided in 65 ILCS 5/11-15.1-1 through 65 ILCS 5/11-15.1-5 (2006), as follows:

1. ANNEXATION AND ZONING.

A. The CITY shall adopt an ordinance annexing to the City all of the real property described herein in the attached Exhibit "A-1"; furthermore, the City shall adopt an ordinance zoning the real property designated in the attached Exhibit "A" to PUD subject to all of the terms of this Agreement and as follows:

i. The real property described in Exhibit "C" is allowed uses permitted within the B-3 Service Business Zoning District subject to the alterations described by Exhibit "C-1". Said alterations include the removal of several uses as well as the allowance for one (1) bank, one (1) daycare and one (1) gasoline filling station/gas station as depicted on the Concept PUD Plan (Exhibit "E").

ii. The real property described in Exhibit "D" is allowed uses permitted within the R-4 General Residence Zoning District.

2. SITE DEVELOPMENT

A. OWNER/DEVELOPER shall develop the subject property including the preservation of open space, protection of the existing evergreen tree line on the west boundary of the West Parcel, and installation of a trail system, stormwater management facilities and roadway access points in general conformity with the Planned Unit Development Concept Plan dated May 8, 2008, prepared by Schoppe Design Associates, Inc. and which is attached hereto and incorporated by reference as Exhibit "E".

B. OWNER/DEVELOPER shall be responsible for providing landscaping, in conformance with CITY standards along all perimeter boundaries of the subject property.

C. OWNER/DEVELOPER shall establish the landscape buffer along Illinois State Route 71 and Illinois State Route 126 outside of the proposed Right-of-Way expansion line of the Illinois Department of Transportation. Said buffer shall be a minimum of 25 feet in width.

D. OWNER/DEVELOPER shall incorporate and apply all 'Site Planning Principles' as defined by the CITY's "Comprehensive Land Use Plan Update Southern Study Area" Design Guidelines a copy of which sections are attached in Exhibit "F" hereto and made

a part hereof.

E. OWNER/DEVELOPER shall relocate the existing overhead utility lines along the Illinois State Route 71 and Illinois State Route 126 frontage of the Subject Real Property prior to issuance of any building permit for the property. Said relocation shall include obtaining any and all necessary permits and approvals for the utility relocation and OWNER/DEVELOPER shall be responsible for all costs associated with said relocation.

F. OWNER/DEVELOPER agrees to provide a cross-access easement allowing all adjacent properties to access to and across the commercial portions of subject PROPERTY as described by Exhibit "C" at the time of Final Plat of Subdivision.

G. OWNER/DEVELOPER agrees to construct and fund the trail depicted on the Concept PUD Plan (Exhibit "E") at time of Final Plat of Subdivision.

H. OWNER/DEVELOPER agrees that in all respects, the subject PROPERTY shall be developed in conformance with the terms and conditions of the Yorkville Zoning Ordinance, Subdivision Control Ordinance, Stormwater, and all other applicable Ordinances.

I. OWNER/DEVELOPER, and successors, heirs, and assigns hereby agree that prior to development taking place on the PROPERTY, a site development plan shall be submitted along with approval of Preliminary Plat of Subdivision and Preliminary Engineering as well as Final Plats of Subdivision and Final Engineering prior to OWNER/DEVELOPER commencing construction on said PROPERTY.

J. The OWNER shall construct off-site right-of-way improvements within the Raintree Village subdivision to provide connection to infrastructure on Hampton Lane. The location of the said infrastructure shall be consistent with the location and typical pavement section depicted on Exhibit "G" of this Agreement.

K. OWNER agrees within 45 days of a written request from the CITY, which includes legal descriptions and exhibits as necessary, the OWNER/DEVELOPER shall grant permanent and temporary construction easements as necessary for the construction of extension of City utilities and appurtenances and/or other utilities to serve the subject property and other properties within the City of Yorkville.

L. Owner agrees within 45 days of a written request from the United City of Yorkville, which includes legal descriptions and exhibits as necessary, the OWNER/ DEVELOPER shall convey by Warranty Deed, fee simple title of future highway or road right of way to the State of Illinois, Kendall County or the United City of Yorkville as necessary, regardless of whether or not these right of way needs have been previously identified in this agreement. Such request for conveyance of right of way shall have no impact on any previously entitled land development density.

3. CITY'S AGREEMENTS.

A.

(i) The CITY agrees that as to any of the non-residential use and zoning classification parcels, OWNER/DEVELOPER has no obligation to pay School Transition Fees or School-Park Land-Cash Fees.

(ii) The OWNER/DEVELOPER shall pay Land-Cash Fees for schools and parks at the time of Building Permit Application. For each dwelling unit all fees listed on attached Exhibit "H" shall be charged and paid likewise at the time of application for each respective building permit. The amounts listed in Exhibit "H" will remain for a period of 5 years commencing on the date of this Agreement. Following said five (5) year period, the OWNER/DEVELOPER shall be responsible to pay said fees at a rate currently required by the CITY.

B. OWNER/DEVELOPER shall be required by THE UNITED CITY OF YORKVILLE to hook-on to the City Water at the time of improving the subject property, and shall be responsible for the cost of main extensions to the PROPERTY if said mains do not touch the PROPERTY.

C. Upon annexation to the CITY, the OWNER/DEVELOPER will receive police protection, 911 service, , and all services as provided by CITY to its property owners and residents.

D. The CITY will require the OWNER/DEVELOPER to annex to Yorkville Bristol Sanitary District prior to the time of applying for a building permit seeking to hook up to the Sanitary District and the CITY Sanitary Sewer System. The OWNER/DEVELOPER shall be responsible for the cost of utility extensions to the PROPERTY if said utilities do not touch the PROPERTY.

E. CITY will use its best efforts to support issuance of a highway access permit by IDOT to the CITY and OWNER/DEVELOPER permitting access cuts onto Illinois State Routes 126 and 71 at the approximate locations shown on the Preliminary PUD Conceptual Plan as prepared by Shoppe Design Associates, Inc. and dated January 30, 2008.

4. RIGHTS AND OBLIGATIONS OF SUCCESSORS AND ASSIGNS.

It is specifically understood and agreed that OWNER/DEVELOPER and its successors and assigns shall have the right to sell transfer, mortgage and assign all or any part of the

subject property and the improvements thereon to other persons, trusts, partnerships, firms, or corporations, for investment, building, financing, developing and all such purposes, and that said persons, trusts, partnerships, firms, or corporations shall be entitled to the same rights and privileges and shall have the same obligations as OWNER/DEVELOPER under this Agreement and upon such transfer, the obligations pertaining to the property transferred or sold shall be the sole obligations of the transferee, except for any performance bonds or guaranties posted by OWNER/DEVELOPER on any subdivided or unimproved property for which an acceptable substitute performance bond or letter of credit has not been submitted to the CITY.

5. DORMANT SPECIAL SERVICE AREA and PROPERTY OWNER ASSOCIATION

Owner/Developer agrees to incorporate covenants into the final subdivision plat that provide for the formulation of a Property Owners Association to be responsible to maintain all common facilities, including, but not limited to, private common areas, detention ponds, perimeter landscaping features and entrance signage within the Subject Realty.

Owner/Developer agrees to the City enacting at the time of final plat approval, or anytime thereafter, a Dormant Special Service Area (DSSA) to act as a back up in the event that the Property Owners' Association fails to maintain the Common Facilities, including, but not limited to, private common areas, detention ponds, perimeter landscaping features and entrance signage within the Subject Realty. Owner/Developer agrees to execute any and all documentation necessary or proper to create the Dormant Special Service Area and pay any and all fees, including legal expenses, for the preparation and approval of said documentation.

6. TIME OF THE ESSENCE.

It is understood and agreed by the parties hereto that time is of the essence of this Agreement and that all of the parties will make every reasonable effort, to expedite the subject matter hereof. It is further understood and agreed by the parties that the successful consummation of this Agreement requires their continued cooperation.

7. COVENANTS AND AGREEMENTS.

The covenants and agreements contained in this Agreement shall be deemed to be covenants running with the land during the term of this Agreement shall inure to the benefit of and be binding upon the heirs, successors and assigns of the parties hereto, including the CITY, its corporate authorities and their successors in office, and is enforceable by order of the court pursuant to its provisions and the applicable statutes of the State of Illinois.

8. BINDING EFFECT AND TERM.

This Annexation Agreement shall be binding upon and inure to the benefit of the parties hereto, and their successors and owners of record of land which is the subject of this Agreement, assignee, lessees, and upon any successor municipal authorities of said city, so long as development is commenced within a period of twenty years from the date of execution of this Agreement by the CITY.

9. NOTICE.

Any notices required hereunder shall be in writing and shall be served upon any other party in writing and shall be delivered personally or sent by registered or certified mail, return receipt requested, postage prepaid, addressed as follows:

If to the CITY:

City Clerk
800 Game Farm Road
Yorkville, IL 60560

With a copy to:

Kathleen Field Orr
800 Game Farm Road
Yorkville, IL 60560

To OWNER/DEVELOPER:

Jake Land Group, LLC
c/o 25615 Plantation Road
Plainfield, IL 60544

With a copy to:

Tony Perino
608 Lookery Ln.
Joliet, IL 60431

And with a copy to:

Law Offices of Daniel J. Kramer
1107A S. Bridge St.
Yorkville, IL 60560

or to such other addresses as any party way from time to time designate in a written notice to the other parties.

10. ENFORCEABILITY.

This Agreement shall be enforceable in any court of competent jurisdiction by any of the parties hereto by an appropriate action of law or in equity to secure the performance of the covenants herein contained.

In the event any portion of said agreement becomes unenforceable due to any change in Illinois Compiled Statutes or court decisions, said unenforceable portion of this Agreement shall be excised here from and the remaining portions thereof shall remain in full force and effect.

11. ENACTMENT OF ORDINANCES.

The CITY agrees to adopt any ordinances which are required to give legal effect to the matters contained in this Agreement or to correct any technical defects which may arise after the execution of this Agreement.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this 27th day of May, 2008.

UNITED CITY OF YORKVILLE
By: Valerie Burd
Valerie Burd, Mayor

Attest:
City Clerk

JAKE LAND GROUP, LLC

OWNER/DEVELOPER:

By: _____ MEMBER

Attest: Colleen Hanson

Prepared by and Return to:

Law Offices of Daniel J. Kramer
1107A S. Bridge Street
Yorkville, Illinois 60560
630.553.9500

EXHIBIT LIST

Exhibit "A"	Legal Description – Subject Property
Exhibit "A-1"	Unincorporated Portion of Subject Property – Legal Description
Exhibit "A-2"	City of Yorkville Portion of Subject Property – Legal Description
Exhibit "B"	Annexation Plat
Exhibit "C"	B-3 Service Business District – Legal Description
Exhibit "C-1"	B-3 Service Business District Allowable Uses
Exhibit "D"	R-4 General Residence District – Legal Description
Exhibit "E"	Concept PUD Plan - Schoppe Design Associates Plan dated May 8, 2008
Exhibit "F"	Design Guidelines of the Comprehensive Land Use Plan Update Southern Study Area
Exhibit "G"	Offsite Infrastructure Improvements – Raintree Village/Hampton Lane Connection
Exhibit "H"	Fee Schedule

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES; 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HEREINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED
COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST
DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3,* TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL. MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS

ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF 1LLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03

MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE
NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44'21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

EXHIBIT A-1

PARCEL "B" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 7 MINUTES 44 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1,236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399 FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 58 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT AND SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21 DEGREES 28 MINUTES 35 SECONDS EAST ALONG SAID CENTER LINE 131.0 FEET; THENCE NORTH 57 DEGREES 58 MINUTES 56 SECONDS EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09 DEGREES 32 MINUTES 39 SECONDS EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 139.37 FEET TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "D" DESCRIPTION

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST, 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 579.53 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT, 748.57 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST, 423.02

FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 472.59 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 48 SECONDS EAST PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE, 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE, 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE, 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST, 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "E" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 08 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES 59 MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE, 299.00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 25 MINUTES 54 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST, 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET; THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST, 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2,292.01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTE 49 SECONDS WEST, 265.70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LINE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE, 789.92 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXHIBIT A-1

PARCEL "F" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET FOR A POINT OF BEGINNING; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1,049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71, THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1,925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 89 DEGREES 59 MINUTES 22 SECONDS EAST, 58.55 FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE OF A F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST, 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST, 125.66 FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST, 51.85 FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST, 103.47 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "G" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

EXHIBIT A-1

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1,118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "J" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, A DISTANCE OF 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE, 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "K" DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

EXHIBIT A-1

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTH 0 DEGREES 07 MINUTES 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1284.36 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 50 MINUTES 30 SECONDS WEST AT THE LAST DESCRIBED POINT, 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 0 DEGREES 42 MINUTES 30 SECONDS WEST, 432.02 FEET TO SAID CENTER LINE; THENCE SOUTH 60 DEGREES 02 MINUTES 30 SECONDS WEST, ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "L" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44 DEGREES 21 MINUTES (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) 468.6 FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PREVIOUSLY ANNEXED.

(PARCELS CONTAIN 78.145 ACRES MORE OR LESS.)

EXHIBIT A-2

PARCEL "A" DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 DEGREES 14 MINUTES 45 SECONDS EAST ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 50 MINUTES 00 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 30 MINUTES 00 SECONDS WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 33 MINUTES 55 SECONDS WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21 DEGREES 52 MINUTES 29 SECONDS WEST ALONG SAID EASTERLY LINE 705.85 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,509.16 FEET; A DISTANCE OF 472.39 FEET TO A LINE DRAWN NORTH 09 DEGREES 30 MINUTES 00 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09 DEGREES 30 MINUTES 00 SECONDS EAST ALONG SAID LINE, 695.72 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "H" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE, 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE, 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE, 761.0 FEET; THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST, 265.38 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE, BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREE

EXHIBIT A-2

57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT, 147.83 FEET; THENCE NORTH 76 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTER LINE, 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE, BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE, 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE, 1,141.60 FEET TO THE INTERSECTION WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE, 258.05 FEET; THENCE SOUTH 68 DEGREES 29 MINUTES 47 SECONDS WEST, 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST, PARALLEL WITH SAID WING ROAD CENTER LINE, 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE 71 CENTER LINE, 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AND ALSO EXCEPTING,

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83).

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER TO THE CENTER LINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTER LINE TO THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTER LINE; THENCE NORTHEASTERLY, 940.58 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418.08 FEET; THENCE SOUTH

EXHIBIT A-2

59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87 FEET ON AN 875.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST, 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 56 DEGREES 49 MINUTES 00 SECONDS WEST, 64.56 FEET TO THE CENTER LINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTER LINE BEING A 2,291.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTER LINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 38 SECONDS WEST, 84.74 FEET; THENCE SOUTH 69 DEGREES 03 MINUTES 36 SECONDS WEST, 100.61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTER LINE OF SAID IL 126; THENCE NORTHWESTERLY, 119.55 FEET ON SAID CENTER LINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

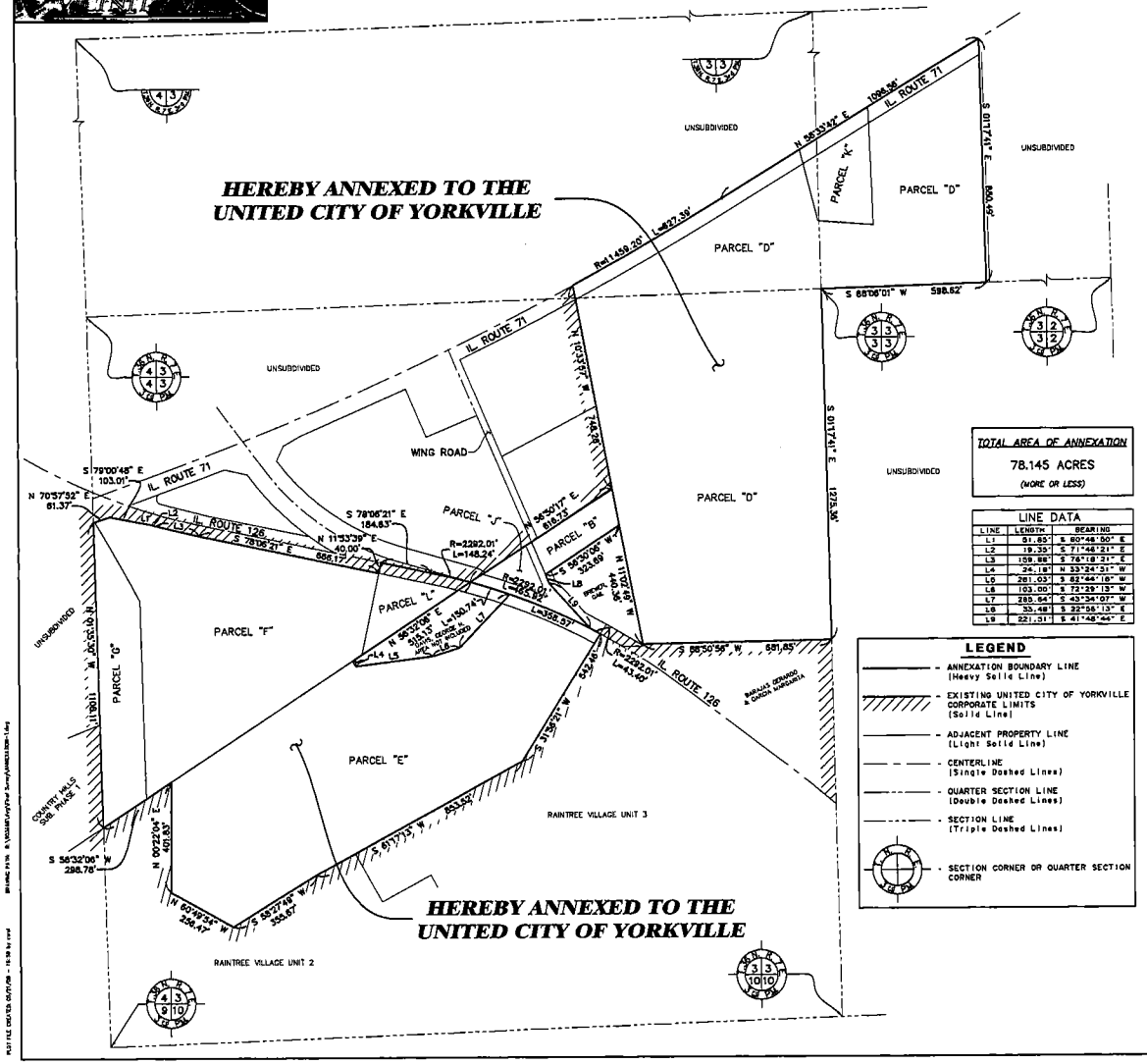
(PARCELS CONTAIN 15.323 ACRES MORE OR LESS.)

PLAT OF ANNEXATION

TO THE

UNITED CITY OF YORKVILLE

IN PART OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.



TOTAL AREA OF ANNEXATION
78.145 ACRES
(MORE OR LESS)

LINE DATA		
LINE	LENGTH	BEARING
L1	51.85'	S 60°46'50" E
L2	19.35'	S 71°46'21" E
L3	159.86'	S 76°18'21" E
L4	24.18'	N 33°24'31" W
L5	261.03'	S 82°44'10" W
L6	103.00'	S 72°29'13" W
L7	288.64'	S 43°34'07" W
L8	33.48'	S 22°56'13" E
L9	221.01'	S 41°46'44" E

LEGEND

- ANNEXATION BOUNDARY LINE (Heavy Solid Line)
- EXISTING UNITED CITY OF YORKVILLE CORPORATE LIMITS (Solid Line)
- ADJACENT PROPERTY LINE (Light Solid Line)
- CENTERLINE (Single Dashed Lines)
- QUARTER SECTION LINE (Double Dashed Lines)
- SECTION LINE (Triple Dashed Lines)
- SECTION CORNER OR QUARTER SECTION CORNER

ANNEXATION DESCRIPTIONS

PARCEL "B" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 7 MINUTES 44 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,206.36 FEET TO A POINT ON SAID EAST LINE WHICH IS 1206.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 884.43 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399 FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 55 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT AND SAID SOUTHERLY LINE EXTENDED 352.88 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21 DEGREES 29 MINUTES 36 SECONDS EAST ALONG SAID CENTER LINE 131.0 FEET; THENCE NORTH 67 DEGREES 08 MINUTES 56 SECONDS EAST PARALLEL WITH SAID SOUTHERLY LINE 323.05 FEET TO A POINT WHICH IS SOUTH 09 DEGREES 32 MINUTES 39 SECONDS EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "D" DESCRIPTION

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST, 880.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 578.05 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT, 748.57 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 28 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 637.46 FEET; THENCE NORTH 60 DEGREES 50 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 64 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST, 433.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 472.59 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 48 SECONDS EAST PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE, 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE, 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE, 1275.36 FEET TO A LINE DRAWN SOUTH 88 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 40 MINUTES 33 SECONDS WEST, 681.84 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "E" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 08 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE; THENCE NORTH 07 DEGREES 59 MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE, 259.00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 33 SECONDS WEST, 402.10 FEET; THENCE SOUTH 39 DEGREES 20 MINUTES 00 SECONDS EAST, 294.21 FEET; THENCE NORTH 39 DEGREES 58 MINUTES 29 SECONDS EAST, 358.45 FEET; THENCE NORTH 82 DEGREES 45 MINUTES 29 SECONDS EAST, 853.57 FEET; THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST, 943.37 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2,292.01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 338.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 00 MINUTE 49 SECONDS WEST, 265.70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 380.96 FEET; THENCE NORTH 33 DEGREES 00 MINUTES 53 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LINE; THENCE SOUTH 57 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE, 769.93 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "F" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET FOR A POINT OF BEGINNING; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 179 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.87 FEET TO A LINE DRAWN PARALLEL WITH AND 180.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.64 FEET TO SAID OLD CLAIM LINE; THENCE NORTHWESTERLY ALONG SAID OLD CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "G" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1,118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 179 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.87 FEET TO A LINE DRAWN PARALLEL WITH AND 180.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.64 FEET TO SAID OLD CLAIM LINE; THENCE NORTHWESTERLY ALONG SAID OLD CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "J" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1980.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, A DISTANCE OF 1411.0 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 20 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY, ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE, 265.4 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THIS PLAT WAS SUBMITTED TO THE COUNTY RECORDER FOR THE PURPOSES OF RECORDING BY .

(PRINT NAME)

(ADDRESS)

(CITY/TOWN) (STATE) (ZIP CODE)

N

200 100 0 200

SCALE: 1" =200'

ANNEXATION DESCRIPTIONS

PARCEL "K" DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTH 0 DEGREES 07 MINUTES 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1284.36 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 884.43 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 28 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 637.46 FEET; THENCE NORTH 60 DEGREES 50 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 64 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 0 DEGREES 42 MINUTES 30 SECONDS WEST, 433.02 FEET TO SAID CENTER LINE; THENCE SOUTH 60 DEGREES 02 MINUTES 30 SECONDS WEST, ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "L" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1980.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE EASTERLY ALONG SAID CENTER LINE 32.7 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 64 DEGREES 21 MINUTES (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) 468.6 FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PREVIOUSLY ANNEXED.

CITY CLERK CERTIFICATE

STATE OF ILLINOIS)
) ss
COUNTY OF KENDALL)

THIS IS TO CERTIFY THAT THE TERRITORY DESCRIBED AND SHOWN HEREON WAS INCORPORATED INTO AND MADE PART OF THE UNITED CITY OF YORKVILLE, ILLINOIS BY ORDINANCE NO. _____, ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, ON THIS _____ DAY OF _____, 20____.

GIVEN UNDER MY SEAL AT _____, ILLINOIS.

_____
CITY CLERK

KENDALL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) ss
COUNTY OF KENDALL)

PLAT ENVELOPE #_____

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, 20____ AT _____ O'CLOCK ____.M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, DEAN L. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE ANNEXED PLAT WHICH IS AN ACCURATE MAP OF THE TERRITORY ANNEXED TO THE UNITED CITY OF YORKVILLE, ILLINOIS BY ORDINANCE NO. _____, ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS ON THE ____ DAY OF _____, 20____.

GIVEN UNDER MY HAND AND SEAL THIS 10TH DAY OF MARCH, A.D., 2008.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3060
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2008
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-003775
EXPIRATION DATE IS APRIL 30, 2009

PREPARED BY:

CEMCON, Ltd.
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DISC NO.: R\903688 FILE NAME: ANNEXATION-1
DRAWN BY: N.K.S. FLD. BK. / PG. NO.: N/A
COMPLETION DATE: 03-10-08 JOB NO.: 903.688
TAB: SHEET 1
REVISED: 5-21-08/CS-1 CORRECTED AREA

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EXHIBIT B

EXHIBIT "C" B-3 SERVICE BUSINESS DISTRICT

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO BLSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES, 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO BLSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HERBINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS

TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3*, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER;

THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03 MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44°21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

EXHIBIT "C-1"
Windmill Farms - B-3 Service Business Permitted Uses

This exhibit lists all permitted uses within the B-3 Service Business District as they exist in the current Zoning Ordinance. Uses excluded and not permitted by this Agreement are crossed out as follows: (~~not permitted use~~)

OFFICE DISTRICT (O)
Advertising agency.
Bank (allowable by provisions of Windmill Agreement)
Barber shop.
Beauty shop.
Bookkeeping service.
~~Club - private indoor~~.
Coffee shop.
College, university or junior college.
Commercial school, trade school - offering training in classroom study.
Detective agency.
Employment office.
Engineering office.
Government office.
Income tax service.
Insurance office.
Library.
Manufacturing agent's office.
Medical clinic.
Park.
Professional offices.
Public accountant.
Real estate office.
Stenographic service.
Stock broker.
Telegraph office.
~~Ticket office.~~
Title company.
Travel agency.
Utility office. (Ord. 1973-56A, 3-28-74)

Special Uses
~~Solid waste disposal site (Ord. 1973-56A, 3-28-1974; amd. Ord. 1995-20, 8-10-1995)~~

LIMITED BUSINESS DISTRICT (B-1)
All uses permitted in the O district.
Antique sales.
~~Apartments, single family, located in business buildings.~~
Bakery - retail.

Barbershop.
Beauty shop.
Bookstore.
Cafeteria (diner).
Camera shop.
Church or other place of worship.
~~Cigar, cigarette and tobacco store~~.
Clothes - pressing and repair.
~~Club - private indoor.~~
~~Club - private outdoor~~.
Community center.
Dressmaker - seamstress.
Drugstore.
Florist sales.
Fruit and vegetable market - retail.
Gift shop.
Grocery store - supermarket.
Gymnasium.
Health food store.
Hobby shop.
Hospital (general).
Hospital or treatment center.
Household furnishing shop.
Ice cream shop.
Jewelry - retail.
Laundry, cleaning and dyeing - retail.
Library.
~~Magazine and newsstand.~~
Meat market.
Medical clinic.
Mortuary - funeral home.
Park.
Photography studio.
Playground.
Post office.
Professional building.
Recreation center.
Restaurant.
Shoe and hat repair.
~~Substation.~~
Swimming pool - indoor.
Tennis club - private or daily fee.
~~Trailer. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code; Ord. 1994-1A, 2-10-1994; Ord. 2003-41, 7-22-2003)~~

GENERAL BUSINESS DISTRICT (B-2)

All uses permitted in the O and B-1 Districts.
Appliances - sales.
Army/Navy surplus sales.
Art gallery - art studio sales.
Art supply store.
~~Auditorium.~~
Automatic food service.
Automobile accessory store.
Automobile rental.
Bicycle shop.
Billiard parlor.
Blueprint and photostat shop.
~~Bowling alley.~~
Carry-out food service.
Catalog sales office.
Clothing store - all types.
~~Dance hall.~~
Department store.
Discount store.
Drygoods store - retail.
Floor covering sales.
Furniture sales - new/used.
Hardware store.
Health club or gymnasium.
Hotel.
Interior decorating studio.
Junior department store.
Leather goods.
Locksmith.
Motel.
Music, instrument and record store.
Newspaper publishing.
Office equipment and supply sales.
Paint/wallpaper store.
~~Pawnshop.~~
Personal loan agency.
Pet store.
Picture frame store.
Radio and television studios.
~~Reducing salon, masseur and steam bath~~.
Sporting goods.
Stationery.
Taxidermist.
Theater.
Toy store.
Typewriter - sales and repair.

Variety store.
Watch and clock sales and repair.
Weaving and mending - custom. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code)

SERVICE BUSINESS DISTRICT (B-3)

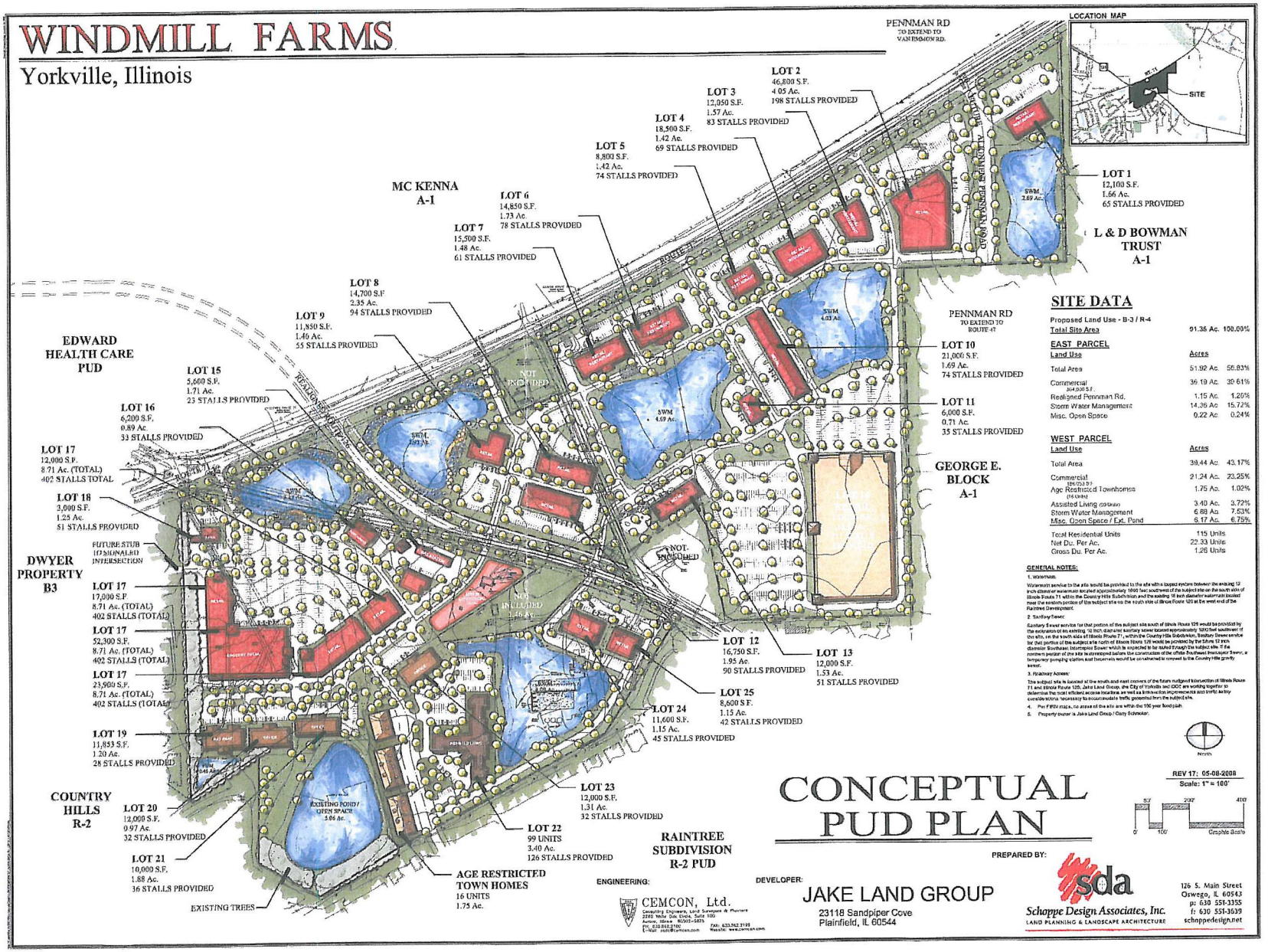
All uses permitted in the B-2 district.
Agricultural implement sales and service.
Appliance - service only.
Automotive sales and service.
~~Boat sales.~~
Building material sales.
Business machine repair.
Car wash without mechanical repair on the premises.
Catering service.
Daycare (allowable by provisions of Windmill Agreement)
Drive-in restaurant.
Electrical equipment sales.
Feed and grain sales.
Frozen food locker.
Furniture repair and refinishing.
Gasoline Filling Station (allowable by provisions of Windmill Agreement)
Golf driving range.
Greenhouse.
~~Kennel.~~
Miniature golf.
Motorcycle sales and service.
Nursery.
Orchard.
Park - commercial recreation.
Plumbing supplies and fixture sales.
Pump sales.
Recreational vehicle sales and service.
~~Skating rink.~~
~~Sports arena.~~
~~Taxicab garage.~~
Tennis court - indoor.
~~Trailer rental.~~
~~Truck rental.~~
~~Truck sales and service.~~
Upholstery shop.
Veterinary clinic. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1986-1, 1-9-1986; Ord. 1988-7, 4-14-1988; Ord. 1995-19, 8-10-1995; Ord. 1998-21, 6-25-1998; Ord. 2005-58, 7-12-2005)

EXHIBIT "D" R-4 GENERAL RESIDENCE DISTRICT

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXHIBIT E


WINDMILL FARMS
Yorkville, Illinois
LOCATION MAP
SITE
PENNMAN RD
TO EXTEND TO
VAN EMMON RD.
LOT 1
12,100 S.F.
1.66 Ac.
65 STALLS PROVIDED
L & D BOWMAN
TRUST
A-1
LOT 2
46,800 S.F.
4.05 Ac.
198 STALLS PROVIDED
LOT 3
12,050 S.F.
1.57 Ac.
83 STALLS PROVIDED
LOT 4
18,500 S.F.
1.42 Ac.
69 STALLS PROVIDED
LOT 5
8,800 S.F.
1.42 Ac.
74 STALLS PROVIDED
LOT 6
14,850 S.F.
1.73 Ac.
78 STALLS PROVIDED
LOT 7
15,500 S.F.
1.48 Ac.
61 STALLS PROVIDED
LOT 8
14,700 S.F
2.35 Ac.
94 STALLS PROVIDED
LOT 9
11,850 S.F.
1.46 Ac.
55 STALLS PROVIDED
MC KENNA
A-1
EDWARD
HEALTH CARE
PUD
LOT 10
21,000 S.F.
1.69 Ac.
74 STALLS PROVIDED
LOT 11
6,000 S.F.
0.71 Ac.
35 STALLS PROVIDED
GEORGE E.
BLOCK
A-1
LOT 12
16,750 S.F.
1.95 Ac.
90 STALLS PROVIDED
LOT 13
12,000 S.F.
1.53 Ac.
51 STALLS PROVIDED
LOT 15
5,600 S.F.
1.71 Ac.
23 STALLS PROVIDED
LOT 16
6,200 S.F.
0.89 Ac.
33 STALLS PROVIDED
LOT 17
12,000 S.F.
8.71 Ac. (TOTAL)
402 STALLS TOTAL
LOT 18
3,000 S.F.
1.25 Ac.
51 STALLS PROVIDED
DWYER
PROPERTY
B3
FUTURE STUB
TO SIGNALED
INTERSECTION
LOT 17
17,000 S.F
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 17
52,300 S.F.
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 17
23,900 S.F.
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 19
11,853 S.F.
1.20 Ac.
28 STALLS PROVIDED
LOT 24
11,600 S.F.
1.15 Ac.
45 STALLS PROVIDED
LOT 25
8,600 S.F.
1.15 Ac.
42 STALLS PROVIDED
LOT 23
12,000 S.F.
1.31 Ac.
32 STALLS PROVIDED
LOT 22
99 UNITS
3.40 Ac.
126 STALLS PROVIDED
RAINTREE
SUBDIVISION
R-2 PUD
COUNTRY
HILLS
R-2
LOT 20
12,000 S.F.
0.97 Ac.
32 STALLS PROVIDED
LOT 21
10,000 S.F.
1.88 Ac.
36 STALLS PROVIDED
EXISTING TREES
AGE RESTRICTED
TOWN HOMES
16 UNITS
1.75 Ac.
EXISTING POND /
OPEN SPACE
5.06 Ac.
NOT
INCLUDED
1.46 Ac.
SWM
4.69 Ac.
SWM
2.69 Ac.
SWM
4.03 Ac.
SWM
1.91 Ac.
SWM
1.46 Ac.
SITE DATA
Proposed Land Use - B-3 / R-4
Total Site Area 91.36 Ac. 100.00%
EAST PARCEL
Land Use Acres
Total Area 51.92 Ac. 56.83%
Commercial 304,000 S.F. 36.19 Ac. 39.61%
Realigned Pennman Rd. 1.15 Ac. 1.26%
Storm Water Management 14.36 Ac. 15.72%
Misc. Open Space 0.22 Ac. 0.24%
WEST PARCEL
Land Use Acres
Total Area 39.44 Ac. 43.17%
Commercial 196,000 S.F. 21.24 Ac. 23.25%
Age Restricted Townhomes (16 Units) 1.75 Ac. 1.92%
Assisted Living (120 Beds) 3.40 Ac. 3.72%
Storm Water Management 6.88 Ac. 7.53%
Misc. Open Space / Ext. Pond 6.17 Ac. 6.75%
Total Residential Units 115 Units
Net Du. Per Ac. 22.33 Units
Gross Du. Per Ac. 1.26 Units
GENERAL NOTES:
1. Watermain:
Watermain service to the site would be provided to the site with a looped system between the existing 12 inch diameter watermain located approximately 1000 feet southwest of the subject site on the south side of Illinois Route 71 within the Country Hills Subdivision and the existing 16 inch diameter watermain located near the western portion of the subject site on the south side of Illinois Route 126 at the west end of the Raintree Development.
2. Sanitary Sewer:
Sanitary Sewer service for that portion of the subject site south of Illinois Route 126 would be provided by the extension of an existing 10 inch diameter sanitary sewer located approximately 1200 feet southwest of the site, on the south side of Illinois Route 71, within the Country Hills Subdivision. Sanitary Sewer service for that portion of the subject site north of Illinois Route 126 would be provided by the future 12 inch diameter Southeast Interceptor Sewer which is expected to be routed through the subject site. If the northern portion of the site is developed before the construction of the offsite Southeast Interceptor Sewer, a temporary pumping station and force main would be constructed to connect to the Country Hills gravity sewer.
3. Roadway Access:
The subject site is located at the south and east corners of the future realigned intersection of Illinois Route 71 and Illinois Route 126. Jake Land Group, the City of Yorkville and IDOT are working together to determine the most efficient access locations as well as intersection improvements and traffic activity considerations necessary to accommodate traffic generated from the subject site.
4. Per FIRM maps, no areas of the site are within the 100 year flood plain.
5. Property owner is Jake Land Group / Gary Schmoker.
North
REV 17: 05-08-2008
Scale: 1" = 100'
0 100 200 400
Graphic Scale
CONCEPTUAL
PUD PLAN
PREPARED BY:
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
p: 630 551-3355
f: 630 551-3539
schoppedesign.net
ENGINEERING:
CEMCON, Ltd.
DEVELOPER:
JAKE LAND GROUP
23118 Sandpiper Cove
Plainfield, IL 60544

Site Planning Principles

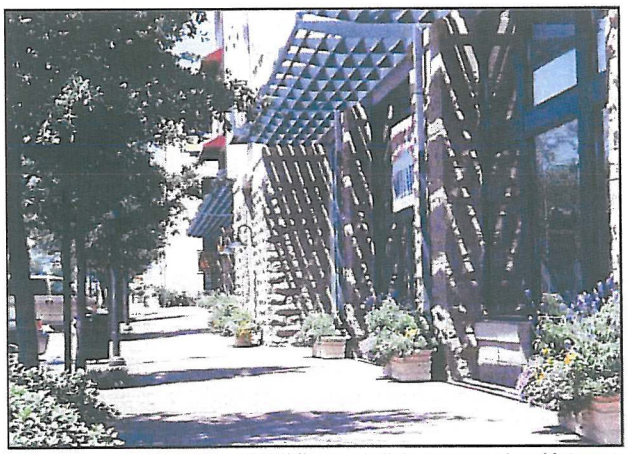
The Site Planning Principles address issues that affect the way that individual sites should be developed in order to blend in with the existing character of the City.

PRINCIPLE 4: *Incorporate existing site conditions into development plans*
PRINCIPLE 5: *Provide a sense of architectural interest and unique identity throughout the City*
PRINCIPLE 6: *Enhance pedestrian experience and establish sense of place through careful design and location of open spaces*
PRINCIPLE 7: *Thoughtful consideration of vehicular and pedestrian circulation within individual developments*
PRINCIPLE 8: *Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically unattractive site components*

- **Desirable Elements:**

The following elements shall be incorporated into development within the City:

- Richness of building surface and texture
- Articulated mass and bulk
- Clear visibility of entrances
- Well organized commercial signage
- Landscaped and screened parking
- Special paving identifying intersections and crosswalks
- Pedestrian friendly streetscapes and open spaces
- Thoughtful consideration of circulation
- Screening of mechanical equipment, service areas, parking lots and any undesirable elements
- Step-down of building scale along pedestrian routes and building entrances
- Recognition of building hierarchy
- Formal entry plazas and courtyards
- Detention used as an amenity
- Existing trees incorporated into development
- Multi-planed, pitched roofs
- Roof overhangs and arcades
- Provide defined entrance roads into developments and provide adequate vehicle storage bays at egress drives



Richness of building materials creates visual interest

Landscaping softens the view of parking

- **Undesirable Elements:**

The following elements are discouraged in developments within the City:

- Concrete detention basins
- Large, blank, unarticulated wall surfaces
- Visible outdoor storage, loading, equipment and mechanical areas
- Disjointed parking areas and confusing circulation patterns
- Large expanses of parking/asphalt
- Service areas near major entries and/or that are easily visible from roadway
- Poorly defined site access points
- Large "boxlike" structures

Avoid large expanses of parking lots

Avoid large blank wall surfaces

PRINCIPLE 4: Incorporate existing site conditions into development plans

New development shall protect the existing environmental features throughout the City and minimize the impact of the development on the site and the surrounding land.

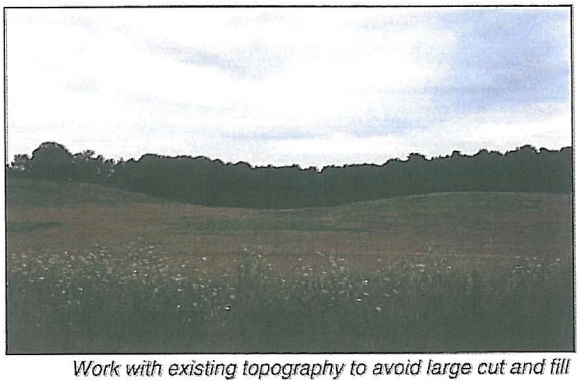
Drainage swale utilizes natural drainage patterns

- **Drainage Patterns**

Proposed site plans shall incorporate existing drainage patterns on site in an effort to avoid significantly altering the manner in which drainage flows offsite. At the time of site plan submittal to the City, a drainage and detention plan must be submitted. The location and type of drainage facilities must be shown.

- **Topography and Soils**

  - Minimize cut and fill on site to reduce effects upon the natural drainage pattern and natural character of the site.
  - Minimize disturbance in areas of significant existing vegetation. If necessary for site development, consider using tree wells and retaining walls to preserve existing trees where possible.

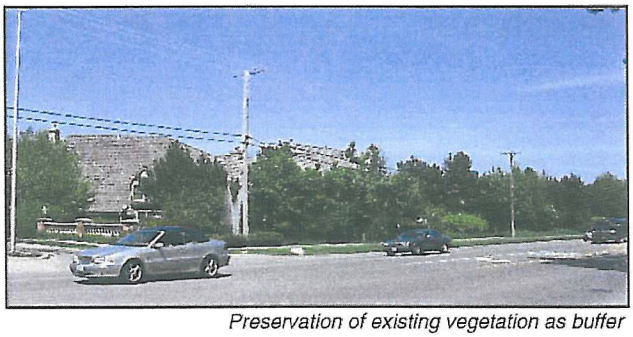


Work with existing topography to avoid large cut and fill

- Development on unsuitable soils is prohibited. Incorporate unsuitable soils into an open space component of the site plan.
- Stockpile top soil for later use in landscape areas.

- **Vegetation**
  - Preserve existing trees

    Every effort should be made in the planning process to incorporate quality, existing trees into the site plan design. Any quality, existing tree that occurs within the specific buffer yard as required per *PRINCIPLE 9* shall remain undisturbed and be protected as part of the landscape buffer.



Preservation of existing vegetation as buffer

PRINCIPLE 5: Provide a sense of architectural interest and unique identity throughout the City

The Architectural standards are provided to preserve and guide the character of architecture throughout the City while allowing for individual architectural interpretation. All architectural proposals must be compatible with the vernacular of the northern Illinois region. In order to ensure compliance with the following architectural guidelines, the City requires that building elevations, plans, materials samples, color samples and illustrations be submitted for review and approval prior to the commencement of building construction.

Building orientation creates central open space on axis with the main entry drive

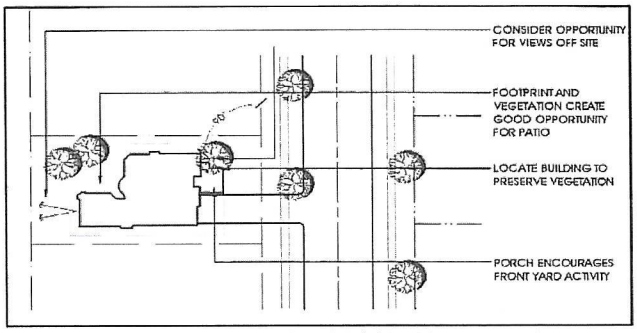
- **Buildings**
  - Orientation

    Building orientation should take advantage of the building to site relationship. The orientation and location of buildings defines open spaces and circulation corridors.

    - Align focal architectural elements along major view or circulation axis.
    - Define pedestrian spaces and streetscapes with building orientation.

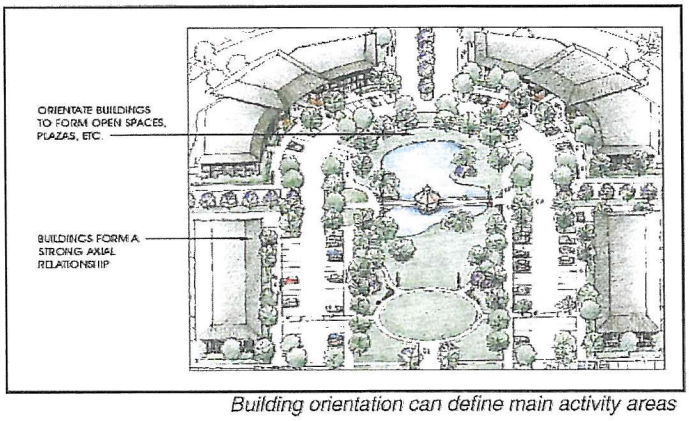
Orient primary buildings on axis and use as focal points

- Create view corridors between buildings, plazas, courtyards and adjacent buildings.
- Create pedestrian spaces and plazas by varying building facades.
- Cluster buildings whenever possible, creating opportunities for plazas and pedestrian malls. Prevent long, linear facades from dominating the view.



Residential building orientation creates private, intimate backyard space

- Buildings adjacent to Routes 47, 71 and 126 must face the primary roadway. No service access, storage, etc. is allowed to face Routes 47, 71 and 126.
- Develop sites in a comprehensive and coordinated manner to provide order and compatibility (especially in the case of large sites which will be developed in phases).



Building orientation can define main activity areas

- The exterior character and orientation of all buildings and the spaces they define should encourage and enhance pedestrian activity.
- Attention should be given to the quality and usability of the outdoor spaces formed by the exterior of a dwelling and adjacent dwellings. Avoid locating the private area of one dwelling adjacent to the public area of an adjacent dwelling.

Rear and side facades should incorporate architectural design elements

- In multi-family residential developments, buildings should be oriented to create functional outdoor spaces.

- In residential neighborhoods, consideration should also be given to the views from adjacent dwellings and public spaces.

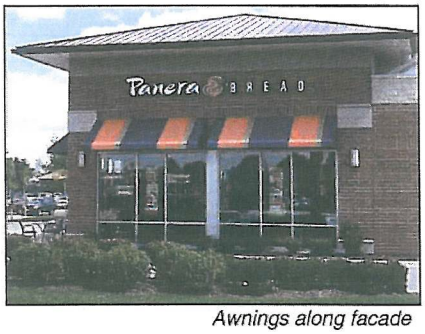
- Facades

Building facades should achieve a high level of visual interest when viewed from automobile and pedestrian vantage points.

- In residential developments, front yards and porches should be used to create a sense of place and community.

- Natural stone and masonry materials are to be used on the lower portions of buildings to create a visual anchor to the ground and provide interest at the pedestrian level.

- Vary the planes of exterior walls in depth and/or direction.



Awnings along facade

- Wall planes shall not run in a continuous direction more than 65 feet without an offset of at least 3 feet.

- Wall planes of more than 20 feet high are prohibited without incorporating meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.

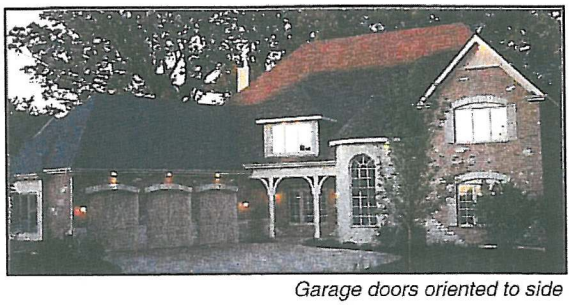
- Awnings are encouraged along facades to provide color, shade and architectural interest. Where awnings are used along a row of contiguous buildings, a consistent form, material, color, location and mounting arrangement must be used.

- Awnings should be located to provide a consistent minimum 8 feet vertical clearance, with a maximum generally not to exceed 12 feet.

- Colors of awnings must complement the buildings.

Awnings provide pedestrian scale element

- Incorporate the awnings along with any signage to provide a uniformly designed building façade.
- Signs on awnings are permitted.
- Internally illuminated awnings are prohibited.

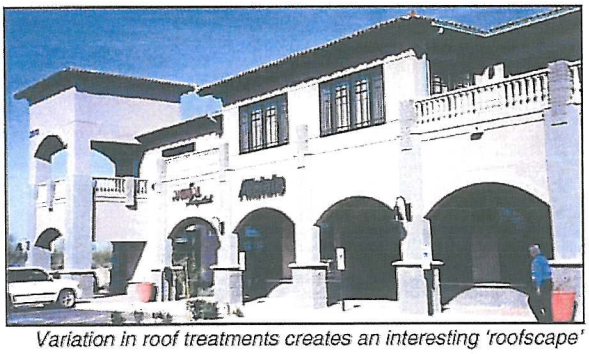


Garage doors oriented to side

- Awnings and canopies may be made of sheet metal or canvas membrane. Plastic or vinyl awnings are not permitted.
- In new residential neighborhoods, houses shall not repeat the same elevations without two lots of separation. Houses across the street from each other and back-to-back corner lots shall not be of the same elevation.
- In residential areas, garages should not dominate the street view. Rather, provide parking and garages to the side or rear of lots or set the garage face back from the primary façade of the house. Avoid allowing the garage to become the primary architectural feature.

- Roof Treatment

Rooftops should be considered important design elements as viewed from a variety of vantage points such as at ground level, from other buildings and from adjacent perimeter roadways. A well-composed "roofscape" achieves an interesting skyline without becoming overly busy or contrived. Roof forms should serve as natural transitions from the ground level to intermediate masses to the tallest masses and back to the ground. Form should also be interesting when seen from above in adjacent buildings.



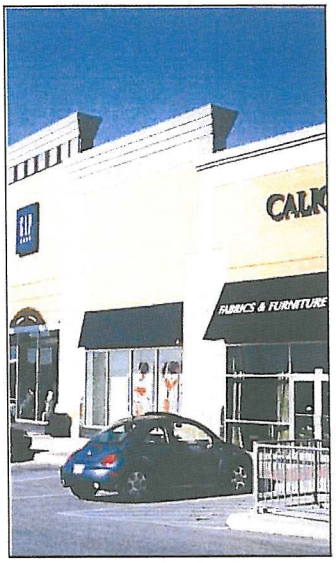
Variation in roof treatments creates an interesting 'roofscape'

- Materials & Colors

Visual continuity in major building materials and colors is desired throughout the City. Specific criteria include the following:

- Material samples of all proposed buildings must be provided for review and be approved by the City.
- Materials should be consistent with the Community Character principles outlined in these guidelines.

- Wall materials that are muted, earth tone in color and have texture are to be used.
- Reserve the use of strongly contrasting materials and colors for accents, such as building entrances, railings and trim. Avoid an excessive variety of façade materials.
- Avoid using highly reflective materials and surfaces, such as polished metal, that generate glare, particularly at the pedestrian level.
- Materials which may be incorporated include: native stone, brick, stucco and textured concrete. Alternative materials that achieve similar looks and are of high quality and low maintenance may be considered.
- Common materials shall be located on all sides of the building with the exception of service areas not visible from a public street.
- Coordinating materials within a development can tie together buildings of different sizes, uses and forms.



Varying roofline breaks up long expanse of building facade

- In new residential neighborhoods at the time of initial building permit, houses shall not be the same color unless there are at least two lots of separation. Houses across the street from each other are not permitted to be the same color.
- Use contrasting but compatible building materials and textures to unify exterior building elements and to create depth, proportion and scale.
- In residential developments, buildings should complement each other by using materials and colors within the same "family".
- Building colors should be derived from, and related to, the finishes of primary building materials.

- Height

The overall appearance of development shall be low and horizontal, with building heights throughout the community generally low to medium scale. Building heights are expected (and desired) to vary to ensure visual interest.

- Consider the use of taller buildings and/or elements to highlight significant intersections and pedestrian nodes.
- Building heights shall be determined in a manner which enhances an overall residential quality.

Taller buildings help identify intersections

- Maintain compatible relationships with adjacent dwellings and street frontages.
- Building heights shall be responsive to heights of homes located on slopes above and below the dwelling.
- Sight lines to greenbelts, open areas, water features and scenic horizon views are to be optimized and maintained to the fullest extent possible by minimizing the building height and obstruction.

Front porch provides one-story element

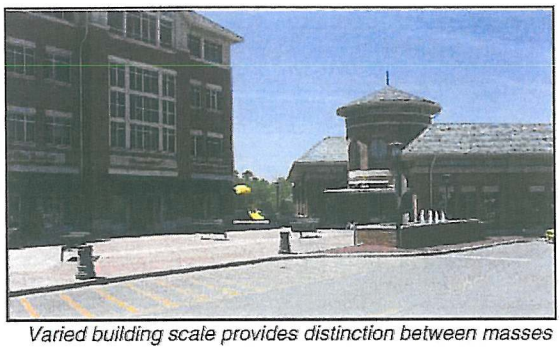
- Scenic view compatibility shall be considered in determining building height.
- Within a neighborhood, a combination of one, one and a half and two story dwellings is encouraged to add diversity to the streetscape. Entire neighborhoods or blocks of continuous two story dwellings are discouraged.
- For multilevel dwellings on corner lots, locate a one-story element of the dwelling at the street corner to help reduce the feeling of enclosure in the neighborhood.

Front porch roof provides human scale element

- A two-story dwelling can best relate to a neighboring one story if it contains a one-story element.

- Scale

Buildings should appear to be of a "pedestrian" or "human" scale. When components in the built environment are designed in such a way that people feel comfortable, then human scale has been achieved. In general, this means that the size, patterns, textures, forms and overall three-dimensional composition can be appreciated at the pedestrian level.



Varied building scale provides distinction between masses

- Vary the height of buildings, and/or building elements where feasible, so they appear to be divided into distinct elements or masses.

- Avoid large-scale buildings that are "box-like" and typically dominate a site.

- Use building mass appropriate to the site. Place buildings with larger footprints, height and massing in core activity areas or in the heart of the development near similar densities. By doing so, the impact on adjacent land uses will be reduced.

Pedestrian scale elements located along building facade

- In residential areas, the relationship between the lot size, street width and building scale are important to creating a human scale. Elements such as trees, pedestrian path lighting and porches can aid in achieving human scale.

Avoid 'box like' building scale

- Hierarchy

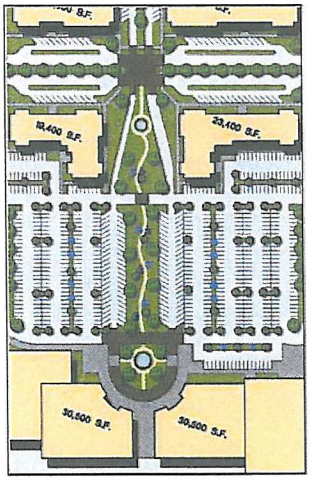
  It is important to recognize that future projects will be developed using a variety of buildings with various uses. Vehicular and pedestrian traffic should be able to recognize the hierarchy of buildings and be able to decipher primary buildings from secondary buildings.

  - Primary Buildings

    Primary buildings; such as major anchors, public buildings or major attractions, shall be located at prominent locations, anchoring a major view axis and serving as focal points in the community.

  - Gateway Buildings

    - Buildings at major entrances, corners, intersections or along significant roads should use special architectural elements to help identify that location as a "gateway". These elements also begin to define the sense of place for the community.

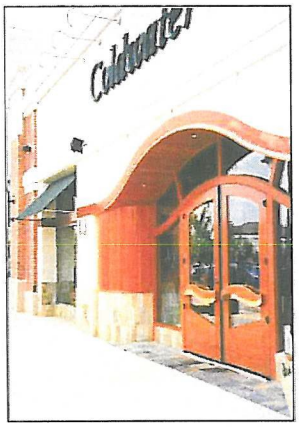


Primary buildings located on axis and create focal point

- Special architectural features may include corner towers, cupolas, clock towers, balconies, colonnades or spires.
- The use of vertical elements helps to frame the entrance and guide people into and through the development.

Gateway buildings

- Entrances
  - Primary entrances should be easily identifiable and relate to both human scale as well as the scale of the building(s) they serve.
  - Wherever possible, entrances should be inviting without becoming dark.
  - Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs. Additionally, they should be visible from parking areas.



Main entry to store clearly identifiable

- **Retaining walls**
  - All retaining walls must be faced (veneered) with masonry (stone, brick, stucco or approved equal).
  - Retaining walls adjacent to or visible from any street shall not exceed 4 feet in height. Grade changes that require retaining walls exceeding 4 feet must be terraced with a minimum of 4 feet clear separation between each wall. Exceptions may be reviewed and approved by the City in order to preserve existing tree stands.

- Walls should be designed as an integral part of the dwelling design. Stone sizes should be consistent and laid in a horizontal course. Masonry materials shall match or complement the facade of surrounding buildings.

- Walls at intersections must not interfere with safe sight distances.

PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design and location of open spaces

The creation of open space throughout the City is an essential technique used to break up building facades. The use of such pockets of interest creates views into the various developments. A wide range of open spaces such as public gathering plazas, open "greens", common play areas, neighborhood parks and natural preserves can be incorporated into development plans.

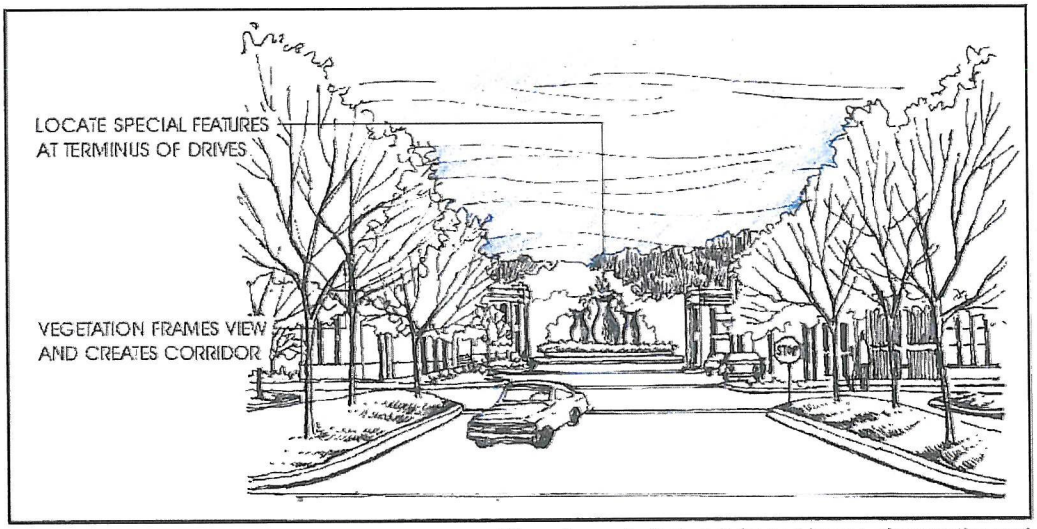
- **View Corridors**

  - Open space is considered a valuable amenity, therefore careful consideration of vistas into open spaces from residential lots, streets and drives is required.

  - Maintain view corridors to provide vistas of amenities, natural features, open spaces and other significant elements.

  - Create focal points at main entries, on axis with major circulation route and pedestrian corridors to establish a strong identity and structure for the project.

Community Park



View of amenity feature is framed by use of vegetation and road alignment, creating a signature element

Parks and Trails

Neighborhood Park

- In residential areas, parks should be located within a 5 minute walk (approximately 1,000 feet) from each home.
- Trail linkages should be provided from proposed neighborhoods to the City's comprehensive trail system, forest preserve trails and adjacent developments.

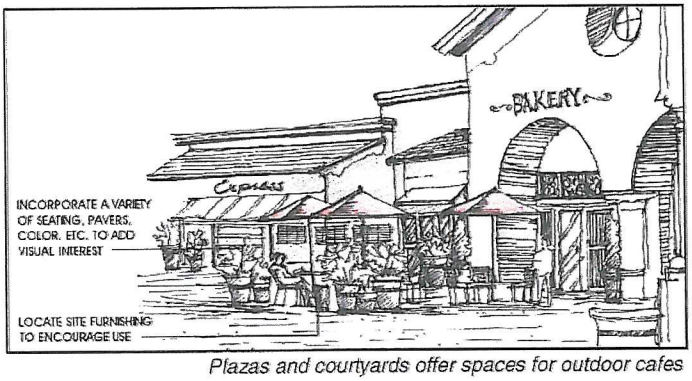
Courtyards and Plazas

Courtyards, plazas and terraces should be designed at a human scale and incorporated as public amenities around non-residential buildings. Interrupting building facades to create "outdoor rooms" as well as varying the width of walkways will help create pedestrian spaces. These pedestrian spaces will create opportunities for comfortable outdoor experiences and are critical in defining plazas and courtyards.

- Orient plazas and courtyards to views of site amenities such as open space, water features, sculptural elements or landscaped areas.
- Consider opportunities to orient plazas and courtyards toward views of significant buildings or down long corridors.
- Wherever possible, create a sense of enclosure for outdoor seating areas. Such areas should be light and airy while providing a sense of safety from the elements.

Landscaping and special paving give the seating area a sense of enclosure

- Add elements such as trees, water features, a variety of seating areas and landscape color to give the public spaces an inviting appearance and visual interest.
- Incorporate pedestrian scaled lighting for safety and to promote use in the evening.
- Incorporate pavers and paving patterns to add interest and enhance the aesthetic quality of the spaces.
- Allow for outdoor tables and seating to promote use of the space. By doing so, an energy is created along the structure.



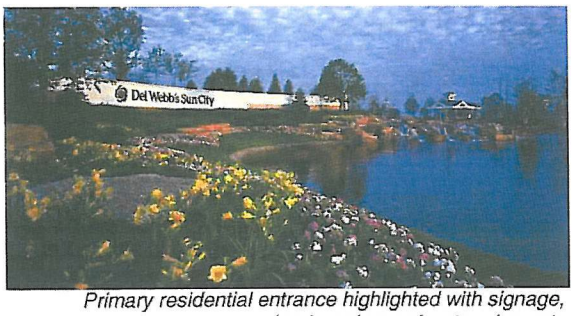
Plazas and courtyards offer spaces for outdoor cafes

PRINCIPLE 7: Thoughtful consideration of vehicular and pedestrian circulation within individual developments

The purpose of the circulation standards is to minimize hazards and conflicts and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to all sites while being attractive, efficient and functional.

- **Vehicular Circulation**
  - Primary Site Entrances

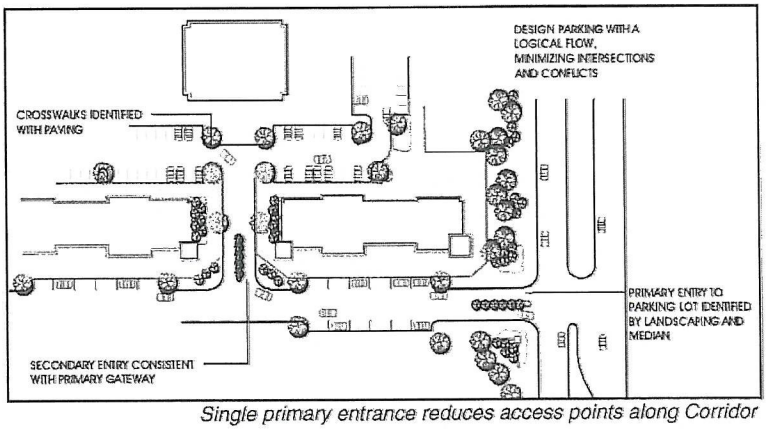
Each entrance to a parcel, individual building site or residential neighborhood from a primary roadway should be designed as a "gateway" to the area it serves. Design elements should be visually interesting and consistent with other streetscape materials used throughout the City.



Primary residential entrance highlighted with signage, landscaping and water elements

When designing entries into residential and non-residential tracts, developers shall:

- Coordinate with adjacent properties to consolidate entries and minimize access points along major roadways
- Minimize pedestrian and vehicle conflicts by reducing the quantity of crosswalks.
- Clearly identify site entries and provide a clear entry/arrival sequence.
- Provide "secondary" entries to parking lots and smaller residential neighborhoods from adjacent perpendicular minor roadways to major roadways. Paving material, plants, signs and lighting should match primary entrance treatments, although landscaping intensity and signage may be reduced in scale.
- Provide at least one "primary" entry to parking lots or residential communities. The use of medians and/or special paving or landscaping to identify primary entries is required.



Single primary entrance reduces access points along Corridor

- Internal Drives

All internal drives should visually lead drivers to building entries, site amenities or focal elements.

Street alignment offers views of significant architectural feature

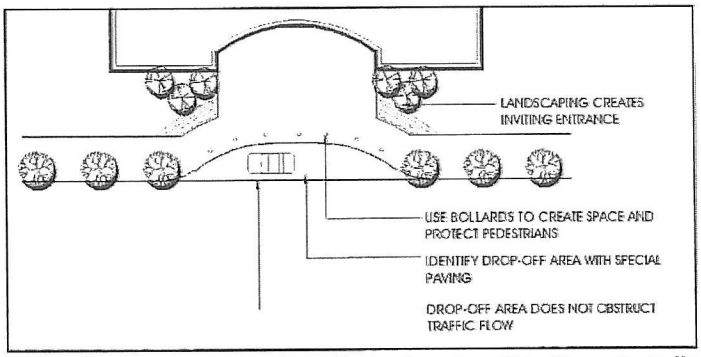
- Design drives and parking areas to fit the natural contours of the site in order to minimize cut and fill and maintain natural drainage.
- Align streets and drives to offer views to significant architectural features and site amenities and to direct drivers.
- Internal streets shall be separated from parking lots by landscape islands and walkways.

Landscaped island separates parking lot from internal drive

- Drop-Off Areas

Drop-off areas for vehicle passengers shall be incorporated into development plans and should provide safe, convenient access to building entries, pedestrian plazas and public open spaces. Drop-off areas must conform to all ADA regulations and standards.

- Emphasize drop-off areas with special paving material.
- Design drop-off lanes so they do not obstruct traffic flow when vehicles are stopped.
- Install bollards at drop-offs to provide protection for buildings and pedestrian walkways.



Drop-off area doesn't conflict with regular traffic and is identified with paving and bollards

- Service Areas

Service vehicle circulation throughout the City shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning movements without sacrificing other important design objectives.

Service area screened with landscaping

- Locate service areas away from major streets and building entrances.
- A noise barrier is required in situations where service areas are adjacent to a residential land use.
- Minimize pedestrian and service vehicle conflicts.
- Hide/screen views into service areas. Screening can be provided with landscaping or screen walls. Screen walls shall repeat materials and elements of the primary building.
- Adjoining uses should share service drives where possible.
- Design service drives to accommodate the traffic intended to use them including all entrance roads and access aisles that will be used to access the service areas.

- **Pedestrian Circulation**

The purpose of pedestrian circulation standards is to establish guidelines for creating a pedestrian circulation system that is safe and efficient. Good walking environments include: continuous routes between sites, clearly defined access from parking areas, a variety of connected destinations and a feeling of safety and security. In essence, creating a sense of comfort.

- Sidewalks

Sidewalks must be constructed to provide pedestrian access to adjacent development and connections to the pedestrian trails throughout the City. Within specific developments, sidewalks shall provide access to and from parking lots, neighborhoods, schools, parks and open spaces.

Path provides access to park and adjacent neighborhood

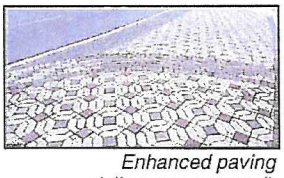
- Create distinct pedestrian corridors, which funnel pedestrians to logical gateways, plazas or other destinations.

- Place special emphasis on pedestrian connections that link schools, recreation areas and other major activity areas.
- Neighborhoods should have access to open space and pocket parks by way of sidewalks and trails.
- In residential areas, sidewalks should be located on both sides of the street.
- Pavers or other changes in material should be used for walks adjacent to buildings and at street intersections to identify and enhance pedestrian routes.

Pavers next to building enhance appearance

- Crosswalks

Crosswalks are required at all intersections and key pedestrian crossings. Crosswalks must be identified by a change in color, height, width, texture, or materials. Refer to ADA regulations and standards for any specific criteria regarding crosswalks and ramps.



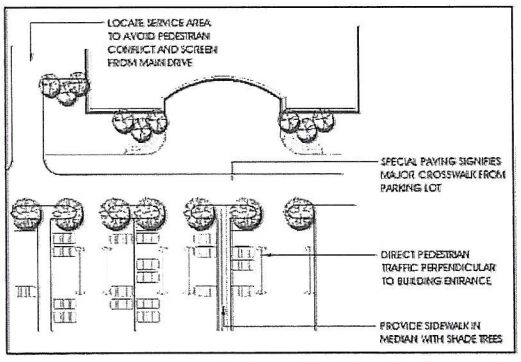
Enhanced paving delineates crosswalk

- **Pedestrian Circulation in Parking Lots**

Walkways that lead pedestrians from parking areas to buildings or plazas should be designed to facilitate easy movement and minimize crossing conflicts with vehicles. Pedestrians should feel comfortable about their walkways to buildings and pedestrian corridors should be clearly identified.

Landscaped median with sidewalk

- Pedestrians should not be required to cross service drives to reach major entrances from primary parking lots.
- Where major pedestrian routes within parking lots cross roadways and drives, use textured or colored paving materials to distinguish the route.
- Medians with sidewalks allow for safe circulation and reduce circulation conflicts.
- Wherever feasible orient parking aisles perpendicular to building entrances.



Median with sidewalk allows safe access to building entry

Crosswalk delineated with paving and bollards

- **Accessibility**

  Owners and developers are expected to meet or exceed all requirements of the Americans with Disabilities Act (ADA), 1992, and all amendments thereto in the design and development of individual parcels, sites, buildings, and facilities. To the greatest extent possible, provide equal access in a manner that integrates ADA accessibility with ordinary accessibility, rather than separately.

PRINCIPLE 8: Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically unattractive site components

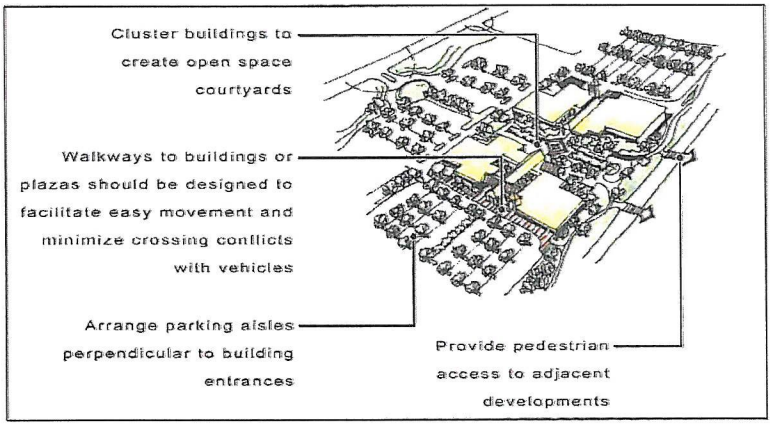
This section provides standards for the siting and layout of parking lots, service and loading areas, utilities, trash, storage and detention facilities. Specific landscaping criteria for these areas are included in the Landscape Principles section. Site plans specifying parking and circulation designs, utility and detention requirements shall be submitted to the City for review.

- **Parking**

  - Parking ratios and quantity of spaces shall comply with the criteria set forth in the United City of Yorkville Zoning Ordinance.
  - Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.
  - Minimize negative visual impacts from adjacent roadways.
  - Break large expanses of pavement with landscape medians and islands.

Minimize negative visual impacts of parking from roadways

  - Divide parking areas which accommodate a large number of vehicles into a series of smaller, connected lots.
  - Avoid situations where parking spaces directly abut structures.
  - Separate parking aisles from interior collectors and entry drives whenever possible.



- *Shared Parking*

  Where opportunities exist for shared parking between uses with staggered peak parking demands, consider reducing the total number of parking spaces within each site or parcel. Parking should be shared between complementary uses such churches and office buildings.

- *Store Front & Street Parking Requirements*

  All store front parking areas shall use angled parking or parallel parking. Areas shall be provided for sidewalks and landscaping between the store front and the edge of parking stall.

- *Bicycle*

  To encourage and accommodate alternative transportation modes, provide bicycle parking within each building site. Locate bicycle parking areas so they are visible from building entrances and convenient for riders. Parking areas shall be landscaped in a manner consistent with pedestrian plazas. Also, bike racks should be of a style consistent with other site elements.

- **Substations/Water/Wastewater Stations**

  Proposed electric substations, water pump stations and wastewater lift stations shall be screened from public views by a means of a 6 foot masonry wall on all sides with the exception of the area for gate access to the facility combined with landscaping. Service access shall be considered and incorporated into the screening program.

- **Detention**

  - Drainage facilities should be used as an amenity to a development. If the existing topography allows, the location can be incorporated into an entry feature or can be the foundation for a park with trails and open space.

  - Natural and/or vegetated drainage swales provide open space connections, filter runoff and improve the aesthetic appearance of development.

  - Detention facilities should not be designed as to require chain link fencing or concrete walls. If such designs are required due to engineering requirements, consider using decorative modular stone to give the appearance of a retaining wall.

  - Detention ponds located in the front yard building setback shall be designed as a curvilinear, contoured shape.

Lake serves as main entry feature

Naturalistic drainage channel provides opportunities for trail connection

- **Location of Utilities**

  Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers and other equipment should be minimized in all development plans.

  - Design and install all permanent utility service lines underground.
  - During construction and maintenance, minimize disruptions to other sites and businesses within the City.
  - Temporary overhead distribution power and telephone lines are permitted during construction but shall be removed immediately upon completion of site and building construction.
  - Wherever possible, mount data transmission and receiving telecommunication devices at ground level to the rear of structures and screen views from adjacent roadways, pedestrian paths and building sites.
  - Screen all electrical transformers, gas meters and other utility cabinets from view.
  - Structures are prohibited from being located in utility easements. Avoid locating signs, special landscape features, etc. in utility easements.
  - Air conditioning units, vent systems and other mechanical systems that must be located on building roofs shall be screened from sight at the ground plane.
  - In residential communities:
    - Items requiring screening should be located on the rear or side yards when possible and should be integrated into the unit design.
    - Air conditioning units must be located behind a screen wall or planting hedge.
    - Utility meters must be located on side or rear elevations of the dwelling.

- **Location of Service/Delivery/Trash/Storage Areas**

  The visual impacts of service, delivery, trash and outdoor equipment or storage areas should be minimized, particularly relative to views from public roadways and pedestrian corridors. Thoughtful placement and integration into the architecture and site design is a priority for all sites.

  - Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from major streets and primary building entrances.
  - Locate loading, service, trash and delivery areas so they do not encroach on any setbacks.

Screen dumpsters with walls and materials that match architecture of primary building

- Avoid locating service areas where they are visible from adjacent buildings or where they may impact view corridors. Such facilities are more appropriate at the rear of buildings or sites.
- Trash enclosures must be located away from residential property lines.
- Wherever possible, coordinate the locations of service areas between adjacent users or developments, so that service drives can be shared.

Screen dumpsters with walls and materials that match architecture of primary building

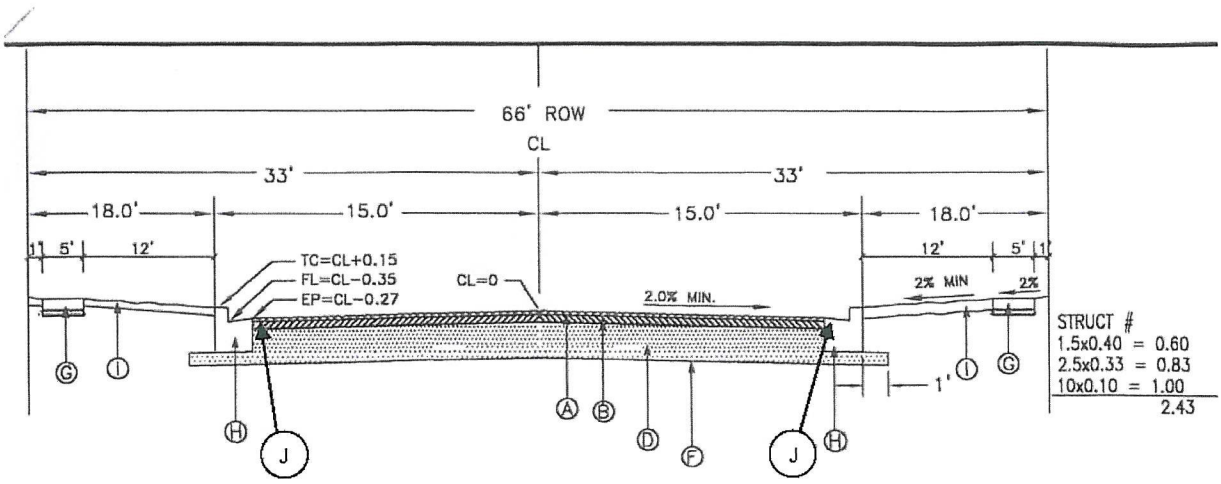
- Locate parking areas for outdoor equipment, trucks, trailers, service vehicles, etc. away from public parking lots and major pedestrian circulation routes. Unless totally out of view, screen these areas architecturally and with landscaping.
- All proposed dumpsters, trash receptacles, refuse storage containers, outdoor storage, and ground mounted equipment should be located within an enclosure providing screening along with landscaping along the perimeter. Such enclosures shall repeat materials and elements on the primary building.

The Data is provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the "Requester" to determine accuracy, timeliness, completeness, and appropriateness of its use. The United City of Yorkville makes no warranties, expressed or implied, to the use of the Data.
-Parcel Data provided by Kendall County GIS

Windmill Farms
Exhibit "G"

0 25 50 100 150 200
Feet
1 inch equals 100 feet

N
W E
S



TYPICAL PAVEMENT SECTION – 66' R.O.W.

N.T.S.

Ⓐ 1.5" BITUMINOUS CONCRETE SURFACE COURSE, CL I, TY. 2, MIX. D
Ⓑ 2.5" BITUMINOUS CONCRETE BINDER COURSE, CL I, TY. 2
Ⓒ 4.5" BITUMINOUS CONCRETE BINDER COURSE, CL I, TY. 2 (2 LIFTS)
Ⓓ 10" CRUSHED AGGREGATE SUB-BASE, TY. B.
Ⓔ 12" CRUSHED AGGREGATE SUB-BASE, TY. B.
Ⓕ COMPACTED SUBGRADE WITH GEO-TEXTILE FABRIC, AMOCO 4551 OR APPROVED EQUAL
Ⓖ 5" PCC SIDEWALK WITH W/4" CRUSHED AGG. SUB-BASE
Ⓗ COMB. CONC. CURB AND GUTTER, TYPE B-6.12
Ⓘ 6" TOP SOIL AND SEEDING

(J) Joint filling with hot-poured rubberized asphalt cement

EXHIBIT H - WINDMILL FARMS ANNEXATION - RESIDENTIAL FEE SCHEDULE			
	Name of Fee	Amount	Time of Payment
1	School District Transition Fee	$3,000 per unit	Paid to School District Office prior to issuance for building permit
2	Yorkville Bristol Sanitary District Connection Fee	$1,400 per unit	At time of building permit, paid at City Hall with separate check made out to YBSD
3	Yorkville Bristol Sanitary District Annexation Fee	3806 per acre	Paid for entire development, at time of annexation to sanitary district
4	Yorkville Bristol Sanitary District Infrastructure Fee	3806 per acre	Paid for entire development, at time of annexation to sanitary district
5	Residential Building Permit Fee	$650 + $.0.20 per square foot	Building Permit
6	Residential Water Connection Fee	$3,700 per unit	Building Permit
7	Water Meter Cost (not applicable to fee lock)	$390 per unit for SF	Building Permit
8	Residential City Sewer Connection Fee	$2,000 per unit	Building Permit
9	Water and Sewer Inspection Fee	$25 per unit	Building Permit
10	Public Walks and Driveway Inspection Fee	$35 per unit	Building Permit
11a	Public Works (Development Impact Fee)	$700 per unit	Building Permit
11b	Police (Development Impact Fee)	$300 per unit	Building Permit
11c	Municipal Building (Development Impact Fee)	see "time of payment"	Municipal Building Impact Fee is set up as $5,509 per unit if paid at time of permit, or $3,288 per unit if paid at time of final plat for all units in the entirety of the annexed development.
11d	Library (Development Impact Fee)	$500 per unit	Building Permit
11e	Parks and Rec (Development Impact Fee)	$50 per unit	Building Permit
11f	Engineering (Development Impact Fee)	$100 per unit	Building Permit
11g	Bristol Kendall Fire District (Development Impact Fee)	$1,000 per unit	Building Permit
12	Parks Land Cash Fee	Calculated by ordinance, $101,000 per acre	Building Permit or Final Plat, depending on annexation/development agreement and land/cash donations negotiated
13	School Land Cash Fee	Calculated by ordinance, $101,000 per acre	Building Permit or Final Plat, depending on annexation/development agreement and land/cash donations negotiated
14	Road Contribution Fund	$2,000 per unit	Building Permit
15	County Road Fee	$1,707 per unit, escalating each calendar year at a rate determined by ordinance	Building Permit
16	Weather Warning Siren	$75 per acre	Final Plat
17	Administration Review Fee	1.75% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat
18	Engineering Review Fee	1.25% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat
19	Engineering Coordination Fee	0.35% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat

United City of Yorkville

County Seat of Kendall County
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

COMMERCIAL PERMIT FEES

Permit/Plan Review

Building Permit	$750.00 plus $0.20 per square foot
Plan Review	Based on building size (See Attached)

Contributions

Development Fee	$3000.00* - See Attached Ordinance 2004-55 (Increase in Bristol-Kendall Fire Protection District Fee)

Water/Sewer

Sewer Tap — See Attached Ordinance #96-11

Water Tap

Water Meter Size	Water Connection Fee
1"	$ 3,700
1 1/2"	$ 4,000
2"	$ 5,000
3"	$ 8,000
4"	$15,000
6" and larger	TBD

Water Meter

Water Meter Size	Water Meter Price
1"	$ 485.00
1 ½"	$ 790.00
2"	$2800.00
3"	$3550.00
4"	$5420.00
6"	$8875.00

Engineering Inspections — $60.00

River Crossing Fee — $25.00 per drain unit. See attached Ordinance 97-11

**Engineering and Landscaping review fees will be billed separately.

*** Please call the Yorkville Bristol Sanitary District for sanitary permit fees (630) 553-7657

A. New Construction Per Unit	$350.00 plus $0.15 per s.f.
B. Remodeling Per Unit	$175.00 plus $0.10 per s.f.
C. Detached Garage Per Unit without Electrical	$50.00
D. Detached Garage Per Unit with Electrical	$100.00
E. Temporary to Start Construction	25% of full permit fee, not to be applied to the full permit fee
F. Temporary Certificate of Occupancy when Requested by the Builder when Circumstances Do Not Warrant	$50 per unit (non-refundable)

ALL OTHER USE GROUPS

A. New Construction	$750.00 plus $0.20 per square foot
B. Additions	$500.00 plus $0.20 per square foot
C. Remodeling	$350.00 plus $0.10 per square foot
D. Temporary to Start Construction	25% of full permit fee, not to be applied to the full permit fee
E. Temporary Certificate of Occupancy when Requested by the Builder when Circumstances Do Not Warrant	$200.00 (non-refundable)

NOTE: Building permit fee does not include the plan review fee for the "multiple-family residential use group" and "other use group" categories. The plan review fee will be based on the schedule following the permit fees. Plan review fees to the inspection firm will be paid at the same time as the building permit fee.

PLAN REVIEW FEES (May vary due to outside consultant's fee schedules.)

BUILDING CODE

Building Size	*Fee*
1 to 60,000 cubic feet	$355.00
60,001 to 80,000 cubic feet	$400.00
80,001 to 100,000 cubic feet	$475.00
100,001 to 150,000 cubic feet	$550.00
150,001 to 200,000 cubic feet	$650.00
over 200,000 cubic feet	$650.00 + $6.50 per 10,000 cubic feet over 200,000
REMODELING PLAN REVIEW	1/2 of Plan Review Fee Listed Above

ELECTRICAL, MECHANICAL, OR PLUMBING PLAN REVIEW ONLY
1/4 of Plan Review Fee Listed Above

FIRE DETECTION/ALARM SYSTEMS

$115.00 per 10,000 square feet of floor area

FIRE SPRINKLER SYSTEMS

Number of Sprinklers	*Pipe Schedule*	*Hydraulic Calculated*
Up to 200	$250.00	$500.00
201-300	$300.00	$575.00
301-500	$400.00	$775.00
Over 500	$450.00	$850.00
PLUS, for each Sprinkler over 500:	$0.60/each	$0.95/each

ALTERNATE FIRE SUPPRESSION SYSTEMS

Standpipe	$175.00 per Standpipe Riser (No charge with Sprinkler Review)
Specialized Extinguisher Agent (Dry or Other Chemical Agent)	$125.00 per 50 pounds agent
Hood & Duct Cooking Extinguisher Agent	$150.00 flat rate per system.

NOTE: If any plan has to be sent to an outside consultant other than the inspection firm, the outside consultant's fee(s) will be charged and that fee paid directly to the outside consultant.

Chicago Tribune

[redacted]

Product(s): SubTrib_Aurora Beacon News, Publicnotices.com
AdSize(s): 1 Column
Run Date(s): Friday, March 18, 2022
Zone: Full Run
Color Spec. B/W

Preview

PUBLIC NOTICE
NOTICE OF PUBLIC HEARING
BEFORE
UNITED CITY OF YORKVILLE
CITY COUNCIL

NOTICE IS HEREBY GIVEN a public hearing shall be held on an amendment to that certain Annexation Agreement (Windmill Farms) dated May 27, 2008, by and among Jake Land Group, LLC ("Original Owner"), and the United City of Yorkville, Kendall County, Illinois, on **April 12, 2022** at 7:00 p.m. at City Hall at the United City of Yorkville, 800 Game Farm Road, Yorkville, Illinois for the purpose of amending the Windmill Farms Annexation Agreement related to the zoning of a certain parcel into the B-3 General Business District. The purpose of the amendment is to allow for the establishment and operation of a professional services business within the existing residential structure on the proposed B-3 zoned parcel. The real property is approximately 1.17 acres and is situated south of Illinois State Route 71, at the northwest intersection of Wing Road and Illinois State Route 126. The common address is 8721 Route 126 in Yorkville, Illinois.

The legal description of said parcel is as follows:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY

Chicago Tribune

[redacted]

ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FROM THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PIN# 05-03-300-007

The public hearing may be continued from time to time without further notice being published.

All interested parties are invited to attend the public hearing and will be given an opportunity to be heard. Any written comments should be addressed to the United City of Yorkville Community Development Department, City Hall, 800 Game Farm Road, Yorkville, Illinois 60560, and will be accepted up to the date of the public hearing.

By order of the Corporate Authorities of the United City of Yorkville, Kendall County, Illinois.

JORI BEHLAND
City Clerk
3/18/22 7171893

Reviewed By:	
Legal	■
Finance	☐
Engineer	☐
City Administrator	■
Purchasing Manager	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Planning and Zoning Commission #1

Tracking Number

PZC 2022-02 and EDC 2022-20

Agenda Item Summary Memo

Title: Bricolage Wellness – Windmill Farms PUD (Rezoning)

Meeting and Date: City Council – April 26, 2022

Synopsis: Proposed professional services office on a parcel within the former Windmill Farms Development.

Council Action Previously Taken:

Date of Action: PZC – 04/13/22 Action Taken: Moved forward to City Council agenda.

Item Number: PZC 2022-02 & EDC 2022-20

Type of Vote Required: Majority

Council Action Requested: Vote

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memorandum.

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: City Council
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Jason Engberg, Senior Planner
Date: April 12, 2022
Subject: **PZC 2022-02 Bricolage Wellness – 8721 Route 126** (Rezoning)
Proposed Professional Services Office Use

REQUEST SUMMARY:

The petitioner, Dawn Leprich-Graves, on behalf of BW Properties Holdings, LLC (dba Bricolage Wellness, PLLC), is the contract purchaser of an approximately 1.17-acre parcel located at 8721 Route 126 seeking rezoning approval. The property was included in the previously approved Windmill Farms Annexation and Planned Unit Development Agreement, which permitted certain land uses consistent with those found in the R-4 General Multi-Family Residence District and B-3 General Business zoning districts. The petitioner seeks to utilize the existing one-and-a-half story residential structure on the parcel as a professional office providing counselling and therapeutic services. The requested new zoning of B-3 General Business District would be consistent with the recently rezoned 7.5-acre parcel immediately to the west and remove the remnant Planned Unit Development zoning established as part of the Windmill Farms agreement. Below is a map of the subject property and the overall boundary of the Windmill Farms PUD.

PLANNING & ZONING COMMISSION ACTION:

The Planning and Zoning Commission reviewed the Petitioner's requests at a public hearing held on April 13, 2022 and made the following action on the motions below:

In consideration of testimony presented during a Public Hearing on April 13, 2022 and approval of the findings of fact, the Planning and Zoning Commission recommends approval to the City Council of a request for a map amendment to rezone the property located at 8721 Route 126 from Planned Unit Development (PUD) to B-3 General Business District.

Action Item:

Olson– aye; Millen – aye; Williams – aye; Horaz – aye; Hyett – aye
5 ayes; 0 nay

ATTACHMENTS:

1. Draft Ordinance
2. Memorandum to Planning and Zoning Commission dated April 6, 2022
3. Petitioner Rezoning Application
4. Ordinance 2008-40 - Windmill Farms Annexation and PUD Agreement
5. Ordinance 2008-42 – Windmill Farms Rezoning Ordinance
6. Public Hearing Notice

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

Ordinance No. 2022-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING THE REZONING TO THE B-3 GENERAL BUSINESS ZONING DISTRICT OF THE PROPERTY LOCATED AT 8721 ROUTE 126 AND REPEAL OF ORDINANCE 2008-42 AS IT APPLIES TO THE PROPERTY (BW Properties Holdings, LLC/Bricolage Wellness, PLLC)

WHEREAS, the United City of Yorkville (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, BW Property Holdings, LLC/Bricolage Wellness, PLLC (the "*Applicant*") is the contract purchaser of an approximately 1.17 acre parcel located at 8721 Route 126 (the "*Subject Property*") within the corporate limits of the City legally described in Section 2 and as shown on Exhibit A attached hereto and made a part hereof, and is seeking rezoning of the Subject Property into the B-3 General Business District; and,

WHEREAS, the Subject Property was annexed to the City and zoned pursuant to Ordinance No. 2008-42, *AN ORDINANCE REZONING CERTAIN PROPERTY IN FURTHERANCE OF AN ANNEXATION AGREEMENT (Windmill Farms)* recorded with the Kendall County Recorder's Office on July 12, 2008 as document 200800016876 into the Planned Unit Development Zoning District; and,

WHEREAS, the City in the adoption of its revised Zoning Ordinance and Zoning Map by Ordinance 2014-73, entitled *AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AUTHORIZING THE ADOPTION OF A NEW AMENDED*

YORKVILLE ZONING ORDINANCE, adopted November 25, 2014, repealed the Planned Unit Development Zoning District; and,

WHEREAS, with the deletion of the Planned Unit Development Zoning District, the Zoning Ordinance adopted as Ordinance No. 2008-42 is no longer valid and can be repealed to clarify the zoning of the Subject Property; and,

WHEREAS, the Applicant desires to rezone the Subject Property into the B-3 General Business District; and,

WHEREAS, the Planning and Zoning Commission convened and held a public hearing on April 13, 2022, to consider the rezoning after publication of notice and notice to property owners within five hundred (500) feet of the Subject Property; and,

WHEREAS, the Planning and Zoning Commission reviewed the standards set forth in Section 10-4-10B.4 and made findings of fact and recommendation to the Mayor and City Council (the "*Corporate Authorities*") for approval of the rezoning; and,

WHEREAS, the Corporate Authorities have received and considered the recommendation of the Planning and Zoning Commission.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: The above recitals are incorporated herein and made a part of this Ordinance.

Section 2: That the Corporate Authorities hereby approve the rezoning of the Subject Property, legally described as:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE

CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FROM THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

with **Property Index Number 05-03-300-007** into the B-3 General Business District.

Section 3: That pursuant to the recitals stated above, Ordinance No. 2008-42, *AN ORDINANCE REZONING CERTAIN PROPERTY IN FURTHERANCE OF AN ANNEXATION AGREEMENT (Windmill Farms)* be and is hereby repealed as it applies to the Subject Property and this Ordinance is recorded only for the purpose of repeal of that ordinance. The zoning approved by this Ordinance does not require the recording of this Ordinance and the Zoning Map of the City shall be changed to show the zoning changes as adopted herein that may be amended in the future pursuant to the United City of Yorkville Zoning Ordinance without repeal of this Ordinance.

Section 5: This Ordinance shall be in full force and effect upon its passage, approval, and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	JASON PETERSON	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

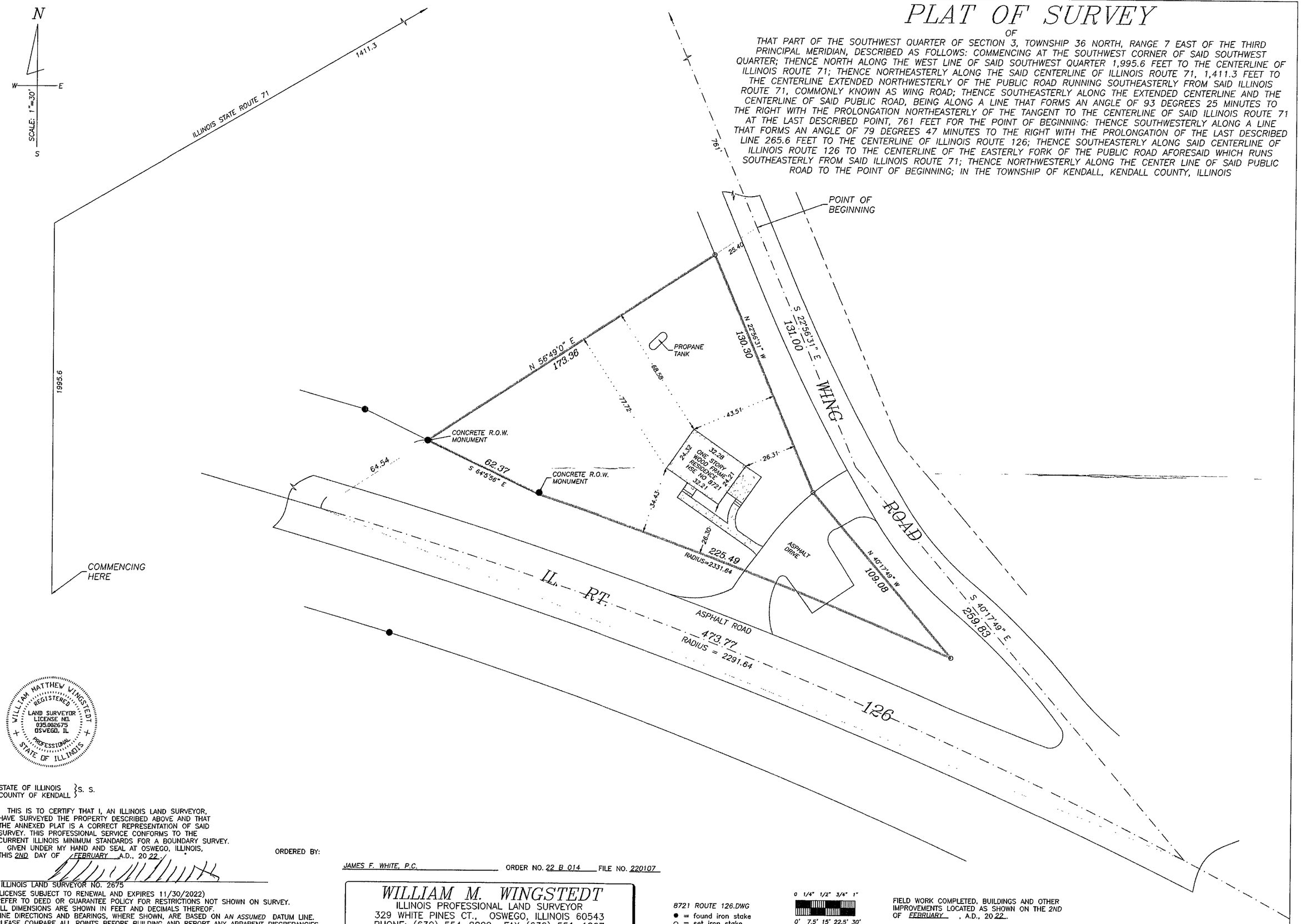
MAYOR

EXHIBIT A

PLAT OF SURVEY

OF

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING: THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS



WILLIAM MATTHEW WINGSTEDT
REGISTERED
LAND SURVEYOR
LICENSE NO.
035002675
OSWEGO, IL
PROFESSIONAL
STATE OF ILLINOIS

STATE OF ILLINOIS } S. S.
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, AN ILLINOIS LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED ABOVE AND THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL AT OSWEGO, ILLINOIS, THIS 2ND DAY OF FEBRUARY, A.D., 2022.

ILLINOIS LAND SURVEYOR NO. 2675

(LICENSE SUBJECT TO RENEWAL AND EXPIRES 11/30/2022)

REFER TO DEED OR GUARANTEE POLICY FOR RESTRICTIONS NOT SHOWN ON SURVEY.

ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.

LINE DIRECTIONS AND BEARINGS, WHERE SHOWN, ARE BASED ON AN *ASSUMED* DATUM LINE.

PLEASE COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY APPARENT DISCREPANCIES

ORDERED BY:

JAMES F. WHITE, P.C. ORDER NO. 22 B 014 FILE NO. 220107

WILLIAM M. WINGSTEDT
ILLINOIS PROFESSIONAL LAND SURVEYOR
329 WHITE PINES CT., OSWEGO, ILLINOIS 60543
PHONE: (630) 554-8209 FAX (630) 551-1207

8721 ROUTE 126.DWG

● = found iron stake

O = set iron stake

0 1/4" 1/2" 3/4" 1"

0' 7.5' 15' 22.5' 30'

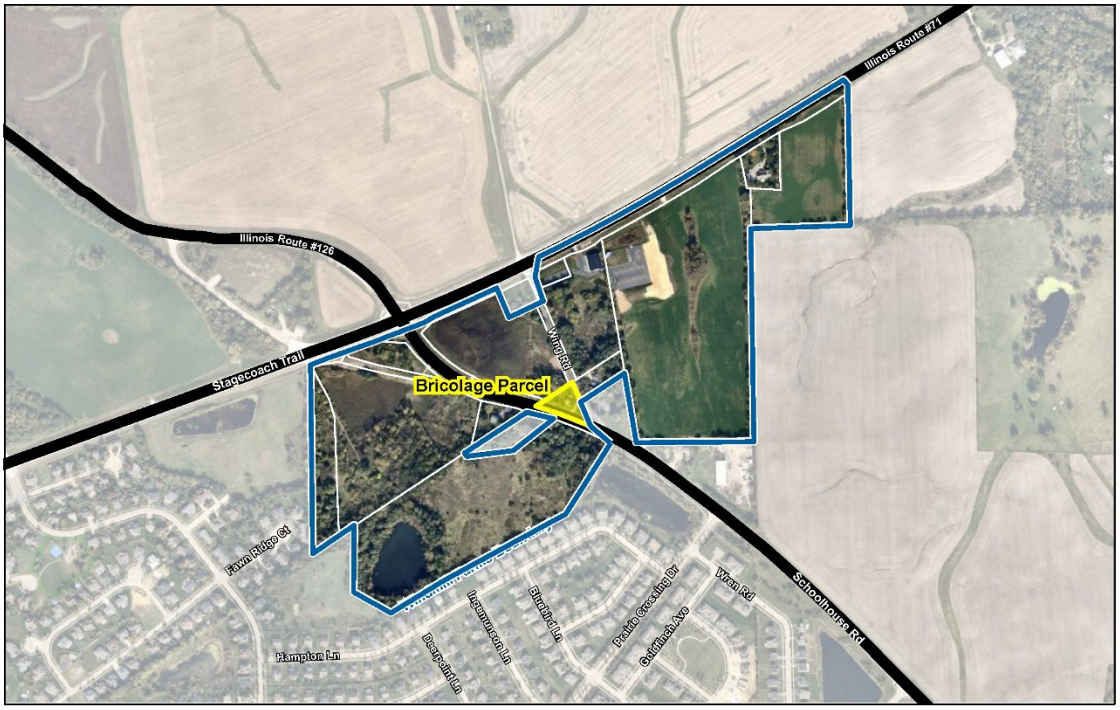
FIELD WORK COMPLETED, BUILDINGS AND OTHER IMPROVEMENTS LOCATED AS SHOWN ON THE 2ND OF FEBRUARY, A.D., 2022.

Memorandum

To: Planning and Zoning Commission
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Jason Engberg, Senior Planner
Date: April 6, 2022
Subject: **PZC 2022-02 Bricolage Wellness – 8721 Route 126** (Rezoning)
PUBLIC HEARING: Proposed Professional Services Office Use

SUMMARY:

The petitioner, Dawn Leprich-Graves, on behalf of BW Properties Holdings, LLC (dba Bricolage Wellness, PLLC), is the contract purchaser of an approximately 1.17-acre parcel located at 8721 Route 126 seeking rezoning approval. The property was included in the previously approved Windmill Farms Annexation and Planned Unit Development Agreement, which permitted certain land uses consistent with those found in the R-4 General Multi-Family Residence District and B-3 General Business zoning districts. The petitioner seeks to utilize the existing one-and-a-half story residential structure on the parcel as a professional office providing counselling and therapeutic services. The requested new zoning of B-3 General Business District would be consistent with the recently rezoned 7.5-acre parcel immediately to the west and remove the remnant Planned Unit Development zoning established as part of the Windmill Farms agreement. Below is a map of the subject property and the overall boundary of the Windmill Farms PUD.



Windmill Farms Bricolage Location Map

United City of Yorkville, Illinois
April 6, 2022

PROPERTY BACKGROUND:

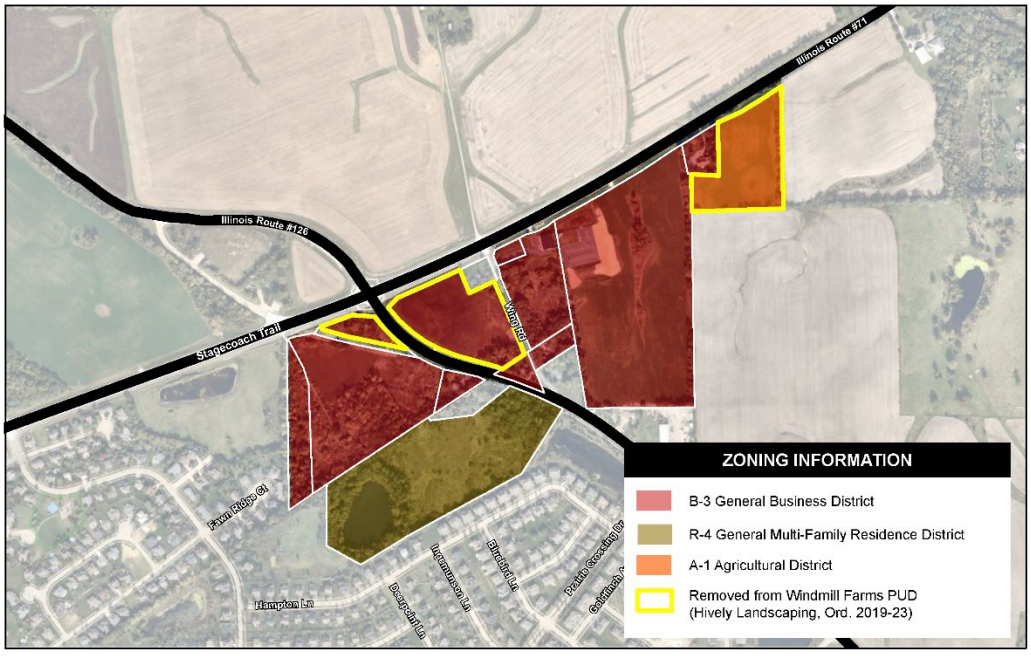
As stated, the subject property was zoned within the Planned Unit Development (PUD) District with B-3 General Business District and R-4 General Multi-Family Residence District land uses, as part of the Windmill Farms' annexation approved in 2008 per Ordinance 2008-40. Per Exhibit "E" of Ord. 2008-40, the approximately 91-acre site, of which the subject parcel is included, was to be developed with a mix of residential and commercial land uses. The annexation and concept site plan were the only approvals granted for the Windmill Farms development. Although zoned with underlining commercial and multi-family land uses since 2008, the subject property continued to be utilized as a residential dwelling originally constructed in 1948 until being placed on the market for sale this year.

Per the City Attorney, since the Windmill Farms Planned Unit Development was never formalized by final plat of subdivision, and with the passage of time, the approved concept plan for the development is no longer valid. Therefore, concurrent with this rezoning request, a separate Annexation and PUD agreement amendment has been requested that will invalidate the former PUD zoning classification and removes the provisions of the concept plan from the subject property. This process is identical to the 2019 rezoning approval for two (2) parcels totaling 16.21-acres, also part of the Windmill Farms PUD, purchased by Hively Landscaping.

SITE ANALYSIS:

The following table and map illustrate the current zoning and land uses of the entire 91-acre Windmill Farms PUD, including the subject property:

	Zoning	Land Use
North	B-3 General Business District	Vacant Farm Land
South	R-4 General Multi-Family Residence District	Vacant Farm Land
East	B-3 General Business District	Vacant Farm Land/Religious Institution
West	B-3 Business	Vacant Farm Land



Windmill Farms Zoning Map

United City of Yorkville, Illinois
April 6, 2022

Zoning

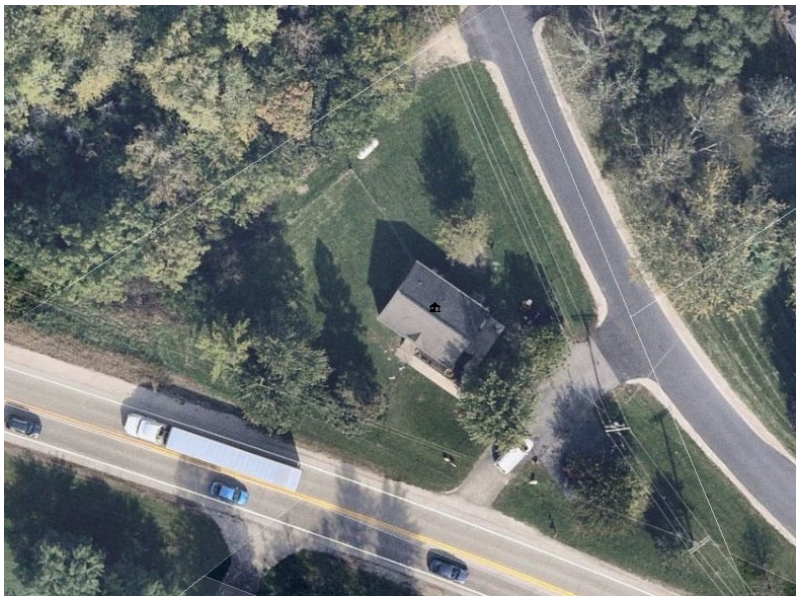
The proposed professional services office is outright permitted within the requested B-3 General Business District zoning. The B-3 zoning is also consistent with the underling zoning of the subject property established by the PUD, as the current residential land use is considered legally non-conforming. Further, the requested zoning is in keeping with the trend of development within the area immediately surrounding the subject property since seventy-five percent (75%) of the properties are zoned B-3. The most recent occurred in 2019 when Hively Landscaping petitioned to have the parcel directly north of the subject property rezoned form PUD to the B-3 General Business District for a commercial landscaping and greenhouse business.

Comprehensive Plan (Future Land Use)

The subject property's future land use is classified as "Estate/Conservation Residential (ERC)" which is intended to provide flexibility for residential design in areas that can accommodate low-density detached single-family housing but also include sensitive environmental and scenic features that should be retained and enhanced. This land use category was implemented as a "holding" classification for those areas, particularly on the outskirts or along the perimeter of the City's corporate boundaries, that had an entitlement plan approved but lacked the public infrastructure to support the development of the land within the 10-year timeline of the 2016 Comprehensive Plan Update.

As conditions change, reevaluation of this guiding document is necessary and anticipated. Therefore, <u>if the rezoning request is approved, an amendment to the Comprehensive Plan Future Land Use map will be required.</u> This will provide a documentation of the change in the City's approval of the development conditions related to this property and align the proposed B-3 zoned parcel with a future land use designation suitable for the professional services office land use, such as "Destination Commercial (DC)". The "Destination Commercial" future land use, as defined in the 2016 Comprehensive Plan Update, is intended for a variety of low-scaled auto oriented commercial uses, including offices.

Proposed Professional Services Office Use



Bricolage is a professional therapeutic wellness center providing office-based and telehealth care for their patients. As the contract purchaser, Bricolage proposes to repurpose the existing one-and-a-half story residential structure as their third location for counselling and therapeutic professional services. Their other locations are in Lombard and the Chicago Lakeview/Lincoln Park area.

Currently, the petitioner is not seeking to substantially redevelop the property but may seek to construct an addition and expand/restripe the existing asphalt parking area.

The existing residential structure is newly remodeled and has three-bedrooms, one bath, a dormer-style upper level and full unfinished basement consisting of 900 square feet. Per Section 10-16-3: Off Street Parking in the Zoning Ordinance, the minimum required parking spaces for office uses in the B-3 zoning

district is 2 per 1,000 square feet, requiring 2 parking spaces for the property. The existing asphalt parking pad can easily accommodate the required off street parking stalls.

The following chart illustrates the minimum required yard setbacks for buildings/structures within the **B-3 General Business District**:

	Minimum Requirement	Existing Setback
Front (IL Rte. 126)	50 feet	**+/- 26'** *(approx. 50' to roadway)*
Rear (Wing Road)	20 feet	**+/- 26'**
Corner Side (Wing Road/IL Rte. 126)	30 feet	**+/- 150'**
Interior Side	30 feet	**+/- 68'**

Additionally, parking lots within the B-3 zoning district must maintain a minimum of 20 feet setback from the property line when located adjacent to a major arterial roadway. While the existing parking pad (exclusive from the driveway) overhangs a portion of the property line, the paved area is approximately 25 feet from the asphalt edge of IL Route 126 (Schoolhouse Road). Wing Road is not considered a major arterial roadway.

Utilities

There are no nearby public utilities (water, sewer) in this area. The petitioner will utilize an existing well and septic field for the on-site needs of the property. Per City Code, however, once utilities are available within 250' of the subject property, they are required to connect to city water and sewer.

Access/Transportation

The subject property has convenient right-in and right-out access off of IL Route 126 (School House Road) and full access off of Wing Road. Each access point leading to the newly widened and reconstructed IL Route 71.

FINDINGS OF FACT FOR REZONING:

Section 10-4-10-B of the City's Zoning Ordinance establishes criteria for findings of fact related to rezoning (map amendment) requests. When the purpose and affect is to change the zoning of a property and amend the City's Zoning Map, the Planning and Zoning Commission shall consider each of the following facts before rendering a decision on the request:

1. The existing uses and zoning of nearby property.
2. The extent to which the property values are diminished by the particular zoning restrictions.
3. The extent to which the destruction of the property values of plaintiff promotes the health, safety, morals or general welfare of the public.
4. The relative gain to the public as compared to the hardship imposed upon the individual property owner.
5. The suitability of the subject property for the zoned purpose.
6. The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the subject property.
7. The community need for the proposed use.
8. The care to which the community has undertaken to plan its land use development.

The petitioner has provided written responses to these findings as part of their application (see attached) and requests inclusion of those responses into the public record at the April 13, 2022 Planning and Zoning Commission meeting.

STAFF COMMENTS:

Staff is supportive of the proposed rezoning; even though, if approved, would require an amendment to the Comprehensive Plan Update. Our recommendation is in consideration of the length of time the area has remained undeveloped under the current concept plan and zoning. This is in addition to the existing annexation agreement not correctly approving a special use authorizing a PUD for the Windmill Farm development and the recent rezoning of the adjacent parcel for the same requested B-3 zoning.

PROPOSED MOTION:

In consideration of testimony presented during a Public Hearing on April 13, 2022 and approval of the findings of fact, the Planning and Zoning Commission recommends approval to the City Council of a request for a map amendment to rezone the property located at 8721 Route 126 from Planned Unit Development (PUD) to B-3 General Business District and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

ATTACHMENTS:

1. Petitioner Rezoning Application
2. Ordinance 2008-40 - Windmill Farms Annexation and PUD Agreement
3. Ordinance 2008-42 – Windmill Farms Rezoning Ordinance
4. Public Hearing Notice

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR REZONING

DATE: 2/15/22	PZC NUMBER:	DEVELOPMENT NAME: Windmill Farms

PETITIONER INFORMATION

NAME: Dawn Leprich-Graves	COMPANY: BW Property Holdings, LLC/Bricolage Wellness, PLLC
MAILING ADDRESS: 477 E. Butterfield Rd, Suite 212	
CITY, STATE, ZIP: Lombard, IL 60148	TELEPHONE: ◉ BUSINESS ○ HOME 630-866-5666
EMAIL: dawn@bricolage-wellness.com	FAX:

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Big Sky Management, LLC/ Frances L. Alexander, owner

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:
N/A

PROPERTY STREET ADDRESS: 8721 Route 126, Yorkville

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:
South of IL Route 71, at the northwest intersection of Wing Road and IL State Route 126.

CURRENT ZONING CLASSIFICATION: PUD_B3	REQUESTED ZONING CLASSIFICATION: PUD_B3
COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATION: Estate Conservation or Residential	TOTAL ACREAGE: 1.17 acres

ZONING AND LAND USE OF SURROUNDING PROPERTIES

NORTH: B-3 undeveloped vacant land

EAST: Planned Unit Development (PUD), underlying zoning of B-3, unincorporated parcel residential

SOUTH: Planned Unit Development (PUD), underlying zoning of B-3, unincorporated parcel residential

WEST: Planned Unit Development (PUD), underlying zoning of B-3 and R-4

KENDALL COUNTY PARCEL IDENTIFICATION NUMBER(S)

05-03-300-007			

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR REZONING

ATTORNEY INFORMATION	
NAME: Jeff M. Goldberg	COMPANY: Hinshaw and Culbertson, LLP
MAILING ADDRESS: 151 N. Franklin St, Suite 2500	
CITY, STATE, ZIP: Chicago, IL 60606	TELEPHONE: 312-704-3771
EMAIL: jgoldberg@hinshawlaw.com	FAX:
ENGINEER INFORMATION	
NAME:	COMPANY:
MAILING ADDRESS:	
CITY, STATE, ZIP:	TELEPHONE:
EMAIL:	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME:	COMPANY:
MAILING ADDRESS:	
CITY, STATE, ZIP:	TELEPHONE:
EMAIL:	FAX:

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

Petitioner must list the names and addresses of any adjoining or contiguous landowners within five hundred (500) feet of the property that are entitled notice of application under any applicable City Ordinance or State Statute. Attach a separate list to this application and title it as "Exhibit B".

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR REZONING

REZONING STANDARDS

PLEASE STATE THE EXISTING ZONING CLASSIFICATION(S) AND USES OF THE PROPERTY WITHIN THE GENERAL AREA OF THE PROPOSED REZONED PROPERTY:

The property is currnetly part of the Windmill Farms Develpoment with an underlying zoning of B3. The property is currenrtly adjacent to agricultural and low density housing.

PLEASE STATE THE TREND OF DEVELOPMENT, IF ANY, IN THE GENERAL AREA OF THE PROPERTY IN QUESTION, INCLUDING CHANGES, IF ANY, WHICH HAVE TAKEN PLACE SINCE THE DAY THE PROPERTY IN QUESTION WAS PLACED IN ITS PRESENT ZONING CLASSIFICATION:

There have been no advancements to the Windmill Farms development. There have been some commerical interests in the area on some of the nearby parcels.

PLEASE STATE THE EXTENT TO WHICH PROPERTY VALUES ARE DIMINISHED BY THE PARTICULAR ZONING RESTRICTIONS:

There will be no impact to property values by rezoning to B3, as it is currently a commerical underlying zone.

PLEASE STATE THE EXTENT TO WHICH THE DESTRUCTION OF PROPERTY VALUES OF PETITIONER PROMOTES THE HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE PUBLIC:

There is no destruction of property values.

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APPLICATION FOR REZONING

REZONING STANDARDS

PLEASE STATE THE LENGTH OF TIME THE PROPERTY HAS BEEN VACANT AS ZONED CONSIDERED IN THE CONTEXT OF LAND DEVELOPMENT IN THE AREA IN THE VICINITY OF THE SUBJECT PROPERTY:

The property has been part of the Windmill Farms development since 2008 with an underlying B3 zoning. The property has been used as a residential home since before the PUD was established. This outright B3 zoning will follow the current trend of commercial development in the area.

PLEASE STATE THE COMMUNITY NEED FOR THE PROPOSED LAND USE:

This business beneifts the community through providing mental health and wellness services to individuals, couples and groups.

WITH RESPECT TO THE SUBJECT PROPERTY, PLEASE STATE THE CARE WITH WHICH THE COMMUNITY HAS UNDERTAKEN TO PLAN ITS LAND USE DEVELOPMENT:

Yorkville's 2016 comprehensive plan outlies all future land usage within its planning boundary, including this property and area. While designated for estate/conservation residential, the plan indicates this use may change depending on future development trends in specific areas of Yorkville.

PLEASE STATE THE IMPACT THAT SUCH RECLASSIFICATION WILL HAVE UPON TRAFFIC AND TRAFFIC CONDITIONS ON SAID ROUTES; THE EFFECT, IF ANY, SUCH RECLASSIFICATION AND/OR ANNEXATION WOULD HAVE UPON EXISTING ACCESSES TO SAID ROUTES; AND THE IMPACT OF ADDITIONAL ACCESSES AS REQUESTED BY THE PETITIONER UPON TRAFFIC AND TRAFFIC CONDITIONS AND FLOW ON SAID ROUTES (ORD. 1976-43, 11-4-1976):

The business does not contribute to a large traffic count. On average, there are a maximum of 2-3 car trips per hour of operation. The businees will be open during business hours throughout the week.

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
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Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR REZONING

REZONING STANDARDS

PLEASE STATE THE RELATIVE GAIN TO THE PUBLIC AS COMPARED TO THE HARDSHIP IMPOSED UPON THE INDIVIDUAL PROPERTY OWNER:

The community is being provided a service with limited hardships caused by a rezoning.

PLEASE STATE THE SUITABILITY OF THE SUBJECT PROPERTY FOR THE ZONED PURPOSES:

The property conatins an existing structure to conduct its business, with existing acces off of Wing Rd and Route 126. Route 126 is a major thoroughfare, which is ideal for commercial development.

AGREEMENT

I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

I UNDERSTAND ALL OF THE INFORMATION PRESENTED IN THIS DOCUMENT AND UNDERSTAND THAT IF AN APPLICATION BECOMES DORMANT IT IS THROUGH MY OWN FAULT AND I MUST THEREFORE FOLLOW THE REQUIREMENTS OUTLINED ABOVE.

Dawn Lepnick-Shaw — 2/22/22
PETITIONER SIGNATURE — DATE

OFFICIAL SEAL
ANDREA M WEINERT
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/27/22

2/22/22

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

Frances Alexander — 2/18/22
OWNER SIGNATURE — DATE

"OFFICIAL SEAL"
Michelle M Harris
Notary Public, State of Illinois
My Commission Expires May 26, 2024

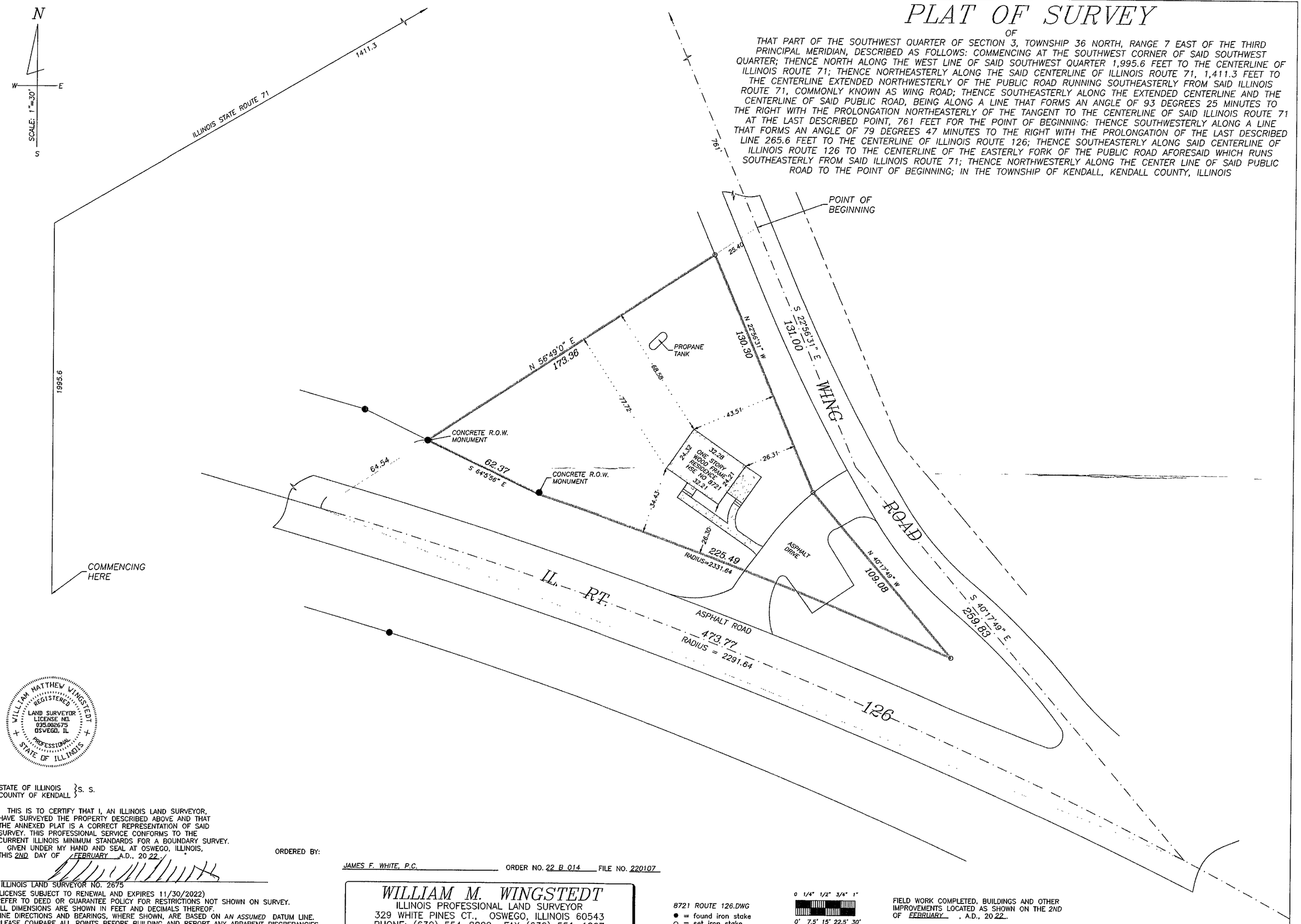
THIS APPLICATION MUST BE NOTARIZED PLEASE NOTARIZE HERE:

Michelle M. Harris 2/18/2022

PLAT OF SURVEY

OF

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTERLINE OF ILLINOIS ROUTE 71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING: THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS



WILLIAM MATTHEW WINGSTEDT
REGISTERED
LAND SURVEYOR
LICENSE NO.
035002675
OSWEGO, IL
PROFESSIONAL
STATE OF ILLINOIS

STATE OF ILLINOIS } S. S.
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, AN ILLINOIS LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED ABOVE AND THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL AT OSWEGO, ILLINOIS, THIS 2ND DAY OF FEBRUARY, A.D., 2022.

ILLINOIS LAND SURVEYOR NO. 2675

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PLEASE COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY APPARENT DISCREPANCIES

ORDERED BY:

JAMES F. WHITE, P.C. ORDER NO. 22 B 014 FILE NO. 220107

WILLIAM M. WINGSTEDT
ILLINOIS PROFESSIONAL LAND SURVEYOR
329 WHITE PINES CT., OSWEGO, ILLINOIS 60543
PHONE: (630) 554-8209 FAX (630) 551-1207

8721 ROUTE 126.DWG

● = found iron stake

O = set iron stake

0 1/4" 1/2" 3/4" 1"

0' 7.5' 15' 22.5' 30'

FIELD WORK COMPLETED, BUILDINGS AND OTHER IMPROVEMENTS LOCATED AS SHOWN ON THE 2ND OF FEBRUARY, A.D., 2022.

200800016874
Filed for Record in
KENDALL COUNTY, ILLINOIS
RENNETTA S NICKELSON
07-17-2008 At 09:50 am.
ORDINANCE 102.00
RHSP Surcharge 10.00

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

Ordinance No. 2008- 40

AN ORDINANCE AUTHORIZING THE EXECUTION OF AN ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT
(Windmill Farms)

WHEREAS, it is prudent and in the best interest of the United City of Yorkville, Kendall County, Illinois, to enter into a certain Annexation and Planned Unit Development Agreement pertaining to the annexation of real estate described on Exhibit A attached thereto and made a part hereof; and,

WHEREAS, said Annexation and Planned Unit Development Agreement has been reviewed, discussed and considered by the City Council; and,

WHEREAS, the legal owners of record of the territory which is the subject of said Agreement are ready, willing and able to enter into said Agreement and to perform the obligations as required hereunder; and,

WHEREAS, the statutory procedures as set forth in 65 ILCS 5/11-15.1-1, pertaining to the approval and execution of annexation and planned unit development agreement have been fully satisfied; and,

WHEREAS, the property is contiguous to the existing boundaries of the City.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville that the City Code of the City of Yorkville be amended as follows:

Section 1. The Mayor and City Council hereby approve the Annexation and Planned Unit Development Agreement a copy of which is attached to this Ordinance (the "*Annexation and Planned Unit Development Agreement*"), pertaining to the real estate legally described on *Exhibit A* also attached hereto.

Section 2. The Mayor and City Clerk are herewith authorized and directed to execute, on behalf of the City, said Annexation and Planned Unit Development Agreement and the Clerk is further directed to file said Annexation and Planned Unit Development Agreement with the Kendall County Recorder's Office.

Section 3. This Ordinance shall be in full force and effect immediately from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

City Clerk

ROBYN SUTCLIFF	Yes	JOSEPH BESCO	Yes
ARDEN JOE PLOCHER	Yes	WALLY WERDERICH	Yes
GARY GOLINSKI	Yes	MARTY MUNNS	Yes
ROSE SPEARS	Yes		

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

Valerie Burd
Mayor

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES, 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HEREINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED
COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST
DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3*, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL. MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS

ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF 1LLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14

MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03

MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE
NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.*89* FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44'21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

March 14, 2008
Revised April 24, 2008
Revised April 28, 2008
Revised May 21, 2008

STATE OF ILLINOIS)
)ss.
COUNTY OF KENDALL)

ANNEXATION AND PLANNED UNIT DEVELOPMENT AGREEMENT TO THE UNITED CITY OF YORKVILLE
WINDMILL FARMS
(Southwest and Southeast corner of the intersection of Illinois State Routes 126 and 71)
(JAKE LAND GROUP)

THIS AGREEMENT is made and entered into this 27th day of May, 2008 by and between THE UNITED CITY OF YORKVILLE, Yorkville, Illinois, a municipal corporation, located in Kendall County, Illinois (hereinafter referred to as "CITY"), and the JAKE LAND GROUP, LLC, of the County of Kendall, State of Illinois (hereinafter referred to as "OWNER/DEVELOPER"), which is the OWNER/DEVELOPER of the real property hereinafter referred to as the "PROPERTY":

WITNESSETH

WHEREAS, OWNER/DEVELOPER is the owner of real property which is the subject matter of this Agreement comprising approximately 91.36 acres, more or less, and is more particularly described in the attached Exhibit "A", which is incorporated herein by reference; and

WHEREAS, a portion of the PROPERTY consisting of 78.145 acres and described by Exhibit "A-1" is located contiguous to the corporate boundaries of the CITY and is not located within the corporate boundaries of any other municipality; and

WHEREAS, a portion of the PROPERTY consisting of 15.323 acres and described by Exhibit "A-2" has previously been annexed to the CITY and zoned B-3 Service Business District; and

WHEREAS, OWNER/DEVELOPER desires to annex into the CITY the PROPERTY described in the attached Exhibit "A-1" and depicted in the Annexation Plat which is attached hereto and incorporated herein as Exhibit "B" The CITY Plan Commission has considered the Petition to Annex and Zone and positively recommended the same and the City Council has heretofore both requested and approved the proposed land use and the zoning of the same at the request of OWNER/DEVELOPER; and

WHEREAS, with certain limitations, the CITY agrees to allow the real property described in the attached Exhibit "A" to be zoned for Planned Unit Development (PUD) allowing uses permitted within the B-3 Service Business District on a maximum of thirty-five (35) acres located on the East Parcel as depicted on the Concept PUD Plan prepared by Schoppe Design Associates, Inc. and dated revision 17, May 8, 2008; and, the CITY agrees to allow uses permitted within the B-3 Service Business District for the real property described in Exhibit "C" on a maximum of twenty-one (21) acres located on the West Parcel; and the CITY agrees to allow uses permitted within the R-4 General Residence District for the real property described in the attached Exhibit "D" on a maximum of two (2) acres of the real property allowing an age-restricted age fifty-five and over single story townhomes; and the area located south of the B-3 and immediately east of the aforementioned age restricted area allowing a multi-story assisted living facility consisting of approximately three and one-half (3 ½) acres with a minimum of ninety-nine (99) assisted living units allowed on the West Parcel as depicted on the Schoppe Design Associates, Inc. Concept PUD Plan (Exhibit "E"), and

WHEREAS, the City's Comprehensive Plan, Design Guidelines identifies Illinois State Route 71 and Illinois State Route 126 as 'Gateway Corridors'; and

WHEREAS, all parties to this Agreement desire to set forth certain terms and conditions upon which the land heretofore described will be annexed to the CITY in an orderly manner; and

WHEREAS, OWNER/DEVELOPER and its representatives have discussed the proposed annexation and have held a Public Hearing with the Plan Commission, and The City Council, prior to the execution hereof, duly published and held a public hearing was held to consider this Agreement in front of the City Council, as required by the statutes of the State of Illinois in such case made; and

WHEREAS, in accordance with the powers granted to the CITY by the provisions of 65 ILCS 5/11-15.1-1 through 5/11-15.1-5 (2006), inclusive, relating to Annexation Agreements, the parties hereto wish to enter into a binding agreement with respect to the annexation and zoning of the subject Property and to provide for various other matters related directly or indirectly to the annexation of the Property in the future, as authorized by, the provisions of said statutes; and

WHEREAS, pursuant to due notice and publication in the manner provided by law, the appropriate zoning authorities of the CITY have taken all further action required by the provisions of 65 ILCS 5/11-15.1.3 (2006) and the ordinances of the CITY relating to the

procedure for the authorization, approval and execution of this Annexation/Planned Unit Development Agreement by the CITY.

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties agree, under the terms and authority provided in 65 ILCS 5/11-15.1-1 through 65 ILCS 5/11-15.1-5 (2006), as follows:

1. ANNEXATION AND ZONING.

A. The CITY shall adopt an ordinance annexing to the City all of the real property described herein in the attached Exhibit "A-1"; furthermore, the City shall adopt an ordinance zoning the real property designated in the attached Exhibit "A" to PUD subject to all of the terms of this Agreement and as follows:

i. The real property described in Exhibit "C" is allowed uses permitted within the B-3 Service Business Zoning District subject to the alterations described by Exhibit "C-1". Said alterations include the removal of several uses as well as the allowance for one (1) bank, one (1) daycare and one (1) gasoline filling station/gas station as depicted on the Concept PUD Plan (Exhibit "E").

ii. The real property described in Exhibit "D" is allowed uses permitted within the R-4 General Residence Zoning District.

2. SITE DEVELOPMENT

A. OWNER/DEVELOPER shall develop the subject property including the preservation of open space, protection of the existing evergreen tree line on the west boundary of the West Parcel, and installation of a trail system, stormwater management facilities and roadway access points in general conformity with the Planned Unit Development Concept Plan dated May 8, 2008, prepared by Schoppe Design Associates, Inc. and which is attached hereto and incorporated by reference as Exhibit "E".

B. OWNER/DEVELOPER shall be responsible for providing landscaping, in conformance with CITY standards along all perimeter boundaries of the subject property.

C. OWNER/DEVELOPER shall establish the landscape buffer along Illinois State Route 71 and Illinois State Route 126 outside of the proposed Right-of-Way expansion line of the Illinois Department of Transportation. Said buffer shall be a minimum of 25 feet in width.

D. OWNER/DEVELOPER shall incorporate and apply all 'Site Planning Principles' as defined by the CITY's "Comprehensive Land Use Plan Update Southern Study Area" Design Guidelines a copy of which sections are attached in Exhibit "F" hereto and made

a part hereof.

E. OWNER/DEVELOPER shall relocate the existing overhead utility lines along the Illinois State Route 71 and Illinois State Route 126 frontage of the Subject Real Property prior to issuance of any building permit for the property. Said relocation shall include obtaining any and all necessary permits and approvals for the utility relocation and OWNER/DEVELOPER shall be responsible for all costs associated with said relocation.

F. OWNER/DEVELOPER agrees to provide a cross-access easement allowing all adjacent properties to access to and across the commercial portions of subject PROPERTY as described by Exhibit "C" at the time of Final Plat of Subdivision.

G. OWNER/DEVELOPER agrees to construct and fund the trail depicted on the Concept PUD Plan (Exhibit "E") at time of Final Plat of Subdivision.

H. OWNER/DEVELOPER agrees that in all respects, the subject PROPERTY shall be developed in conformance with the terms and conditions of the Yorkville Zoning Ordinance, Subdivision Control Ordinance, Stormwater, and all other applicable Ordinances.

I. OWNER/DEVELOPER, and successors, heirs, and assigns hereby agree that prior to development taking place on the PROPERTY, a site development plan shall be submitted along with approval of Preliminary Plat of Subdivision and Preliminary Engineering as well as Final Plats of Subdivision and Final Engineering prior to OWNER/DEVELOPER commencing construction on said PROPERTY.

J. The OWNER shall construct off-site right-of-way improvements within the Raintree Village subdivision to provide connection to infrastructure on Hampton Lane. The location of the said infrastructure shall be consistent with the location and typical pavement section depicted on Exhibit "G" of this Agreement.

K. OWNER agrees within 45 days of a written request from the CITY, which includes legal descriptions and exhibits as necessary, the OWNER/DEVELOPER shall grant permanent and temporary construction easements as necessary for the construction of extension of City utilities and appurtenances and/or other utilities to serve the subject property and other properties within the City of Yorkville.

L. Owner agrees within 45 days of a written request from the United City of Yorkville, which includes legal descriptions and exhibits as necessary, the OWNER/ DEVELOPER shall convey by Warranty Deed, fee simple title of future highway or road right of way to the State of Illinois, Kendall County or the United City of Yorkville as necessary, regardless of whether or not these right of way needs have been previously identified in this agreement. Such request for conveyance of right of way shall have no impact on any previously entitled land development density.

3. CITY'S AGREEMENTS.

A.

(i) The CITY agrees that as to any of the non-residential use and zoning classification parcels, OWNER/DEVELOPER has no obligation to pay School Transition Fees or School-Park Land-Cash Fees.

(ii) The OWNER/DEVELOPER shall pay Land-Cash Fees for schools and parks at the time of Building Permit Application. For each dwelling unit all fees listed on attached Exhibit "H" shall be charged and paid likewise at the time of application for each respective building permit. The amounts listed in Exhibit "H" will remain for a period of 5 years commencing on the date of this Agreement. Following said five (5) year period, the OWNER/DEVELOPER shall be responsible to pay said fees at a rate currently required by the CITY.

B. OWNER/DEVELOPER shall be required by THE UNITED CITY OF YORKVILLE to hook-on to the City Water at the time of improving the subject property, and shall be responsible for the cost of main extensions to the PROPERTY if said mains do not touch the PROPERTY.

C. Upon annexation to the CITY, the OWNER/DEVELOPER will receive police protection, 911 service, , and all services as provided by CITY to its property owners and residents.

D. The CITY will require the OWNER/DEVELOPER to annex to Yorkville Bristol Sanitary District prior to the time of applying for a building permit seeking to hook up to the Sanitary District and the CITY Sanitary Sewer System. The OWNER/DEVELOPER shall be responsible for the cost of utility extensions to the PROPERTY if said utilities do not touch the PROPERTY.

E. CITY will use its best efforts to support issuance of a highway access permit by IDOT to the CITY and OWNER/DEVELOPER permitting access cuts onto Illinois State Routes 126 and 71 at the approximate locations shown on the Preliminary PUD Conceptual Plan as prepared by Shoppe Design Associates, Inc. and dated January 30, 2008.

4. RIGHTS AND OBLIGATIONS OF SUCCESSORS AND ASSIGNS.

It is specifically understood and agreed that OWNER/DEVELOPER and its successors and assigns shall have the right to sell transfer, mortgage and assign all or any part of the

subject property and the improvements thereon to other persons, trusts, partnerships, firms, or corporations, for investment, building, financing, developing and all such purposes, and that said persons, trusts, partnerships, firms, or corporations shall be entitled to the same rights and privileges and shall have the same obligations as OWNER/DEVELOPER under this Agreement and upon such transfer, the obligations pertaining to the property transferred or sold shall be the sole obligations of the transferee, except for any performance bonds or guaranties posted by OWNER/DEVELOPER on any subdivided or unimproved property for which an acceptable substitute performance bond or letter of credit has not been submitted to the CITY.

5. DORMANT SPECIAL SERVICE AREA and PROPERTY OWNER ASSOCIATION

Owner/Developer agrees to incorporate covenants into the final subdivision plat that provide for the formulation of a Property Owners Association to be responsible to maintain all common facilities, including, but not limited to, private common areas, detention ponds, perimeter landscaping features and entrance signage within the Subject Realty.

Owner/Developer agrees to the City enacting at the time of final plat approval, or anytime thereafter, a Dormant Special Service Area (DSSA) to act as a back up in the event that the Property Owners' Association fails to maintain the Common Facilities, including, but not limited to, private common areas, detention ponds, perimeter landscaping features and entrance signage within the Subject Realty. Owner/Developer agrees to execute any and all documentation necessary or proper to create the Dormant Special Service Area and pay any and all fees, including legal expenses, for the preparation and approval of said documentation.

6. TIME OF THE ESSENCE.

It is understood and agreed by the parties hereto that time is of the essence of this Agreement and that all of the parties will make every reasonable effort, to expedite the subject matter hereof. It is further understood and agreed by the parties that the successful consummation of this Agreement requires their continued cooperation.

7. COVENANTS AND AGREEMENTS.

The covenants and agreements contained in this Agreement shall be deemed to be covenants running with the land during the term of this Agreement shall inure to the benefit of and be binding upon the heirs, successors and assigns of the parties hereto, including the CITY, its corporate authorities and their successors in office, and is enforceable by order of the court pursuant to its provisions and the applicable statutes of the State of Illinois.

8. BINDING EFFECT AND TERM.

This Annexation Agreement shall be binding upon and inure to the benefit of the parties hereto, and their successors and owners of record of land which is the subject of this Agreement, assignee, lessees, and upon any successor municipal authorities of said city, so long as development is commenced within a period of twenty years from the date of execution of this Agreement by the CITY.

9. NOTICE.

Any notices required hereunder shall be in writing and shall be served upon any other party in writing and shall be delivered personally or sent by registered or certified mail, return receipt requested, postage prepaid, addressed as follows:

If to the CITY:

City Clerk
800 Game Farm Road
Yorkville, IL 60560

With a copy to:

Kathleen Field Orr
800 Game Farm Road
Yorkville, IL 60560

To OWNER/DEVELOPER:

Jake Land Group, LLC
c/o 25615 Plantation Road
Plainfield, IL 60544

With a copy to:

Tony Perino
608 Lookery Ln.
Joliet, IL 60431

And with a copy to:

Law Offices of Daniel J. Kramer
1107A S. Bridge St.
Yorkville, IL 60560

or to such other addresses as any party way from time to time designate in a written notice to the other parties.

10. ENFORCEABILITY.

This Agreement shall be enforceable in any court of competent jurisdiction by any of the parties hereto by an appropriate action of law or in equity to secure the performance of the covenants herein contained.

In the event any portion of said agreement becomes unenforceable due to any change in Illinois Compiled Statutes or court decisions, said unenforceable portion of this Agreement shall be excised here from and the remaining portions thereof shall remain in full force and effect.

11. ENACTMENT OF ORDINANCES.

The CITY agrees to adopt any ordinances which are required to give legal effect to the matters contained in this Agreement or to correct any technical defects which may arise after the execution of this Agreement.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this 27th day of May, 2008.

UNITED CITY OF YORKVILLE
By: Valerie Burd
Valerie Burd, Mayor

Attest:
City Clerk

JAKE LAND GROUP, LLC

OWNER/DEVELOPER:

By: _____ MEMBER

Attest: Colleen Hanson

Prepared by and Return to:

Law Offices of Daniel J. Kramer
1107A S. Bridge Street
Yorkville, Illinois 60560
630.553.9500

EXHIBIT LIST

Exhibit "A"	Legal Description – Subject Property
Exhibit "A-1"	Unincorporated Portion of Subject Property – Legal Description
Exhibit "A-2"	City of Yorkville Portion of Subject Property – Legal Description
Exhibit "B"	Annexation Plat
Exhibit "C"	B-3 Service Business District – Legal Description
Exhibit "C-1"	B-3 Service Business District Allowable Uses
Exhibit "D"	R-4 General Residence District – Legal Description
Exhibit "E"	Concept PUD Plan - Schoppe Design Associates Plan dated May 8, 2008
Exhibit "F"	Design Guidelines of the Comprehensive Land Use Plan Update Southern Study Area
Exhibit "G"	Offsite Infrastructure Improvements – Raintree Village/Hampton Lane Connection
Exhibit "H"	Fee Schedule

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES; 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HEREINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED
COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST
DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3,* TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL. MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS

ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF 1LLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03

MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE
NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44'21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

EXHIBIT A-1

PARCEL "B" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 7 MINUTES 44 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1,236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399 FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 58 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT AND SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21 DEGREES 28 MINUTES 35 SECONDS EAST ALONG SAID CENTER LINE 131.0 FEET; THENCE NORTH 57 DEGREES 58 MINUTES 56 SECONDS EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09 DEGREES 32 MINUTES 39 SECONDS EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 139.37 FEET TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "D" DESCRIPTION

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST, 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 579.53 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT, 748.57 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST, 423.02

FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 472.59 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 48 SECONDS EAST PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE, 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE, 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE, 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST, 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "E" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 08 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES 59 MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE, 299.00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 25 MINUTES 54 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST, 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET; THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST, 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2,292.01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTE 49 SECONDS WEST, 265.70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LINE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE, 789.92 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXHIBIT A-1

PARCEL "F" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET FOR A POINT OF BEGINNING; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1,049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71, THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1,925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 89 DEGREES 59 MINUTES 22 SECONDS EAST, 58.55 FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE OF A F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST, 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST, 125.66 FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST, 51.85 FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST, 103.47 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "G" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

EXHIBIT A-1

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1,118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "J" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, A DISTANCE OF 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE, 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "K" DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

EXHIBIT A-1

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTH 0 DEGREES 07 MINUTES 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1284.36 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 50 MINUTES 30 SECONDS WEST AT THE LAST DESCRIBED POINT, 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 0 DEGREES 42 MINUTES 30 SECONDS WEST, 432.02 FEET TO SAID CENTER LINE; THENCE SOUTH 60 DEGREES 02 MINUTES 30 SECONDS WEST, ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "L" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44 DEGREES 21 MINUTES (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) 468.6 FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PREVIOUSLY ANNEXED.

(PARCELS CONTAIN 78.145 ACRES MORE OR LESS.)

EXHIBIT A-2

PARCEL "A" DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 DEGREES 14 MINUTES 45 SECONDS EAST ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 50 MINUTES 00 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES 30 MINUTES 00 SECONDS WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 33 MINUTES 55 SECONDS WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21 DEGREES 52 MINUTES 29 SECONDS WEST ALONG SAID EASTERLY LINE 705.85 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,509.16 FEET; A DISTANCE OF 472.39 FEET TO A LINE DRAWN NORTH 09 DEGREES 30 MINUTES 00 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09 DEGREES 30 MINUTES 00 SECONDS EAST ALONG SAID LINE, 695.72 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "H" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE, 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE, 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE, 761.0 FEET; THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST, 265.38 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE, BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREE

EXHIBIT A-2

57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT, 147.83 FEET; THENCE NORTH 76 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTER LINE, 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE, BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE, 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE, 1,141.60 FEET TO THE INTERSECTION WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE, 258.05 FEET; THENCE SOUTH 68 DEGREES 29 MINUTES 47 SECONDS WEST, 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST, PARALLEL WITH SAID WING ROAD CENTER LINE, 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE 71 CENTER LINE, 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AND ALSO EXCEPTING,

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83).

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER TO THE CENTER LINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTER LINE TO THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTER LINE; THENCE NORTHEASTERLY, 940.58 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418.08 FEET; THENCE SOUTH

EXHIBIT A-2

59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87 FEET ON AN 875.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST, 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 56 DEGREES 49 MINUTES 00 SECONDS WEST, 64.56 FEET TO THE CENTER LINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTER LINE BEING A 2,291.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTER LINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 38 SECONDS WEST, 84.74 FEET; THENCE SOUTH 69 DEGREES 03 MINUTES 36 SECONDS WEST, 100.61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTER LINE OF SAID IL 126; THENCE NORTHWESTERLY, 119.55 FEET ON SAID CENTER LINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

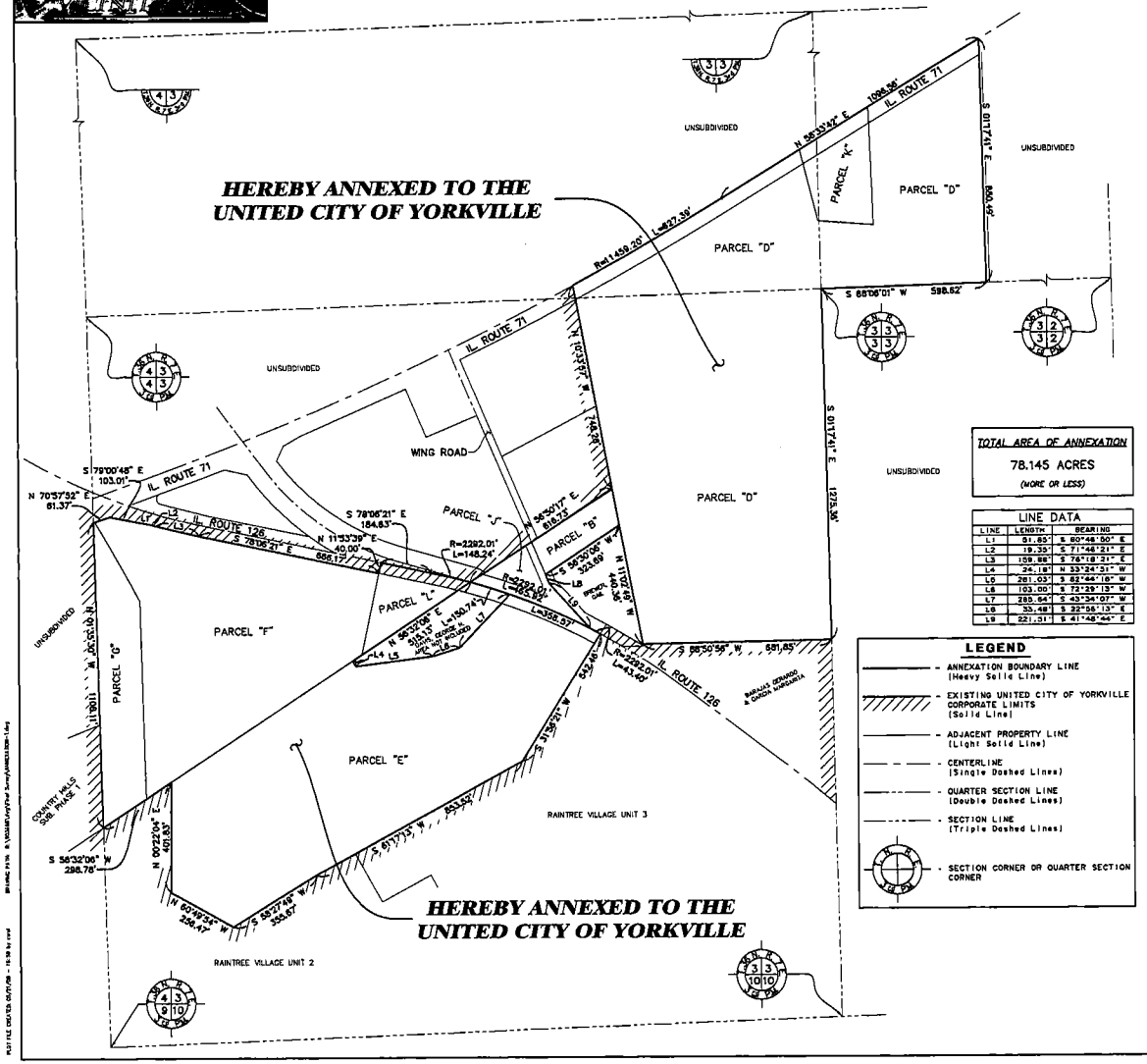
(PARCELS CONTAIN 15.323 ACRES MORE OR LESS.)

PLAT OF ANNEXATION

TO THE

UNITED CITY OF YORKVILLE

IN PART OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.



TOTAL AREA OF ANNEXATION
78.145 ACRES
(MORE OR LESS)

LINE DATA		
LINE	LENGTH	BEARING
L1	51.85'	S 60°46'50" E
L2	19.35'	S 71°46'21" E
L3	159.86'	S 76°18'21" E
L4	24.18'	N 33°24'31" W
L5	261.03'	S 82°44'10" W
L6	103.00'	S 72°29'13" W
L7	288.64'	S 43°34'07" W
L8	33.48'	S 22°56'13" E
L9	221.01'	S 41°46'44" E

LEGEND

- ANNEXATION BOUNDARY LINE (Heavy Solid Line)
- EXISTING UNITED CITY OF YORKVILLE CORPORATE LIMITS (Solid Line)
- ADJACENT PROPERTY LINE (Light Solid Line)
- CENTERLINE (Single Dashed Lines)
- QUARTER SECTION LINE (Double Dashed Lines)
- SECTION LINE (Triple Dashed Lines)
- SECTION CORNER OR QUARTER SECTION CORNER

ANNEXATION DESCRIPTIONS

PARCEL "B" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 7 MINUTES 44 SECONDS EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,206.36 FEET TO A POINT ON SAID EAST LINE WHICH IS 1206.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 884.43 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399 FOR THE POINT OF BEGINNING; THENCE SOUTH 57 DEGREES 55 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT AND SAID SOUTHERLY LINE EXTENDED 352.88 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21 DEGREES 29 MINUTES 36 SECONDS EAST ALONG SAID CENTER LINE 131.0 FEET; THENCE NORTH 67 DEGREES 08 MINUTES 56 SECONDS EAST PARALLEL WITH SAID SOUTHERLY LINE 323.05 FEET TO A POINT WHICH IS SOUTH 09 DEGREES 32 MINUTES 39 SECONDS EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "D" DESCRIPTION

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1,284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST, 880.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST, 578.05 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT, 748.57 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 28 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 637.46 FEET; THENCE NORTH 60 DEGREES 50 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 64 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST, 433.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 472.59 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 48 SECONDS EAST PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE, 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE, 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE, 1275.36 FEET TO A LINE DRAWN SOUTH 88 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 40 MINUTES 33 SECONDS WEST, 681.84 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "E" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 0 DEGREES 08 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE; THENCE NORTH 07 DEGREES 59 MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE, 259.00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 33 SECONDS WEST, 402.10 FEET; THENCE SOUTH 39 DEGREES 20 MINUTES 00 SECONDS EAST, 294.21 FEET; THENCE NORTH 39 DEGREES 58 MINUTES 29 SECONDS EAST, 358.45 FEET; THENCE NORTH 82 DEGREES 45 MINUTES 29 SECONDS EAST, 853.57 FEET; THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST, 943.37 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2,292.01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 338.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 00 MINUTE 49 SECONDS WEST, 265.70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 380.96 FEET; THENCE NORTH 33 DEGREES 00 MINUTES 53 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LINE; THENCE SOUTH 57 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE, 769.93 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "F" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET FOR A POINT OF BEGINNING; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 179 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.87 FEET TO A LINE DRAWN PARALLEL WITH AND 180.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.64 FEET TO SAID OLD CLAIM LINE; THENCE NORTHWESTERLY ALONG SAID OLD CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "G" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 798.80 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1,118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES 54 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 179 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.87 FEET TO A LINE DRAWN PARALLEL WITH AND 180.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.64 FEET TO SAID OLD CLAIM LINE; THENCE NORTHWESTERLY ALONG SAID OLD CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PARCEL "J" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1980.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, A DISTANCE OF 1411.0 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 20 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY, ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE, 265.4 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THIS PLAT WAS SUBMITTED TO THE COUNTY RECORDER FOR THE PURPOSES OF RECORDING BY .

(PRINT NAME)

(ADDRESS)

(CITY/TOWN) (STATE) (ZIP CODE)

N

200 100 0 200

SCALE: 1" =200'

ANNEXATION DESCRIPTIONS

PARCEL "K" DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTH 0 DEGREES 07 MINUTES 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER, 1284.36 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 31 SECONDS WEST, 884.43 FEET; THENCE NORTH 09 DEGREES 32 MINUTES 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1936 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 28 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT, 637.46 FEET; THENCE NORTH 60 DEGREES 50 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST, 264.0 FEET; THENCE SOUTH 64 DEGREES 27 MINUTES 30 SECONDS EAST, 202.0 FEET; THENCE NORTH 0 DEGREES 42 MINUTES 30 SECONDS WEST, 433.02 FEET TO SAID CENTER LINE; THENCE SOUTH 60 DEGREES 02 MINUTES 30 SECONDS WEST, ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PARCEL "L" DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1980.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE EASTERLY ALONG SAID CENTER LINE 32.7 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 64 DEGREES 21 MINUTES (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) 468.6 FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PREVIOUSLY ANNEXED.

CITY CLERK CERTIFICATE

STATE OF ILLINOIS)
) ss
COUNTY OF KENDALL)

THIS IS TO CERTIFY THAT THE TERRITORY DESCRIBED AND SHOWN HEREON WAS INCORPORATED INTO AND MADE PART OF THE UNITED CITY OF YORKVILLE, ILLINOIS BY ORDINANCE NO. _____, ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, ON THIS _____ DAY OF _____, 20____.

GIVEN UNDER MY SEAL AT _____, ILLINOIS.

_____
CITY CLERK

KENDALL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) ss
COUNTY OF KENDALL)

PLAT ENVELOPE #_____

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, 20____ AT _____ O'CLOCK ____.M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, DEAN L. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE ANNEXED PLAT WHICH IS AN ACCURATE MAP OF THE TERRITORY ANNEXED TO THE UNITED CITY OF YORKVILLE, ILLINOIS BY ORDINANCE NO. _____, ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS ON THE ____ DAY OF _____, 20____.

GIVEN UNDER MY HAND AND SEAL THIS 10TH DAY OF MARCH, A.D., 2008.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3060
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2008
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-003775
EXPIRATION DATE IS APRIL 30, 2009

PREPARED BY:

CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
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DISC NO.: R\903688 FILE NAME: ANNEXATION-1
DRAWN BY: N.K.S. FLD. BK. / PG. NO.: N/A
COMPLETION DATE: 03-10-08 JOB NO.: 903.688
TAB: SHEET 1
REVISED: 5-21-08/CS-1 CORRECTED AREA

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EXHIBIT B

EXHIBIT "C" B-3 SERVICE BUSINESS DISTRICT

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO BLSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES, 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO BLSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HERBINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS

TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3*, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER;

THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03 MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25,* 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44°21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS. EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

EXHIBIT "C-1"
Windmill Farms - B-3 Service Business Permitted Uses

This exhibit lists all permitted uses within the B-3 Service Business District as they exist in the current Zoning Ordinance. Uses excluded and not permitted by this Agreement are crossed out as follows: (~~not permitted use~~)

OFFICE DISTRICT (O)
Advertising agency.
Bank (allowable by provisions of Windmill Agreement)
Barber shop.
Beauty shop.
Bookkeeping service.
~~Club - private indoor~~.
Coffee shop.
College, university or junior college.
Commercial school, trade school - offering training in classroom study.
Detective agency.
Employment office.
Engineering office.
Government office.
Income tax service.
Insurance office.
Library.
Manufacturing agent's office.
Medical clinic.
Park.
Professional offices.
Public accountant.
Real estate office.
Stenographic service.
Stock broker.
Telegraph office.
~~Ticket office.~~
Title company.
Travel agency.
Utility office. (Ord. 1973-56A, 3-28-74)

Special Uses
~~Solid waste disposal site (Ord. 1973-56A, 3-28-1974; amd. Ord. 1995-20, 8-10-1995)~~

LIMITED BUSINESS DISTRICT (B-1)
All uses permitted in the O district.
Antique sales.
~~Apartments, single family, located in business buildings.~~
Bakery - retail.

Barbershop.
Beauty shop.
Bookstore.
Cafeteria (diner).
Camera shop.
Church or other place of worship.
~~Cigar, cigarette and tobacco store~~.
Clothes - pressing and repair.
~~Club - private indoor.~~
~~Club - private outdoor~~.
Community center.
Dressmaker - seamstress.
Drugstore.
Florist sales.
Fruit and vegetable market - retail.
Gift shop.
Grocery store - supermarket.
Gymnasium.
Health food store.
Hobby shop.
Hospital (general).
Hospital or treatment center.
Household furnishing shop.
Ice cream shop.
Jewelry - retail.
Laundry, cleaning and dyeing - retail.
Library.
~~Magazine and newsstand.~~
Meat market.
Medical clinic.
Mortuary - funeral home.
Park.
Photography studio.
Playground.
Post office.
Professional building.
Recreation center.
Restaurant.
Shoe and hat repair.
~~Substation.~~
Swimming pool - indoor.
Tennis club - private or daily fee.
~~Trailer. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code; Ord. 1994-1A, 2-10-1994; Ord. 2003-41, 7-22-2003)~~

GENERAL BUSINESS DISTRICT (B-2)

All uses permitted in the O and B-1 Districts.
Appliances - sales.
Army/Navy surplus sales.
Art gallery - art studio sales.
Art supply store.
~~Auditorium.~~
Automatic food service.
Automobile accessory store.
Automobile rental.
Bicycle shop.
Billiard parlor.
Blueprint and photostat shop.
~~Bowling alley.~~
Carry-out food service.
Catalog sales office.
Clothing store - all types.
~~Dance hall.~~
Department store.
Discount store.
Drygoods store - retail.
Floor covering sales.
Furniture sales - new/used.
Hardware store.
Health club or gymnasium.
Hotel.
Interior decorating studio.
Junior department store.
Leather goods.
Locksmith.
Motel.
Music, instrument and record store.
Newspaper publishing.
Office equipment and supply sales.
Paint/wallpaper store.
~~Pawnshop.~~
Personal loan agency.
Pet store.
Picture frame store.
Radio and television studios.
~~Reducing salon, masseur and steam bath~~.
Sporting goods.
Stationery.
Taxidermist.
Theater.
Toy store.
Typewriter - sales and repair.

Variety store.
Watch and clock sales and repair.
Weaving and mending - custom. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code)

SERVICE BUSINESS DISTRICT (B-3)

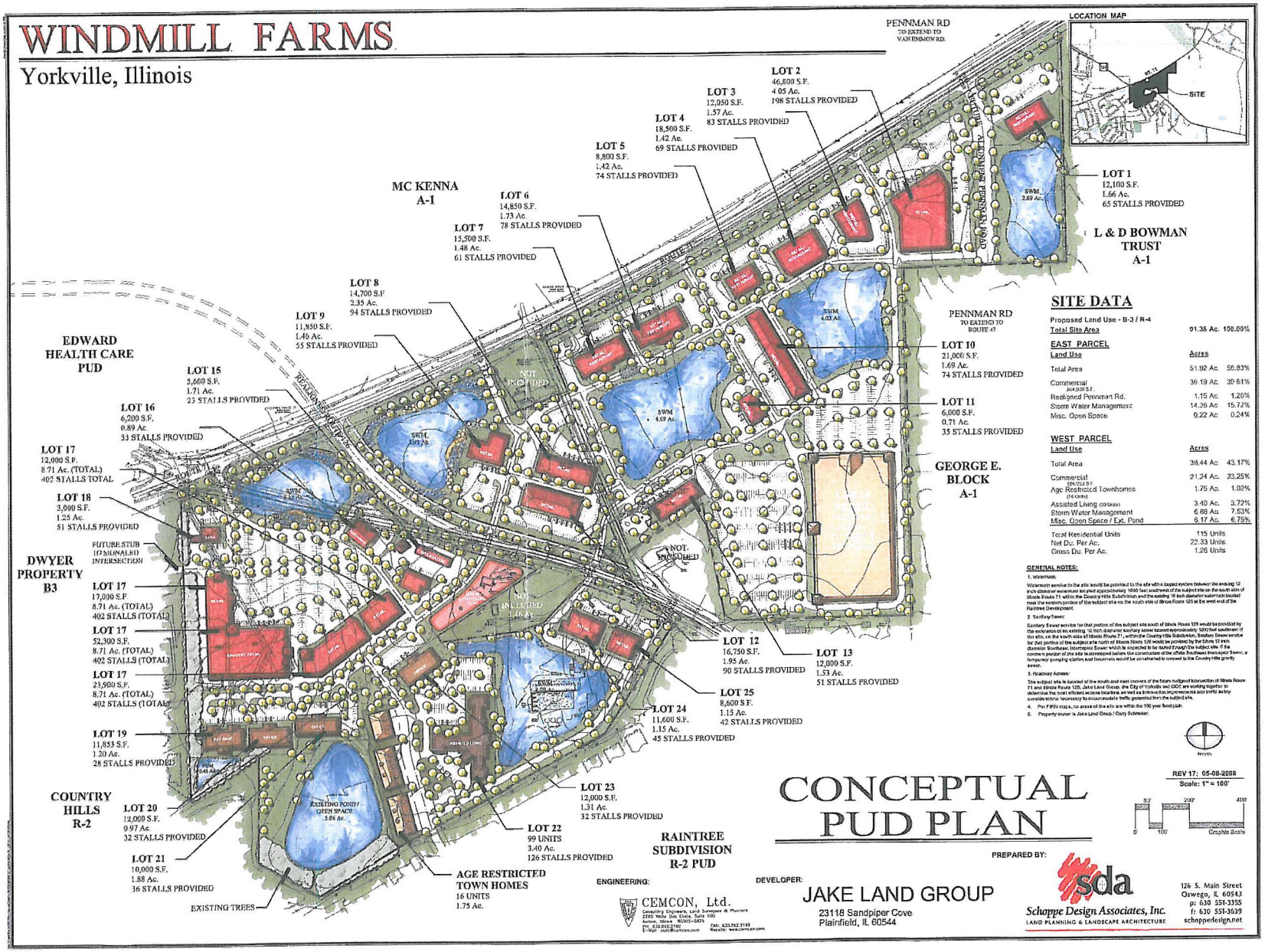
All uses permitted in the B-2 district.
Agricultural implement sales and service.
Appliance - service only.
Automotive sales and service.
~~Boat sales.~~
Building material sales.
Business machine repair.
Car wash without mechanical repair on the premises.
Catering service.
Daycare (allowable by provisions of Windmill Agreement)
Drive-in restaurant.
Electrical equipment sales.
Feed and grain sales.
Frozen food locker.
Furniture repair and refinishing.
Gasoline Filling Station (allowable by provisions of Windmill Agreement)
Golf driving range.
Greenhouse.
~~Kennel.~~
Miniature golf.
Motorcycle sales and service.
Nursery.
Orchard.
Park - commercial recreation.
Plumbing supplies and fixture sales.
Pump sales.
Recreational vehicle sales and service.
~~Skating rink.~~
~~Sports arena.~~
~~Taxicab garage.~~
Tennis court - indoor.
~~Trailer rental.~~
~~Truck rental.~~
~~Truck sales and service.~~
Upholstery shop.
Veterinary clinic. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1986-1, 1-9-1986; Ord. 1988-7, 4-14-1988; Ord. 1995-19, 8-10-1995; Ord. 1998-21, 6-25-1998; Ord. 2005-58, 7-12-2005)

EXHIBIT "D" R-4 GENERAL RESIDENCE DISTRICT

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXHIBIT E


WINDMILL FARMS
Yorkville, Illinois
LOCATION MAP
SITE
PENNMAN RD
TO EXTEND TO
VAN EMMON RD.
LOT 1
12,100 S.F.
1.66 Ac.
65 STALLS PROVIDED
L & D BOWMAN
TRUST
A-1
LOT 2
46,800 S.F.
4.05 Ac.
198 STALLS PROVIDED
LOT 3
12,050 S.F.
1.57 Ac.
83 STALLS PROVIDED
LOT 4
18,500 S.F.
1.42 Ac.
69 STALLS PROVIDED
LOT 5
8,800 S.F.
1.42 Ac.
74 STALLS PROVIDED
LOT 6
14,850 S.F.
1.73 Ac.
78 STALLS PROVIDED
LOT 7
15,500 S.F.
1.48 Ac.
61 STALLS PROVIDED
LOT 8
14,700 S.F
2.35 Ac.
94 STALLS PROVIDED
LOT 9
11,850 S.F.
1.46 Ac.
55 STALLS PROVIDED
MC KENNA
A-1
EDWARD
HEALTH CARE
PUD
LOT 10
21,000 S.F.
1.69 Ac.
74 STALLS PROVIDED
LOT 11
6,000 S.F.
0.71 Ac.
35 STALLS PROVIDED
GEORGE E.
BLOCK
A-1
LOT 12
16,750 S.F.
1.95 Ac.
90 STALLS PROVIDED
LOT 13
12,000 S.F.
1.53 Ac.
51 STALLS PROVIDED
LOT 15
5,600 S.F.
1.71 Ac.
23 STALLS PROVIDED
LOT 16
6,200 S.F.
0.89 Ac.
33 STALLS PROVIDED
LOT 17
12,000 S.F.
8.71 Ac. (TOTAL)
402 STALLS TOTAL
LOT 18
3,000 S.F.
1.25 Ac.
51 STALLS PROVIDED
DWYER
PROPERTY
B3
FUTURE STUB
TO SIGNALED
INTERSECTION
LOT 17
17,000 S.F
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 17
52,300 S.F.
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 17
23,900 S.F.
8.71 Ac. (TOTAL)
402 STALLS (TOTAL)
LOT 19
11,853 S.F.
1.20 Ac.
28 STALLS PROVIDED
LOT 24
11,600 S.F.
1.15 Ac.
45 STALLS PROVIDED
LOT 25
8,600 S.F.
1.15 Ac.
42 STALLS PROVIDED
LOT 23
12,000 S.F.
1.31 Ac.
32 STALLS PROVIDED
LOT 22
99 UNITS
3.40 Ac.
126 STALLS PROVIDED
RAINTREE
SUBDIVISION
R-2 PUD
COUNTRY
HILLS
R-2
LOT 20
12,000 S.F.
0.97 Ac.
32 STALLS PROVIDED
LOT 21
10,000 S.F.
1.88 Ac.
36 STALLS PROVIDED
EXISTING TREES
AGE RESTRICTED
TOWN HOMES
16 UNITS
1.75 Ac.
EXISTING POND /
OPEN SPACE
5.06 Ac.
NOT
INCLUDED
1.46 Ac.
SWM
4.69 Ac.
SWM
2.69 Ac.
SWM
4.03 Ac.
SWM
1.91 Ac.
SWM
1.46 Ac.
SITE DATA
Proposed Land Use - B-3 / R-4
Total Site Area 91.36 Ac. 100.00%
EAST PARCEL
Land Use Acres
Total Area 51.92 Ac. 56.83%
Commercial 304,000 S.F. 36.19 Ac. 39.61%
Realigned Pennman Rd. 1.15 Ac. 1.26%
Storm Water Management 14.36 Ac. 15.72%
Misc. Open Space 0.22 Ac. 0.24%
WEST PARCEL
Land Use Acres
Total Area 39.44 Ac. 43.17%
Commercial 196,000 S.F. 21.24 Ac. 23.25%
Age Restricted Townhomes (16 Units) 1.75 Ac. 1.92%
Assisted Living (120 Beds) 3.40 Ac. 3.72%
Storm Water Management 6.88 Ac. 7.53%
Misc. Open Space / Ext. Pond 6.17 Ac. 6.75%
Total Residential Units 115 Units
Net Du. Per Ac. 22.33 Units
Gross Du. Per Ac. 1.26 Units
GENERAL NOTES:
1. Watermain:
Watermain service to the site would be provided to the site with a looped system between the existing 12 inch diameter watermain located approximately 1000 feet southwest of the subject site on the south side of Illinois Route 71 within the Country Hills Subdivision and the existing 16 inch diameter watermain located near the western portion of the subject site on the south side of Illinois Route 126 at the west end of the Raintree Development.
2. Sanitary Sewer:
Sanitary Sewer service for that portion of the subject site south of Illinois Route 126 would be provided by the extension of an existing 10 inch diameter sanitary sewer located approximately 1200 feet southwest of the site, on the south side of Illinois Route 71, within the Country Hills Subdivision. Sanitary Sewer service for that portion of the subject site north of Illinois Route 126 would be provided by the future 12 inch diameter Southeast Interceptor Sewer which is expected to be routed through the subject site. If the northern portion of the site is developed before the construction of the offsite Southeast Interceptor Sewer, a temporary pumping station and force main would be constructed to connect to the Country Hills gravity sewer.
3. Roadway Access:
The subject site is located at the south and east corners of the future realigned intersection of Illinois Route 71 and Illinois Route 126. Jake Land Group, the City of Yorkville and IDOT are working together to determine the most efficient access locations as well as intersection improvements and traffic activity considerations necessary to accommodate traffic generated from the subject site.
4. Per FIRM maps, no areas of the site are within the 100 year flood plain.
5. Property owner is Jake Land Group / Gary Schmoker.
North
REV 17: 05-08-2008
Scale: 1" = 100'
0 100 200 400
Graphic Scale
CONCEPTUAL
PUD PLAN
PREPARED BY:
Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE
126 S. Main Street
Oswego, IL 60543
p: 630 551-3355
f: 630 551-3539
schoppedesign.net
ENGINEERING:
CEMCON, Ltd.
DEVELOPER:
JAKE LAND GROUP
23118 Sandpiper Cove
Plainfield, IL 60544

Site Planning Principles

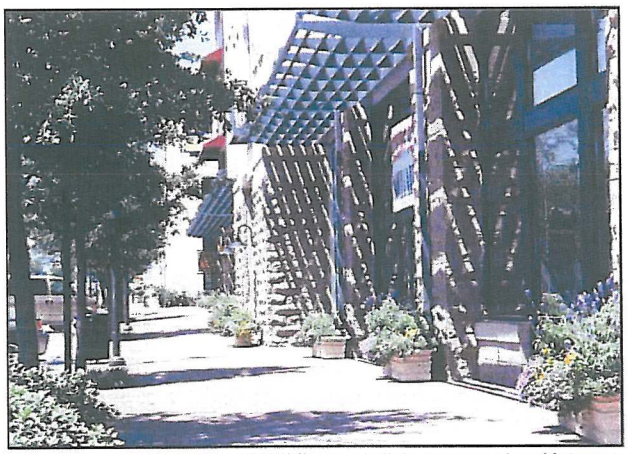
The Site Planning Principles address issues that affect the way that individual sites should be developed in order to blend in with the existing character of the City.

PRINCIPLE 4: *Incorporate existing site conditions into development plans*
PRINCIPLE 5: *Provide a sense of architectural interest and unique identity throughout the City*
PRINCIPLE 6: *Enhance pedestrian experience and establish sense of place through careful design and location of open spaces*
PRINCIPLE 7: *Thoughtful consideration of vehicular and pedestrian circulation within individual developments*
PRINCIPLE 8: *Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically unattractive site components*

- **Desirable Elements:**

The following elements shall be incorporated into development within the City:

- Richness of building surface and texture
- Articulated mass and bulk
- Clear visibility of entrances
- Well organized commercial signage
- Landscaped and screened parking
- Special paving identifying intersections and crosswalks
- Pedestrian friendly streetscapes and open spaces
- Thoughtful consideration of circulation
- Screening of mechanical equipment, service areas, parking lots and any undesirable elements
- Step-down of building scale along pedestrian routes and building entrances
- Recognition of building hierarchy
- Formal entry plazas and courtyards
- Detention used as an amenity
- Existing trees incorporated into development
- Multi-planed, pitched roofs
- Roof overhangs and arcades
- Provide defined entrance roads into developments and provide adequate vehicle storage bays at egress drives



Richness of building materials creates visual interest

Landscaping softens the view of parking

- **Undesirable Elements:**

The following elements are discouraged in developments within the City:

- Concrete detention basins
- Large, blank, unarticulated wall surfaces
- Visible outdoor storage, loading, equipment and mechanical areas
- Disjointed parking areas and confusing circulation patterns
- Large expanses of parking/asphalt
- Service areas near major entries and/or that are easily visible from roadway
- Poorly defined site access points
- Large "boxlike" structures

Avoid large expanses of parking lots

Avoid large blank wall surfaces

PRINCIPLE 4: Incorporate existing site conditions into development plans

New development shall protect the existing environmental features throughout the City and minimize the impact of the development on the site and the surrounding land.

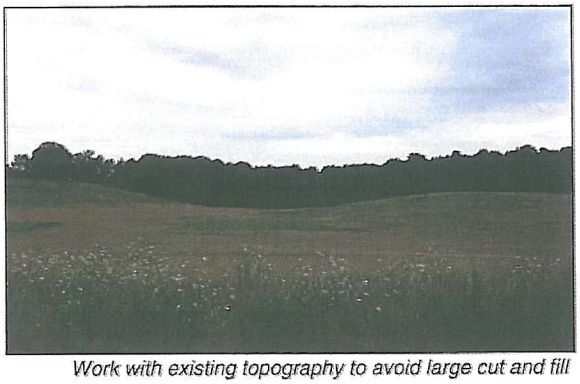
Drainage swale utilizes natural drainage patterns

- **Drainage Patterns**

Proposed site plans shall incorporate existing drainage patterns on site in an effort to avoid significantly altering the manner in which drainage flows offsite. At the time of site plan submittal to the City, a drainage and detention plan must be submitted. The location and type of drainage facilities must be shown.

- **Topography and Soils**

  - Minimize cut and fill on site to reduce effects upon the natural drainage pattern and natural character of the site.
  - Minimize disturbance in areas of significant existing vegetation. If necessary for site development, consider using tree wells and retaining walls to preserve existing trees where possible.

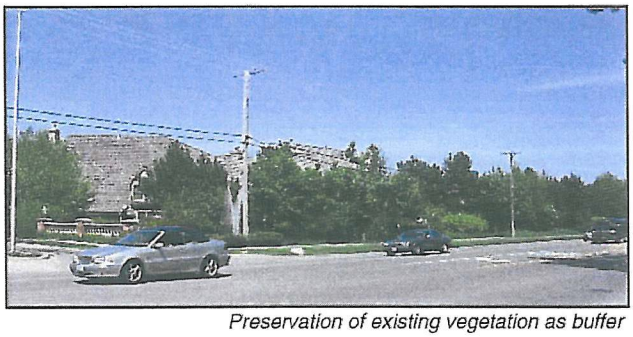


Work with existing topography to avoid large cut and fill

- Development on unsuitable soils is prohibited. Incorporate unsuitable soils into an open space component of the site plan.
- Stockpile top soil for later use in landscape areas.

- **Vegetation**
  - Preserve existing trees

    Every effort should be made in the planning process to incorporate quality, existing trees into the site plan design. Any quality, existing tree that occurs within the specific buffer yard as required per *PRINCIPLE 9* shall remain undisturbed and be protected as part of the landscape buffer.



Preservation of existing vegetation as buffer

PRINCIPLE 5: Provide a sense of architectural interest and unique identity throughout the City

The Architectural standards are provided to preserve and guide the character of architecture throughout the City while allowing for individual architectural interpretation. All architectural proposals must be compatible with the vernacular of the northern Illinois region. In order to ensure compliance with the following architectural guidelines, the City requires that building elevations, plans, materials samples, color samples and illustrations be submitted for review and approval prior to the commencement of building construction.

Building orientation creates central open space on axis with the main entry drive

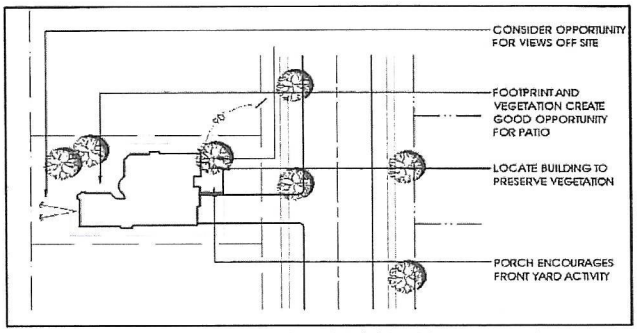
- **Buildings**
  - Orientation

    Building orientation should take advantage of the building to site relationship. The orientation and location of buildings defines open spaces and circulation corridors.

    - Align focal architectural elements along major view or circulation axis.
    - Define pedestrian spaces and streetscapes with building orientation.

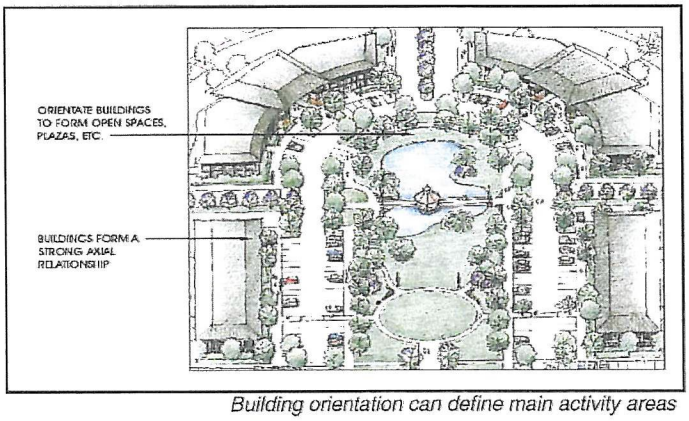
Orient primary buildings on axis and use as focal points

- Create view corridors between buildings, plazas, courtyards and adjacent buildings.
- Create pedestrian spaces and plazas by varying building facades.
- Cluster buildings whenever possible, creating opportunities for plazas and pedestrian malls. Prevent long, linear facades from dominating the view.



Residential building orientation creates private, intimate backyard space

- Buildings adjacent to Routes 47, 71 and 126 must face the primary roadway. No service access, storage, etc. is allowed to face Routes 47, 71 and 126.
- Develop sites in a comprehensive and coordinated manner to provide order and compatibility (especially in the case of large sites which will be developed in phases).



Building orientation can define main activity areas

- The exterior character and orientation of all buildings and the spaces they define should encourage and enhance pedestrian activity.
- Attention should be given to the quality and usability of the outdoor spaces formed by the exterior of a dwelling and adjacent dwellings. Avoid locating the private area of one dwelling adjacent to the public area of an adjacent dwelling.

Rear and side facades should incorporate architectural design elements

- In multi-family residential developments, buildings should be oriented to create functional outdoor spaces.

- In residential neighborhoods, consideration should also be given to the views from adjacent dwellings and public spaces.

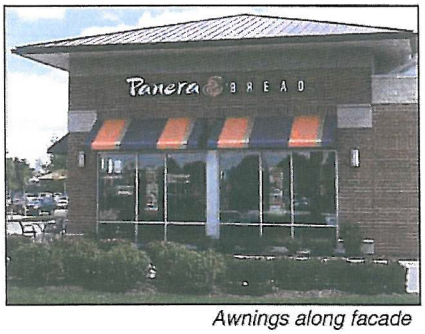
- Facades

Building facades should achieve a high level of visual interest when viewed from automobile and pedestrian vantage points.

- In residential developments, front yards and porches should be used to create a sense of place and community.

- Natural stone and masonry materials are to be used on the lower portions of buildings to create a visual anchor to the ground and provide interest at the pedestrian level.

- Vary the planes of exterior walls in depth and/or direction.



Awnings along facade

- Wall planes shall not run in a continuous direction more than 65 feet without an offset of at least 3 feet.

- Wall planes of more than 20 feet high are prohibited without incorporating meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.

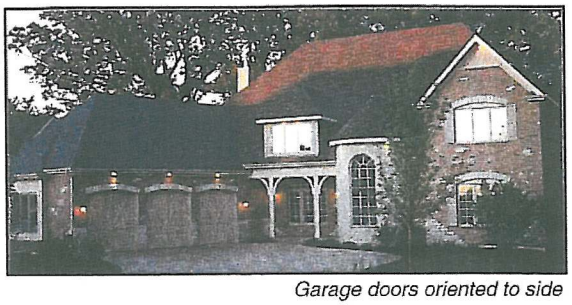
- Awnings are encouraged along facades to provide color, shade and architectural interest. Where awnings are used along a row of contiguous buildings, a consistent form, material, color, location and mounting arrangement must be used.

- Awnings should be located to provide a consistent minimum 8 feet vertical clearance, with a maximum generally not to exceed 12 feet.

- Colors of awnings must complement the buildings.

Awnings provide pedestrian scale element

- Incorporate the awnings along with any signage to provide a uniformly designed building façade.
- Signs on awnings are permitted.
- Internally illuminated awnings are prohibited.

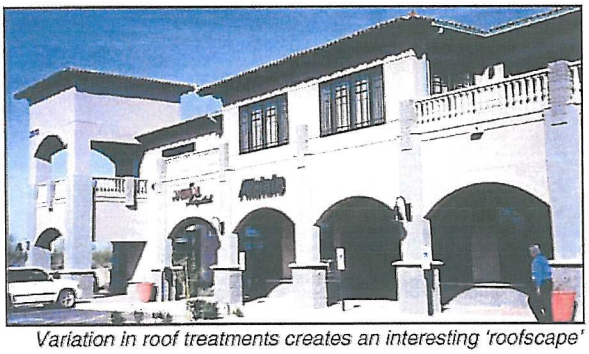


Garage doors oriented to side

- Awnings and canopies may be made of sheet metal or canvas membrane. Plastic or vinyl awnings are not permitted.
- In new residential neighborhoods, houses shall not repeat the same elevations without two lots of separation. Houses across the street from each other and back-to-back corner lots shall not be of the same elevation.
- In residential areas, garages should not dominate the street view. Rather, provide parking and garages to the side or rear of lots or set the garage face back from the primary façade of the house. Avoid allowing the garage to become the primary architectural feature.

- Roof Treatment

Rooftops should be considered important design elements as viewed from a variety of vantage points such as at ground level, from other buildings and from adjacent perimeter roadways. A well-composed "roofscape" achieves an interesting skyline without becoming overly busy or contrived. Roof forms should serve as natural transitions from the ground level to intermediate masses to the tallest masses and back to the ground. Form should also be interesting when seen from above in adjacent buildings.



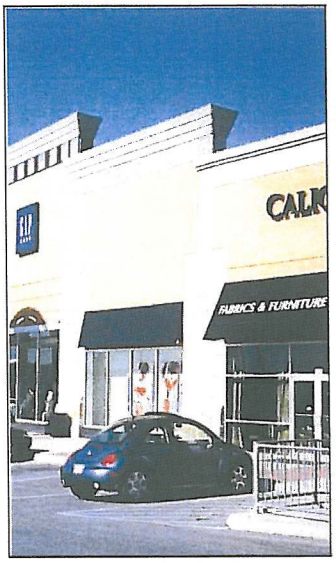
Variation in roof treatments creates an interesting 'roofscape'

- Materials & Colors

Visual continuity in major building materials and colors is desired throughout the City. Specific criteria include the following:

- Material samples of all proposed buildings must be provided for review and be approved by the City.
- Materials should be consistent with the Community Character principles outlined in these guidelines.

- Wall materials that are muted, earth tone in color and have texture are to be used.
- Reserve the use of strongly contrasting materials and colors for accents, such as building entrances, railings and trim. Avoid an excessive variety of façade materials.
- Avoid using highly reflective materials and surfaces, such as polished metal, that generate glare, particularly at the pedestrian level.
- Materials which may be incorporated include: native stone, brick, stucco and textured concrete. Alternative materials that achieve similar looks and are of high quality and low maintenance may be considered.
- Common materials shall be located on all sides of the building with the exception of service areas not visible from a public street.
- Coordinating materials within a development can tie together buildings of different sizes, uses and forms.



Varying roofline breaks up long expanse of building facade

- In new residential neighborhoods at the time of initial building permit, houses shall not be the same color unless there are at least two lots of separation. Houses across the street from each other are not permitted to be the same color.
- Use contrasting but compatible building materials and textures to unify exterior building elements and to create depth, proportion and scale.
- In residential developments, buildings should complement each other by using materials and colors within the same "family".
- Building colors should be derived from, and related to, the finishes of primary building materials.

- Height

The overall appearance of development shall be low and horizontal, with building heights throughout the community generally low to medium scale. Building heights are expected (and desired) to vary to ensure visual interest.

- Consider the use of taller buildings and/or elements to highlight significant intersections and pedestrian nodes.
- Building heights shall be determined in a manner which enhances an overall residential quality.

Taller buildings help identify intersections

- Maintain compatible relationships with adjacent dwellings and street frontages.
- Building heights shall be responsive to heights of homes located on slopes above and below the dwelling.
- Sight lines to greenbelts, open areas, water features and scenic horizon views are to be optimized and maintained to the fullest extent possible by minimizing the building height and obstruction.

Front porch provides one-story element

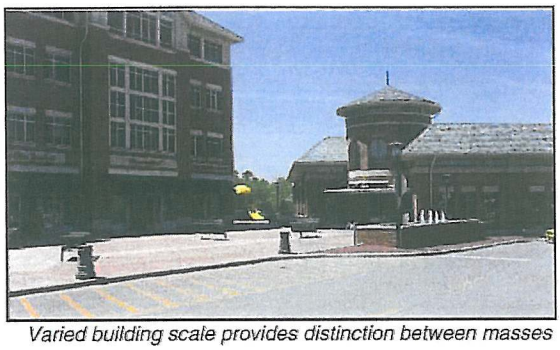
- Scenic view compatibility shall be considered in determining building height.
- Within a neighborhood, a combination of one, one and a half and two story dwellings is encouraged to add diversity to the streetscape. Entire neighborhoods or blocks of continuous two story dwellings are discouraged.
- For multilevel dwellings on corner lots, locate a one-story element of the dwelling at the street corner to help reduce the feeling of enclosure in the neighborhood.

Front porch roof provides human scale element

- A two-story dwelling can best relate to a neighboring one story if it contains a one-story element.

- Scale

Buildings should appear to be of a "pedestrian" or "human" scale. When components in the built environment are designed in such a way that people feel comfortable, then human scale has been achieved. In general, this means that the size, patterns, textures, forms and overall three-dimensional composition can be appreciated at the pedestrian level.



Varied building scale provides distinction between masses

- Vary the height of buildings, and/or building elements where feasible, so they appear to be divided into distinct elements or masses.

- Avoid large-scale buildings that are "box-like" and typically dominate a site.

- Use building mass appropriate to the site. Place buildings with larger footprints, height and massing in core activity areas or in the heart of the development near similar densities. By doing so, the impact on adjacent land uses will be reduced.

Pedestrian scale elements located along building facade

- In residential areas, the relationship between the lot size, street width and building scale are important to creating a human scale. Elements such as trees, pedestrian path lighting and porches can aid in achieving human scale.

Avoid 'box like' building scale

- Hierarchy

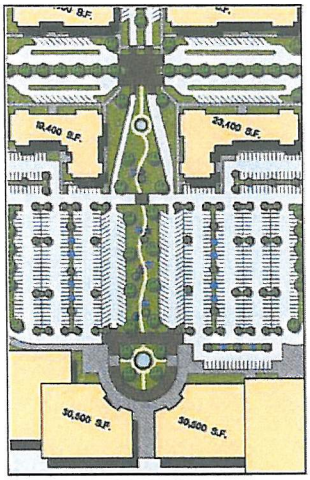
  It is important to recognize that future projects will be developed using a variety of buildings with various uses. Vehicular and pedestrian traffic should be able to recognize the hierarchy of buildings and be able to decipher primary buildings from secondary buildings.

  - Primary Buildings

    Primary buildings; such as major anchors, public buildings or major attractions, shall be located at prominent locations, anchoring a major view axis and serving as focal points in the community.

  - Gateway Buildings

    - Buildings at major entrances, corners, intersections or along significant roads should use special architectural elements to help identify that location as a "gateway". These elements also begin to define the sense of place for the community.

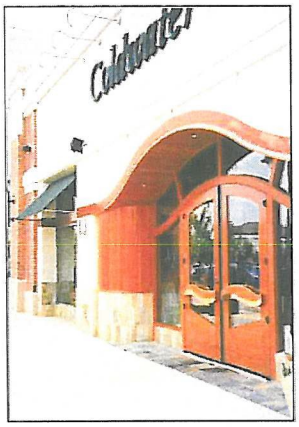


Primary buildings located on axis and create focal point

- Special architectural features may include corner towers, cupolas, clock towers, balconies, colonnades or spires.
- The use of vertical elements helps to frame the entrance and guide people into and through the development.

Gateway buildings

- Entrances
  - Primary entrances should be easily identifiable and relate to both human scale as well as the scale of the building(s) they serve.
  - Wherever possible, entrances should be inviting without becoming dark.
  - Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs. Additionally, they should be visible from parking areas.



Main entry to store clearly identifiable

- **Retaining walls**
  - All retaining walls must be faced (veneered) with masonry (stone, brick, stucco or approved equal).
  - Retaining walls adjacent to or visible from any street shall not exceed 4 feet in height. Grade changes that require retaining walls exceeding 4 feet must be terraced with a minimum of 4 feet clear separation between each wall. Exceptions may be reviewed and approved by the City in order to preserve existing tree stands.

- Walls should be designed as an integral part of the dwelling design. Stone sizes should be consistent and laid in a horizontal course. Masonry materials shall match or complement the facade of surrounding buildings.

- Walls at intersections must not interfere with safe sight distances.

PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design and location of open spaces

The creation of open space throughout the City is an essential technique used to break up building facades. The use of such pockets of interest creates views into the various developments. A wide range of open spaces such as public gathering plazas, open "greens", common play areas, neighborhood parks and natural preserves can be incorporated into development plans.

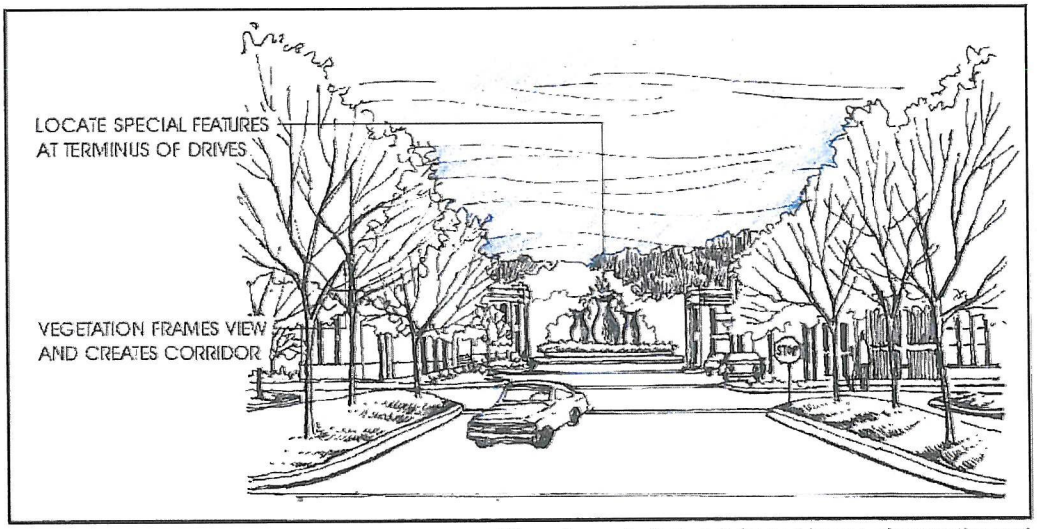
- **View Corridors**

  - Open space is considered a valuable amenity, therefore careful consideration of vistas into open spaces from residential lots, streets and drives is required.

  - Maintain view corridors to provide vistas of amenities, natural features, open spaces and other significant elements.

  - Create focal points at main entries, on axis with major circulation route and pedestrian corridors to establish a strong identity and structure for the project.

Community Park



View of amenity feature is framed by use of vegetation and road alignment, creating a signature element

Parks and Trails

Neighborhood Park

- In residential areas, parks should be located within a 5 minute walk (approximately 1,000 feet) from each home.
- Trail linkages should be provided from proposed neighborhoods to the City's comprehensive trail system, forest preserve trails and adjacent developments.

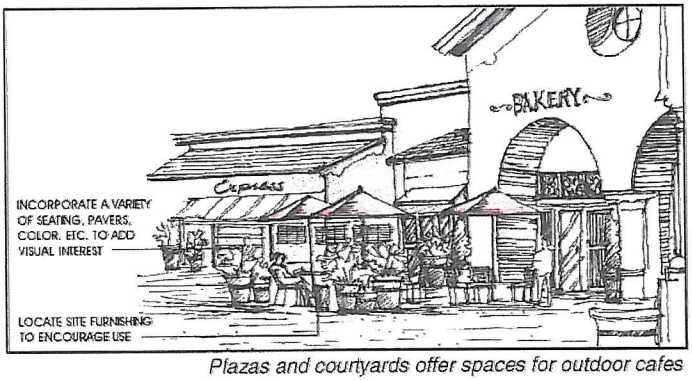
Courtyards and Plazas

Courtyards, plazas and terraces should be designed at a human scale and incorporated as public amenities around non-residential buildings. Interrupting building facades to create "outdoor rooms" as well as varying the width of walkways will help create pedestrian spaces. These pedestrian spaces will create opportunities for comfortable outdoor experiences and are critical in defining plazas and courtyards.

- Orient plazas and courtyards to views of site amenities such as open space, water features, sculptural elements or landscaped areas.
- Consider opportunities to orient plazas and courtyards toward views of significant buildings or down long corridors.
- Wherever possible, create a sense of enclosure for outdoor seating areas. Such areas should be light and airy while providing a sense of safety from the elements.

Landscaping and special paving give the seating area a sense of enclosure

- Add elements such as trees, water features, a variety of seating areas and landscape color to give the public spaces an inviting appearance and visual interest.
- Incorporate pedestrian scaled lighting for safety and to promote use in the evening.
- Incorporate pavers and paving patterns to add interest and enhance the aesthetic quality of the spaces.
- Allow for outdoor tables and seating to promote use of the space. By doing so, an energy is created along the structure.



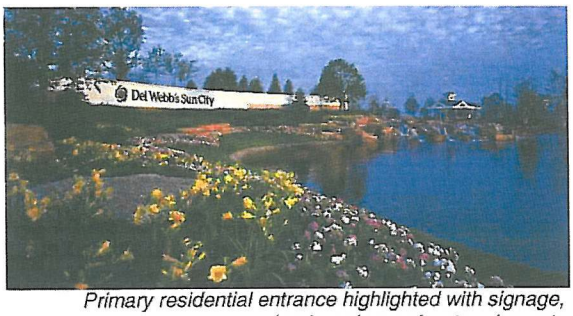
Plazas and courtyards offer spaces for outdoor cafes

PRINCIPLE 7: Thoughtful consideration of vehicular and pedestrian circulation within individual developments

The purpose of the circulation standards is to minimize hazards and conflicts and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to all sites while being attractive, efficient and functional.

- **Vehicular Circulation**
  - Primary Site Entrances

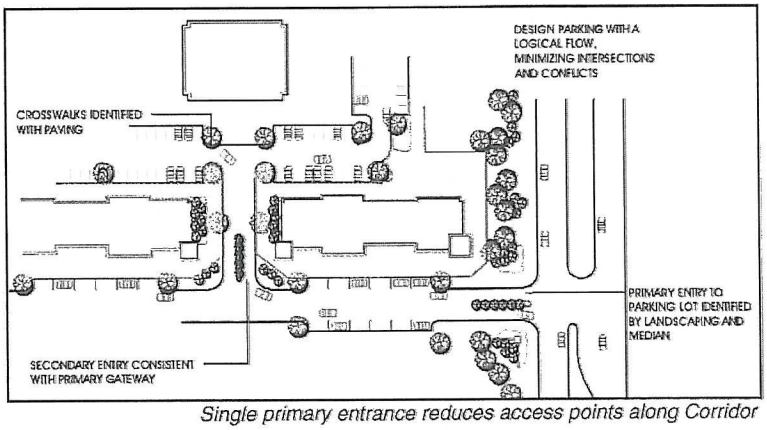
Each entrance to a parcel, individual building site or residential neighborhood from a primary roadway should be designed as a "gateway" to the area it serves. Design elements should be visually interesting and consistent with other streetscape materials used throughout the City.



Primary residential entrance highlighted with signage, landscaping and water elements

When designing entries into residential and non-residential tracts, developers shall:

- Coordinate with adjacent properties to consolidate entries and minimize access points along major roadways
- Minimize pedestrian and vehicle conflicts by reducing the quantity of crosswalks.
- Clearly identify site entries and provide a clear entry/arrival sequence.
- Provide "secondary" entries to parking lots and smaller residential neighborhoods from adjacent perpendicular minor roadways to major roadways. Paving material, plants, signs and lighting should match primary entrance treatments, although landscaping intensity and signage may be reduced in scale.
- Provide at least one "primary" entry to parking lots or residential communities. The use of medians and/or special paving or landscaping to identify primary entries is required.



Single primary entrance reduces access points along Corridor

- Internal Drives

All internal drives should visually lead drivers to building entries, site amenities or focal elements.

Street alignment offers views of significant architectural feature

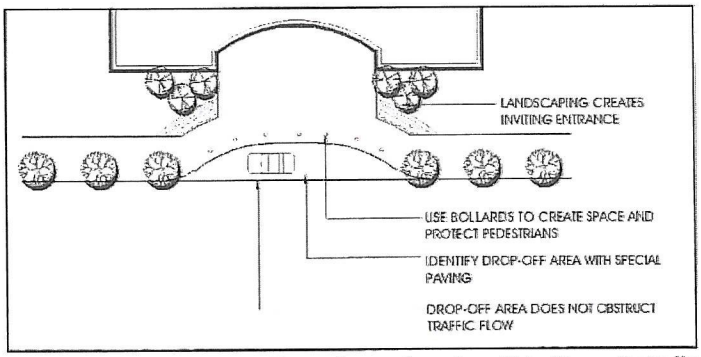
- Design drives and parking areas to fit the natural contours of the site in order to minimize cut and fill and maintain natural drainage.
- Align streets and drives to offer views to significant architectural features and site amenities and to direct drivers.
- Internal streets shall be separated from parking lots by landscape islands and walkways.

Landscaped island separates parking lot from internal drive

- Drop-Off Areas

Drop-off areas for vehicle passengers shall be incorporated into development plans and should provide safe, convenient access to building entries, pedestrian plazas and public open spaces. Drop-off areas must conform to all ADA regulations and standards.

- Emphasize drop-off areas with special paving material.
- Design drop-off lanes so they do not obstruct traffic flow when vehicles are stopped.
- Install bollards at drop-offs to provide protection for buildings and pedestrian walkways.



Drop-off area doesn't conflict with regular traffic and is identified with paving and bollards

- Service Areas

Service vehicle circulation throughout the City shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning movements without sacrificing other important design objectives.

Service area screened with landscaping

- Locate service areas away from major streets and building entrances.
- A noise barrier is required in situations where service areas are adjacent to a residential land use.
- Minimize pedestrian and service vehicle conflicts.
- Hide/screen views into service areas. Screening can be provided with landscaping or screen walls. Screen walls shall repeat materials and elements of the primary building.
- Adjoining uses should share service drives where possible.
- Design service drives to accommodate the traffic intended to use them including all entrance roads and access aisles that will be used to access the service areas.

- **Pedestrian Circulation**

The purpose of pedestrian circulation standards is to establish guidelines for creating a pedestrian circulation system that is safe and efficient. Good walking environments include: continuous routes between sites, clearly defined access from parking areas, a variety of connected destinations and a feeling of safety and security. In essence, creating a sense of comfort.

- Sidewalks

Sidewalks must be constructed to provide pedestrian access to adjacent development and connections to the pedestrian trails throughout the City. Within specific developments, sidewalks shall provide access to and from parking lots, neighborhoods, schools, parks and open spaces.

Path provides access to park and adjacent neighborhood

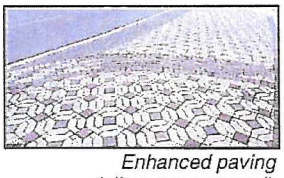
- Create distinct pedestrian corridors, which funnel pedestrians to logical gateways, plazas or other destinations.

- Place special emphasis on pedestrian connections that link schools, recreation areas and other major activity areas.
- Neighborhoods should have access to open space and pocket parks by way of sidewalks and trails.
- In residential areas, sidewalks should be located on both sides of the street.
- Pavers or other changes in material should be used for walks adjacent to buildings and at street intersections to identify and enhance pedestrian routes.

Pavers next to building enhance appearance

- Crosswalks

Crosswalks are required at all intersections and key pedestrian crossings. Crosswalks must be identified by a change in color, height, width, texture, or materials. Refer to ADA regulations and standards for any specific criteria regarding crosswalks and ramps.



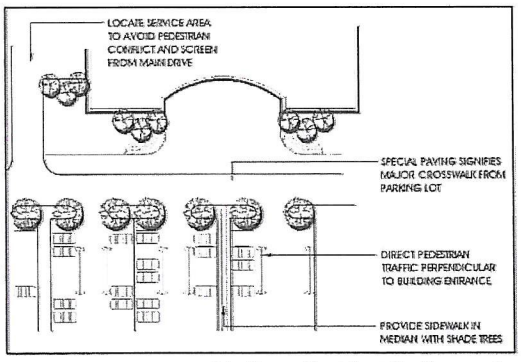
Enhanced paving delineates crosswalk

- **Pedestrian Circulation in Parking Lots**

Walkways that lead pedestrians from parking areas to buildings or plazas should be designed to facilitate easy movement and minimize crossing conflicts with vehicles. Pedestrians should feel comfortable about their walkways to buildings and pedestrian corridors should be clearly identified.

Landscaped median with sidewalk

- Pedestrians should not be required to cross service drives to reach major entrances from primary parking lots.
- Where major pedestrian routes within parking lots cross roadways and drives, use textured or colored paving materials to distinguish the route.
- Medians with sidewalks allow for safe circulation and reduce circulation conflicts.
- Wherever feasible orient parking aisles perpendicular to building entrances.



Median with sidewalk allows safe access to building entry

Crosswalk delineated with paving and bollards

- **Accessibility**

  Owners and developers are expected to meet or exceed all requirements of the Americans with Disabilities Act (ADA), 1992, and all amendments thereto in the design and development of individual parcels, sites, buildings, and facilities. To the greatest extent possible, provide equal access in a manner that integrates ADA accessibility with ordinary accessibility, rather than separately.

PRINCIPLE 8: Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically unattractive site components

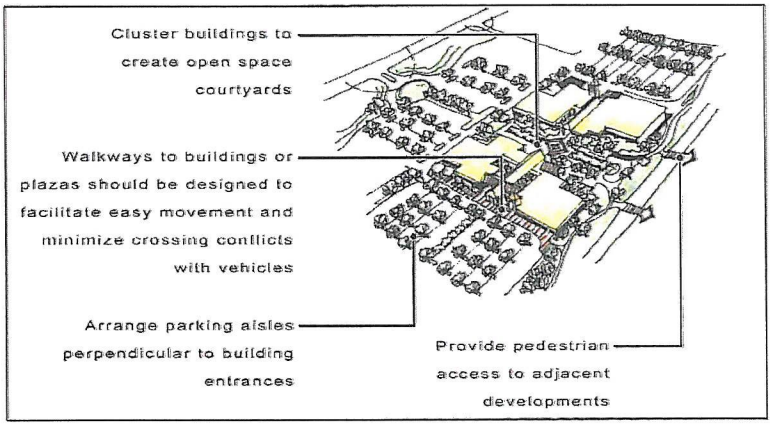
This section provides standards for the siting and layout of parking lots, service and loading areas, utilities, trash, storage and detention facilities. Specific landscaping criteria for these areas are included in the Landscape Principles section. Site plans specifying parking and circulation designs, utility and detention requirements shall be submitted to the City for review.

- **Parking**

  - Parking ratios and quantity of spaces shall comply with the criteria set forth in the United City of Yorkville Zoning Ordinance.
  - Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.
  - Minimize negative visual impacts from adjacent roadways.
  - Break large expanses of pavement with landscape medians and islands.

Minimize negative visual impacts of parking from roadways

  - Divide parking areas which accommodate a large number of vehicles into a series of smaller, connected lots.
  - Avoid situations where parking spaces directly abut structures.
  - Separate parking aisles from interior collectors and entry drives whenever possible.



- *Shared Parking*

  Where opportunities exist for shared parking between uses with staggered peak parking demands, consider reducing the total number of parking spaces within each site or parcel. Parking should be shared between complementary uses such churches and office buildings.

- *Store Front & Street Parking Requirements*

  All store front parking areas shall use angled parking or parallel parking. Areas shall be provided for sidewalks and landscaping between the store front and the edge of parking stall.

- *Bicycle*

  To encourage and accommodate alternative transportation modes, provide bicycle parking within each building site. Locate bicycle parking areas so they are visible from building entrances and convenient for riders. Parking areas shall be landscaped in a manner consistent with pedestrian plazas. Also, bike racks should be of a style consistent with other site elements.

- **Substations/Water/Wastewater Stations**

  Proposed electric substations, water pump stations and wastewater lift stations shall be screened from public views by a means of a 6 foot masonry wall on all sides with the exception of the area for gate access to the facility combined with landscaping. Service access shall be considered and incorporated into the screening program.

- **Detention**

  - Drainage facilities should be used as an amenity to a development. If the existing topography allows, the location can be incorporated into an entry feature or can be the foundation for a park with trails and open space.

  - Natural and/or vegetated drainage swales provide open space connections, filter runoff and improve the aesthetic appearance of development.

  - Detention facilities should not be designed as to require chain link fencing or concrete walls. If such designs are required due to engineering requirements, consider using decorative modular stone to give the appearance of a retaining wall.

  - Detention ponds located in the front yard building setback shall be designed as a curvilinear, contoured shape.

Lake serves as main entry feature

Naturalistic drainage channel provides opportunities for trail connection

- **Location of Utilities**

  Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers and other equipment should be minimized in all development plans.

  - Design and install all permanent utility service lines underground.
  - During construction and maintenance, minimize disruptions to other sites and businesses within the City.
  - Temporary overhead distribution power and telephone lines are permitted during construction but shall be removed immediately upon completion of site and building construction.
  - Wherever possible, mount data transmission and receiving telecommunication devices at ground level to the rear of structures and screen views from adjacent roadways, pedestrian paths and building sites.
  - Screen all electrical transformers, gas meters and other utility cabinets from view.
  - Structures are prohibited from being located in utility easements. Avoid locating signs, special landscape features, etc. in utility easements.
  - Air conditioning units, vent systems and other mechanical systems that must be located on building roofs shall be screened from sight at the ground plane.
  - In residential communities:
    - Items requiring screening should be located on the rear or side yards when possible and should be integrated into the unit design.
    - Air conditioning units must be located behind a screen wall or planting hedge.
    - Utility meters must be located on side or rear elevations of the dwelling.

- **Location of Service/Delivery/Trash/Storage Areas**

  The visual impacts of service, delivery, trash and outdoor equipment or storage areas should be minimized, particularly relative to views from public roadways and pedestrian corridors. Thoughtful placement and integration into the architecture and site design is a priority for all sites.

  - Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from major streets and primary building entrances.
  - Locate loading, service, trash and delivery areas so they do not encroach on any setbacks.

Screen dumpsters with walls and materials that match architecture of primary building

- Avoid locating service areas where they are visible from adjacent buildings or where they may impact view corridors. Such facilities are more appropriate at the rear of buildings or sites.
- Trash enclosures must be located away from residential property lines.
- Wherever possible, coordinate the locations of service areas between adjacent users or developments, so that service drives can be shared.

Screen dumpsters with walls and materials that match architecture of primary building

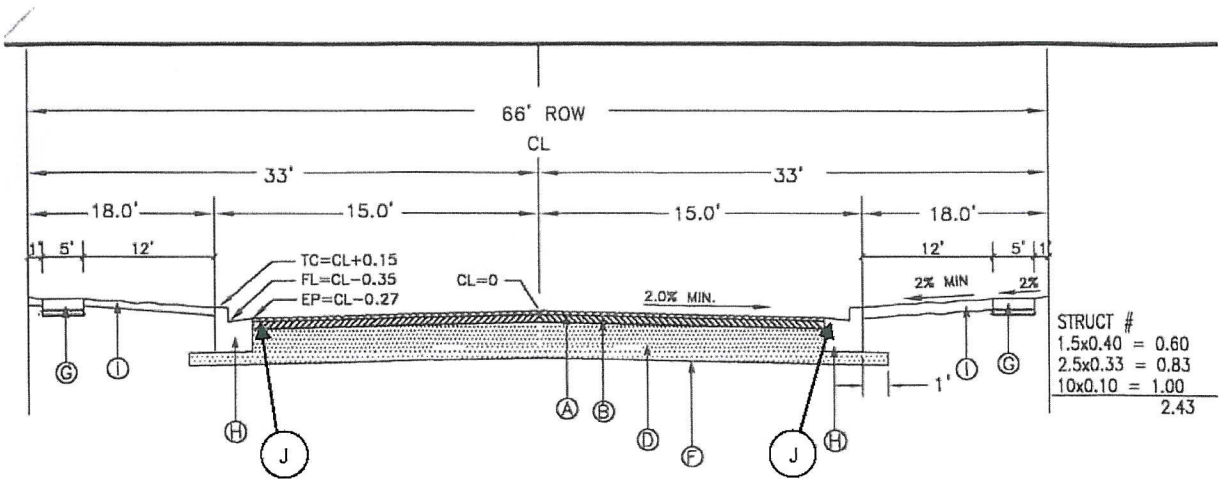
- Locate parking areas for outdoor equipment, trucks, trailers, service vehicles, etc. away from public parking lots and major pedestrian circulation routes. Unless totally out of view, screen these areas architecturally and with landscaping.
- All proposed dumpsters, trash receptacles, refuse storage containers, outdoor storage, and ground mounted equipment should be located within an enclosure providing screening along with landscaping along the perimeter. Such enclosures shall repeat materials and elements on the primary building.

The Data is provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the "Requester" to determine accuracy, timeliness, completeness, and appropriateness of its use. The United City of Yorkville makes no warranties, expressed or implied, to the use of the Data.
-Parcel Data provided by Kendall County GIS

Windmill Farms
Exhibit "G"

0 25 50 100 150 200
Feet
1 inch equals 100 feet

N
W E
S



TYPICAL PAVEMENT SECTION – 66' R.O.W.

N.T.S.

Ⓐ 1.5" BITUMINOUS CONCRETE SURFACE COURSE, CL I, TY. 2, MIX. D
Ⓑ 2.5" BITUMINOUS CONCRETE BINDER COURSE, CL I, TY. 2
Ⓒ 4.5" BITUMINOUS CONCRETE BINDER COURSE, CL I, TY. 2 (2 LIFTS)
Ⓓ 10" CRUSHED AGGREGATE SUB-BASE, TY. B.
Ⓔ 12" CRUSHED AGGREGATE SUB-BASE, TY. B.
Ⓕ COMPACTED SUBGRADE WITH GEO-TEXTILE FABRIC, AMOCO 4551 OR APPROVED EQUAL
Ⓖ 5" PCC SIDEWALK WITH W/4" CRUSHED AGG. SUB-BASE
Ⓗ COMB. CONC. CURB AND GUTTER, TYPE B-6.12
Ⓘ 6" TOP SOIL AND SEEDING

(J) Joint filling with hot-poured rubberized asphalt cement

EXHIBIT H - WINDMILL FARMS ANNEXATION - RESIDENTIAL FEE SCHEDULE			
	Name of Fee	Amount	Time of Payment
1	School District Transition Fee	$3,000 per unit	Paid to School District Office prior to issuance for building permit
2	Yorkville Bristol Sanitary District Connection Fee	$1,400 per unit	At time of building permit, paid at City Hall with separate check made out to YBSD
3	Yorkville Bristol Sanitary District Annexation Fee	3806 per acre	Paid for entire development, at time of annexation to sanitary district
4	Yorkville Bristol Sanitary District Infrastructure Fee	3806 per acre	Paid for entire development, at time of annexation to sanitary district
5	Residential Building Permit Fee	$650 + $.0.20 per square foot	Building Permit
6	Residential Water Connection Fee	$3,700 per unit	Building Permit
7	Water Meter Cost (not applicable to fee lock)	$390 per unit for SF	Building Permit
8	Residential City Sewer Connection Fee	$2,000 per unit	Building Permit
9	Water and Sewer Inspection Fee	$25 per unit	Building Permit
10	Public Walks and Driveway Inspection Fee	$35 per unit	Building Permit
11a	Public Works (Development Impact Fee)	$700 per unit	Building Permit
11b	Police (Development Impact Fee)	$300 per unit	Building Permit
11c	Municipal Building (Development Impact Fee)	see "time of payment"	Municipal Building Impact Fee is set up as $5,509 per unit if paid at time of permit, or $3,288 per unit if paid at time of final plat for all units in the entirety of the annexed development.
11d	Library (Development Impact Fee)	$500 per unit	Building Permit
11e	Parks and Rec (Development Impact Fee)	$50 per unit	Building Permit
11f	Engineering (Development Impact Fee)	$100 per unit	Building Permit
11g	Bristol Kendall Fire District (Development Impact Fee)	$1,000 per unit	Building Permit
12	Parks Land Cash Fee	Calculated by ordinance, $101,000 per acre	Building Permit or Final Plat, depending on annexation/development agreement and land/cash donations negotiated
13	School Land Cash Fee	Calculated by ordinance, $101,000 per acre	Building Permit or Final Plat, depending on annexation/development agreement and land/cash donations negotiated
14	Road Contribution Fund	$2,000 per unit	Building Permit
15	County Road Fee	$1,707 per unit, escalating each calendar year at a rate determined by ordinance	Building Permit
16	Weather Warning Siren	$75 per acre	Final Plat
17	Administration Review Fee	1.75% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat
18	Engineering Review Fee	1.25% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat
19	Engineering Coordination Fee	0.35% of Approved Engineer's Estimate of Cost of Land Improvements	Final Plat

United City of Yorkville

County Seat of Kendall County
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

COMMERCIAL PERMIT FEES

Permit/Plan Review

Building Permit	$750.00 plus $0.20 per square foot
Plan Review	Based on building size (See Attached)

Contributions

Development Fee	$3000.00* - See Attached Ordinance 2004-55 (Increase in Bristol-Kendall Fire Protection District Fee)

Water/Sewer

Sewer Tap — See Attached Ordinance #96-11

Water Tap

Water Meter Size	Water Connection Fee
1"	$ 3,700
1 1/2"	$ 4,000
2"	$ 5,000
3"	$ 8,000
4"	$15,000
6" and larger	TBD

Water Meter

Water Meter Size	Water Meter Price
1"	$ 485.00
1 ½"	$ 790.00
2"	$2800.00
3"	$3550.00
4"	$5420.00
6"	$8875.00

Engineering Inspections — $60.00

River Crossing Fee — $25.00 per drain unit. See attached Ordinance 97-11

**Engineering and Landscaping review fees will be billed separately.

*** Please call the Yorkville Bristol Sanitary District for sanitary permit fees (630) 553-7657

A. New Construction Per Unit	$350.00 plus $0.15 per s.f.
B. Remodeling Per Unit	$175.00 plus $0.10 per s.f.
C. Detached Garage Per Unit without Electrical	$50.00
D. Detached Garage Per Unit with Electrical	$100.00
E. Temporary to Start Construction	25% of full permit fee, not to be applied to the full permit fee
F. Temporary Certificate of Occupancy when Requested by the Builder when Circumstances Do Not Warrant	$50 per unit (non-refundable)

ALL OTHER USE GROUPS

A. New Construction	$750.00 plus $0.20 per square foot
B. Additions	$500.00 plus $0.20 per square foot
C. Remodeling	$350.00 plus $0.10 per square foot
D. Temporary to Start Construction	25% of full permit fee, not to be applied to the full permit fee
E. Temporary Certificate of Occupancy when Requested by the Builder when Circumstances Do Not Warrant	$200.00 (non-refundable)

NOTE: Building permit fee does not include the plan review fee for the "multiple-family residential use group" and "other use group" categories. The plan review fee will be based on the schedule following the permit fees. Plan review fees to the inspection firm will be paid at the same time as the building permit fee.

PLAN REVIEW FEES (May vary due to outside consultant's fee schedules.)

BUILDING CODE

Building Size	*Fee*
1 to 60,000 cubic feet	$355.00
60,001 to 80,000 cubic feet	$400.00
80,001 to 100,000 cubic feet	$475.00
100,001 to 150,000 cubic feet	$550.00
150,001 to 200,000 cubic feet	$650.00
over 200,000 cubic feet	$650.00 + $6.50 per 10,000 cubic feet over 200,000
REMODELING PLAN REVIEW	1/2 of Plan Review Fee Listed Above

ELECTRICAL, MECHANICAL, OR PLUMBING PLAN REVIEW ONLY
1/4 of Plan Review Fee Listed Above

FIRE DETECTION/ALARM SYSTEMS

$115.00 per 10,000 square feet of floor area

FIRE SPRINKLER SYSTEMS

Number of Sprinklers	*Pipe Schedule*	*Hydraulic Calculated*
Up to 200	$250.00	$500.00
201-300	$300.00	$575.00
301-500	$400.00	$775.00
Over 500	$450.00	$850.00
PLUS, for each Sprinkler over 500:	$0.60/each	$0.95/each

ALTERNATE FIRE SUPPRESSION SYSTEMS

Standpipe	$175.00 per Standpipe Riser (No charge with Sprinkler Review)
Specialized Extinguisher Agent (Dry or Other Chemical Agent)	$125.00 per 50 pounds agent
Hood & Duct Cooking Extinguisher Agent	$150.00 flat rate per system.

NOTE: If any plan has to be sent to an outside consultant other than the inspection firm, the outside consultant's fee(s) will be charged and that fee paid directly to the outside consultant.

200800016876
Filed for Record in
KENDALL COUNTY, ILLINOIS
RENNETTA S MICKELSON
07-17-2008 At 09:50 am.
ORDINANCE 42.00
RHSP Surcharge 10.00

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

Ordinance No. 2008-42

AN ORINDANCE REZONING CERTAIN PROPERTY IN FUTHERANCE OF AN ANNEXATION AGREEMENT
(Windmill Farms)

WHEREAS, JAKE Land Group, LLC (the "*Owner*") is the legal owner of record of property described on *Exhibit A* attached hereto and incorporated herein (the "*Property*"); and,

WHEREAS, the Owner of the Property has made application by petition for the rezoning of the Property pursuant to an Annexation of the Property; and,

WHEREAS, Owner has previously entered into an agreement for annexation and zoning of the property; and,

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville that the City Code of Yorkville be amended as follows:

Section 1. The City Council herby concurs with the recommendation of the Plan Commission and hereby rezones the property as a Planned Unit Development as described on attached *Exhibit A*; and incorporated herein.

Section 2. The Property shall be developed according to the terms of an Annexation Agreement approved this date by the Mayor and City Council.

Section 3. This Ordinance shall be in full force and effect immediately from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

City Clerk

ROBYN SUTCLIFF	Yes	JOSEPH BESCO	Yes
ARDEN JOE PLOCHER	Yes	WALLY WERDERICH	Yes
GARY GOLINSKI	Yes	MARTY MUNNS	Yes
ROSE SPEARS	Yes		

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this 27 day of May, A.D. 2008.

Valerie Burd
Mayor

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH 00 L4'45" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, L284.36 FEET; THENCE SOUTH 89°50'00" WEST, 684.42 FEET THENCE NORTH 09°30'00" WEST, 592.27 FEET; THENCE SOUTH 57°33'55" WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 705.85 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71 FOR THE POINT OF BEGINNING; THENCE SOUTH 21°52'29" EAST, ALONG SAID EASTERLY LINE, L19.0. FEET; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21 *°52'29"* WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE RIGHT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 211.39 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 0.6060 ACRE.

THAT PART OF THE WEST HALF OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 3; THENCE SOUTH *00°14'45"* EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, 1284.36 FEET, THENCE SOUTH *89°50'00"* WEST, 684.42 FEET; THENCE NORTH 09°30'OO" WEST, 592.27 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH *57°33'55"* WEST, 327.57 FEET TO THE EASTERLY LINE OF WING ROAD; THENCE NORTH 21°52'29" WEST, ALONG SAID EASTERLY LINE, 586.85 FEET TO A POINT ON SAID EASTERLY LINE WHICH IS 119.0 FEET (MEASURED ALONG SAID EASTERLY LINE) SOUTHEASTERLY OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTH 68°07'31" EAST, PERPENDICULAR TO SAID EASTERLY LINE, 211.0 FEET; THENCE NORTH 21°52'29" WEST, PARALLEL WITH SAID EASTERLY LINE, 131.87 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT WITH A RADIUS OF 11509.16 FEET, AN ARC DISTANCE OF 261.03 FEET TO A LINE DRAWN NORTH 09°30'00" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 09°30'00" EAST, ALONG SAID LINE, *695.72* FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS AND CONTAINING 5.6041 ACRES.

THAT PART OF THE NORTH 1/2 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE SOUTH 0 DEGREES, 07 MINUTES, 44 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST 1/4, 1284.36 FEET; THENCE NORTH 89 DEGREES, 47 MINUTES, 31 SECONDS WEST, 684.42 FEET; THENCE NORTH 09 DEGREES, 32 MINUTES, 39 SECONDS WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MATCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES, 05 MINUTES, 46 SECONDS WEST, 748.40 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE TIC. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11,459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES, 50 MINUTES, 30 SECONDS WEST AT THE LAST DESCRIBED POINT. 627.46; THENCE NORTH 60 DEGREES, 02 MINUTES, 30 SECONDS EAST ALONG SAID CENTER LINE, 332.0 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 12 DEGREES, 27 MINUTES, 30 SECONDS EAST, 264.0 FEET: THENCE SOUTH 84 DEGREES, 27 MINUTES, 30 SECONDS EAST, 202.0 FEET: THENCE NORTH 0 DEGREES, 47MINUTES, 30 SECONDS WEST, 423.02 FEET TO SAID CENTER LINE: THENCE SOUTH 60 DEGREES, 02 MINUTES, 30 SECONDS WEST ALONG CENTER LINE, 291.76 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST, NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1284.36 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST 680.30 FEET; THENCE NORTH 09 DEGREES 33 MINUTES 27 SECONDS WEST 10.0 FEET FOR A POINT OF BEGINNING; THENCE NORTH 09 DEGREES. 33 MINUTES 27 SECONDS WEST 579.63 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY A DEED DATED MARCH 25, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD BOOK 88 ON PAGE 399; THENCE NORTH 09 DEGREES 05 MINUTES 24 SECONDS WEST ALONG THE EAST LINE OF SAID BOYD TRACT *748.57* FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 71; THENCE NORTHEASTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 11, 459.20 FEET AND A RADIAL BEARING OF NORTH 26 DEGREES 49 MINUTES 16 SECONDS WEST AT THE LAST DESCRIBED POINT 627.46 FEET; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAIL) CENTER LINE 332.0 FEET; THENCE SOUTH 12 DEGREES 27 MINUTES 30 SECONDS EAST 264.0 FEET; THENCE SOUTH 84 DEGREES 27 MINUTES 30 SECONDS EAST 202.0 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 30 SECONDS WEST 423.02 FEET TO SAID CENTER LINE; THENCE NORTH 60 DEGREES 02 MINUTES 30 SECONDS EAST ALONG SAID CENTER LINE 412.69 FEET TO A LINE DRAWN NORTH 00 DEGREES 10 MINUTES 46 SECONDS EAST PARALLEL WITH TILE WEST LINE OF SAID NORTHEAST QUARTER, FROM A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER WHICH IS 598.62 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER: THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID PARALLEL LINE 880.56 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 34 MINUTES 48 SECONDS WEST ALONG SAID SOUTH LINE 598.62 FEET TO SAID SOUTHWEST CORNER; THENCE SOUTH 00 DEGREES 10 MINUTES 48 SECONDS WEST ALONG SAID EAST LINE 1275.36 FEET TO A LINE DRAWN SOUTH 89 DEGREES 40 MINUTES 33 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 40 MINUTES 33 SECONDS WEST 681.94 FEET TO THE POINT OF BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 *EAST* OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 08 MINUTES *09* SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTH 57 DEGREES *59* MINUTES 05 SECONDS EAST ALONG SAID OLD CLAIM LINE 299 .00 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 1 DEGREE 51 MINUTES 32 SECONDS WEST, 402.10 FEET; THENCE SOUTH 59 DEGREES 55 MINUTES., 25 SECONDS EAST, 256.51 FEET; THENCE NORTH 59 DEGREES 55 MINUTES 25 SECONDS EAST 355.65 FEET; THENCE NORTH 62 DEGREES 43 MINUTES 29 SECONDS EAST, 853.57 FEET;
THENCE NORTH 33 DEGREES 24 MINUTES 40 SECONDS EAST,. 542.27 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE, BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2292 .01 FEET AND A RADIAL BEARING OF SOUTH 29 DEGREES 23 MINUTES 51 SECONDS WEST AT THE LAST DESCRIBED POINT, 358.41 FEET TO A POINT WHICH IS 151.00 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAID CENTER LINE AND SAID OLD CLAIM LINE; THENCE SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 265 .70 FEET; THENCE SOUTH 73 DEGREES 54 MINUTES 28 SECONDS WEST, 102.86 FEET; THENCE SOUTH 84 DEGREES 11 MINUTES 54 SECONDS WEST, 280.96 FEET; THENCE NORTH 32 DEGREES 00 MINUTES 55 SECONDS WEST, 24.19 FEET TO SAID OLD CLAIM LIRE; THENCE SOUTH 87 DEGREES 59 MINUTES 05 SECONDS WEST ALONG SAID OLD CLAIM LINE 789.92 FEET TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

A PERPETUAL EASEMENT FOR THE OPERATION, MAINTENANCE AND USE OF A SEPTIC FIELD FOR THE BENEFIT OF PARCEL ONE HEREINABOVE DESCRIBED, UNDER AND UPON THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE CONTIGUOUS TO PARCEL ONE TO WIT:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL ONE HEREINABOVE DESCRIBED ON THE CENTER LINE OF ILLINOIS STATE ROUTE NUMBER 126; THENCE SOUTH 45 DEGREES 05 MINUTES *49* SECONDS WEST, 47.12 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE NUMBER 126, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 45 DEGREES 05 MINUTES 49 SECONDS WEST, 105.0 FEET; THENCE NORTH 32 DEGREES 08 MINUTES 38 SECONDS WEST, 152.18 FEET; THENCE SOUTH 76 DEGREES 09 MINUTES 49 SECONDS EAST, 5.28 PEEP; THENCE SOUTH 70 DEGREES 39 MINUTES *49* SECONDS EAST, 158.65 FEET, TO THE POINT OP BEGINNING IN KENDALL TOWNSHIP, ALL IN KENDALL COUNTY ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE; THENCE NORTHERLY ALONG SAD WEST LINE, 1118.27 FEET A POINT OF BEGINNING THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST DESCRIBED
COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH THE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AND 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAIL) PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE NORTHEASTERLY ALONG SAD CLAIM LINE, 941.92 FEET TO A POINT ON A LINE DRAWN SOUTHWESTERLY, PERPENDICULAR TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FROM A POINT ON SAID CENTER LINE WHICH IS 1049.70 FEET, AS MEASURED ALONG SAID CENTER LINE, SOUTHEASTERLY OF THE INTERSECTION OF SAD CENTER LINE WITH THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTHEASTERLY TO SAID POINT ON SAID CENTER LINE OF ILLINOIS ROUTE 126 AFORESAID; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE AND TO SAID ROUTE 71 CENTER LINE; THENCE SOUTHWESTERLY ALONG SAID ROUTE 71 CENTER LINE, 30.58 FEET TO SAID WEST LINE; THENCE SOUTHERLY ALONG SAID WEST LINE, 78.83 FEET, TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT HE SOUTHWEST CORN R OF SAID SECTION. 3; THENCE NORTH 00 DEGREES 00 MINUTES 38 SECONDS EAST, ON A BEARING REFERENCED TO AN ASSUMED NORTH, 1925.21 FEET ON THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES *59* MINUTES 22 SECONDS EAST *58.55* FEET TO THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE-OF A.F.A.P. ROUTE 311 (IL ROUTE 71) AND THE POINT OF BEGINNING; THENCE NORTH 72 DEGREES 34 MINUTES 00 SECONDS EAST 35.28 FEET ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF S.B.I. ROUTE 66 (IL ROUTE 126); THENCE SOUTH 70 DEGREES 08 MINUTES 35 SECONDS EAST *125.66* FEET ON SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 81 DEGREES 09 MINUTES 04 SECONDS WEST *51.85* FEET; THENCE NORTH 76 DEGREES 30 MINUTES 40 SECONDS WEST 103.47 FEET TO THE POINT OF BEGINNING), IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST1/4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, 798.60 FEET TO AN OLD CLAIM LINE FOR A POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WEST LINE, 1118.27 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AND ANGLE OF 28 DEGREES 33 MINUTES *54* SECONDS WITH THE LAST
DESCRIBED COURSE, MEASURE) COUNTERCLOCKWISE THEREFROM, 228.53 FEET; THENCE SOUTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 178 DEGREES 11 MINUTES 35 SECONDS WITH TILE LAST DESCRIBED COURSE, MEASURED COUNTERCLOCKWISE THEREFROM, 112.67 FEET TO A LINE DRAWN PARALLEL WITH AN) 160.0 FEET NORMALLY DISTANT, EASTERLY OF SAID WEST LINE; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, 717.44 FEET TO SAID CLAIM LINE; THENCE SOUTHWESTERLY ALONG SAID CLAIM LINE, 188.42 FEET TO THE POINT OF BEGINNING, IN KENDALL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION *3*, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL. MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS

ROUTE 71; THENCE NORTHEASTERLY ALONG THE SAID CENTER LINE OF ILLINOIS ROUTE 71, 1411.3 FEET TO THE CENTER LINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG TILE EXTENDED CENTER LINE AND THE CENTER LINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25' TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTER LINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47' TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINT OF ILLINOIS ROUTE 126 TO THE CENTER LINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTER LINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; TO THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

GRANTEE HEREBY ASSUMES AND AGREES TO PAY THE UNPAID BALANCE ON THE EXISTING MORTGAGE RECORDED IN BOOK PAGE , THE DEBT SECURED THEREBY AND ALSO HEREBY ASSUMES -THE OBLIGATIONS UNDER THE TERN OF THE INSTRUMENTS CREATING THE LOANS DOCUMENT NO. 79—1053.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE - NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG-THE WEST LINE OF SAID SOUTHWEST QUARTER, - 1,995.75 FEET TO THE CENTER LINE OF 1LLINOIS STATE ROUTE NO. 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID CENTER LINE 30.45 FEET TO THE POINT OF INTERSECTION OF SAID CENTER LINE WITH CENTER LINE OF ILLINOIS STATE ROUTE NO. 126 FOR THE POINT OF BEGINNING; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 230.67 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO-THE. LEFT HAVING A RADIUS OF 11,459.20 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT AT THE LAST DESCRIPTION POINT, 1,141.60 FEET TO THE INTERSECTION WITH THE- CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD; THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 761.0 FEET: THENCE SOUTH 58 DEGREES 16 MINUTES 47 SECONDS WEST 265.35 FEET TO SAID ROUTE 126 CENTER LINE; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTER LINE BEING ALONG A CURVE TO THE LEFT AND HAVING A RADIUS OF 2,292.01 FEET WHICH IS TANGENT TO A LINE DRAWN NORTH 72 DEGREES 57 MINUTES 06 SECONDS WEST FROM THE LAST DESCRIBED POINT 147.93 FEET; THENCE NORTH 16 DEGREES 38 MINUTES 49 SECONDS WEST ALONG SAID ROUTE 126 CENTERLINE 850.98 FEET; THENCE NORTHWESTERLY ALONG SAID ROUTE 126 CENTERLINE BEING ALONG A CURVE TO THE RIGHT AND HAVING A RADIUS OF 2,148.79 FEET WHICH IS TANGENT TO THE LAST DESCRIBED COURSE AT THE LAST DESCRIBED POINT, 383.53 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36- NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE-SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 08 MINUTES 14 SECONDS WEST ALONG -THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.75 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE 71; THENCE NORTH 71 DEGREES 23 MINUTES 59 SECONDS EAST ALONG SAID ROUTE 71 CENTER LINE 261.12 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 15,459.20 FEET WHICH IS TANGENT TO THE LAST-DESCRIBED COURSE 1141.60 FEET TO THE INTERSECTION-WITH THE CENTER LINE EXTENDED NORTHWESTERLY OF WING ROAD FOR THE POINT OF BEGINNING(THENCE SOUTH 21 DEGREES 30 MINUTES 13 SECONDS EAST ALONG SAID WING ROAD CENTER LINE 258.05 FEET; THENCE SOUTH 58 DEGREES 29 MINUTES 47 SECONDS WEST 200.0 FEET; THENCE NORTH 21 DEGREES 30 MINUTES 13 SECONDS WEST PARALLEL WITH SAID WING ROAD CENTER LINE 250.0 FEET TO SAID ROUTE 71 CENTER LINE; THENCE NORTHEASTERLY ALONG SAID ROUTE71 CENTER LINE 200.16 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, (ILLINOIS, AND ALSO EXCEPTING, THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3 IN TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.FROM THE POINT OF BEGINNING; THENCE NORTH 69 DEGREES 55 MINUTES 19 SECONDS EAST, 230.66 FEET ALONG SAID CENTERLINE; THENCE NORTHEASTERLY, 940.56 FEET ALONG AN 11,479.02 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING NORTH 67 DEGREES 34 MINUTES 29 SECONDS EAST, 940.31 FEET; THENCE SOUTH 22 DEGREES 56 MINUTES 31 SECONDS EAST, 60.03 FEET; THENCE SOUTHWESTERLY, 418.10 FEET ON AN 11,539.02 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING SOUTH 66 DEGREES 16 MINUTES 29 SECONDS WEST, 418,08 FEET; THENCE SOUTH 59 DEGREES 24 MINUTES 09 SECONDS WEST, 71.10 FEET; THENCE SOUTH 25 DEGREES 14 MINUTES 24 SECONDS WEST, 60.52 FEET; THENCE SOUTHEASTERLY, 570.87. FEET ON AN 675.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING SOUTH 55 DEGREES 22 MINUTES 46 SECONDS EAST, 560.80 FEET; THENCE SOUTH 74 DEGREES 04 MINUTES 13 SECONDS EAST. 274.41 FEET; THENCE SOUTH 64 DEGREES 05 MINUTES 29 SECONDS EAST, 35.85 FEET; THENCE SOUTH 55 DEGREES 49 MINUTES 00-SECONDS WEST, 64.56 FEET TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE NORTHWESTERLY, 162.08 FEET ON SAID CENTERLINE BEING A 2,29L.64 FOOT RADIUS CURVE TO TILE LEFT HAVING A CHORD BEARING NORTH 76 DEGREES 16 MINUTES 12 SECONDS WEST, 162.05 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 357.37 FEET ON SAID CENTERLINE; THENCE NORTH 53 DEGREES 52 MINUTES 46 SECONDS WEST, 96.76 FEET TO THE EXISTING NORTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 297.03 FEET ON A 990.00 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 45 DEGREES 17 MINUTES 03 SECONDS WEST, 295.92 FEET; THENCE NORTH 36 DEGREES 39 MINUTES 21 SECONDS WEST, 23.77 FEET; THENCE NORTH 77 DEGREES 19 MINUTES 36 SECONDS WEST, 64.74 FEET; THENCE SOUTH 69 DEGREES 03

MINUTES 36 SECONDS WEST, 100,61 FEET; THENCE SOUTH 69 DEGREES 55 MINUTES 52 SECONDS WEST, 149.98 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID IL 71; THENCE SOUTH 65 DEGREES 32 MINUTES 40 SECONDS WEST, 113.94 FEET TO THE CENTERLINE OF SAID IL 126; THENCE
NORTHWESTERLY, 119.55 FEET ON SAID CENTERLINE BEING A 2,170.59 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING NORTH 69 DEGREES 20 MINUTES 17 SECONDS WEST, 119.54 FEET TO THE POINT OF BEGINNING.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 07'44"EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 1236.84 FEET TO A POINT ON SAID EAST LINE WHICH IS 1284.36 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89°47'31" WEST, 684.42 FEET; THENCE NORTH 09°32'39" WEST, 590.03 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELSIE BOYD BY DEED DATED MARCH *25*, 1929 AND RECORDED DECEMBER 14, 1938 IN DEED RECORD 88 ON PAGE 399, FOR THE POINT OF BEGINNING; THENCE SOUTH *57°58'56"* WEST ALONG THE SOUTHERLY LINE OF SAID BOYD TRACT *AND* SAID SOUTHERLY LINE EXTENDED 352.89 FEET TO THE CENTER LINE OF WING ROAD; THENCE SOUTH 21°28'35" EAST ALONG SAID CENTERLINE 131.00 FEET; THENCE NORTH *57°58'56"* EAST PARALLEL WITH SAID SOUTHERLY LINE 323.58 FEET TO A POINT WHICH IS SOUTH 09°32'39" EAST, 139.37 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 09°32'39" WEST, 139.37 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1995.6 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 7L; THENCE EASTERLY ALONG SAID CENTER LINE 32.2 FEET TO THE CENTER LINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE OF ILLINOIS ROUTE 126, 1049.7 FEET FOR THE POINT, OF BEGINNING; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO SAID CENTER LINE, 339.9 FEET TO AN OLD CLAIM LINE; THENCE NORTHEASTERLY ALONG SAID OLD CLAIM LINE WHICH MAKES AN ANGLE OF 44°21' (MEASURED CLOCKWISE FROM THE LAST DESCRIBED COURSE) *468.6* FEET TO THE CENTER LINE OF SAID ILLINOIS ROUTE 126; THENCE NORTHWESTERLY ALONG SAID CENTER LINE 328.1 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.EXCEPT THEREFROM THE BELOW DESCRIBED PARCEL:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS WITH BEARINGS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83):

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE NORTH 01 DEGREE 35 MINUTES 30 SECONDS WEST, 1,995.04 FEET ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3 TO THE 'CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 71; THENCE NORTH 69 DEGREES 55 MINUTES *19* SECONDS EAST, 31.52 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF A PUBLIC HIGHWAY DESIGNATED IL 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 399.15 FEET ALONG A 2,170.59 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF SOUTH 73 DEGREES 01 MINUTE 41 SECONDS EAST, 398.58 FEET THENCE SOUTH 78 DEGREES 17 MINUTES 46 SECONDS EAST, 649.36 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THENCE SOUTH 78' DEGREES 17 MINUTES 46 SECONDS EAST, 172.16 FEET ALONG SAID CENTERLINE; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE, 162.08 FEET ALONG A 2,291,64 FOOT RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING OF SOUTH 76 DEGREES 16 MINUTES 12 SECONDS EAST, 162.05 FEET; THENCE SOUTH 56 DEGREES 32 MINUTES 11 SECONDS WEST, 65.63 FEET; THENCE NORTH 74 DEGREES 04 MINUTES 13 SECONDS WEST, 5.13 FEET; THENCE NORTH 65 DEGREES 29 MINUTES 14 SECONDS WEST, 50.57 FEET, TO THE SOUTHERLY RIGHT OF WAY LINE OF IL 126; THENCE NORTHWESTERLY, 61.11 FEET ON SAID RIGHT OF WAY LINE BEING ON A 2,251.64 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING OF NORTH 77 DEGREES 31 MINUTES 09 SECONDS WEST, 61.11 FEET; THENCE NORTH 78 DEGREES 17 MINUTES 46 SECONDS WEST, 172.27 FEET ALONG SAID SOUTH RIGHT OF WAY LINE; THENCE NORTH 11 DEGREES 52 MINUTES 19 SECONDS EAST, 40.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.297 ACRE MORE OR LESS, OF WHICH 0.290 ACRE, MORE OR LESS, IS LYING WITHIN PUBLIC ROAD RIGHT OF WAY, SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS, HEREBY RELEASING AND WAVING ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE.

[redacted]

PACKAGE NAME: IL Govt Legal Aurora Beacon

[redacted]

Preview

PUBLIC NOTICE
NOTICE OF PUBLIC HEARING
BEFORE
UNITED CITY OF YORKVILLE
PLANNING AND ZONING
COMMISSION
PZC 2022-02

NOTICE IS HEREBY GIVEN THAT Dawn Leprich-Graves, on behalf of BW Property Holdings, LLC/Bricolage Wellness, PLLC, petitioner, has filed an application with the United City of Yorkville, Kendall County, Illinois, requesting rezoning classification of an approximately 1.17-acre parcel located at 8721 Route 126 in Yorkville, Illinois. The real property, situated south of Illinois State Route 71 at the northwest intersection of Wing Road and Illinois State Route 126, is part of the previously approved Windmill Farms Annexation Agreement. The Windmill Farms Annexation Agreement zoned the parcels as a Planned Unit Development (PUD) which allowed for certain land uses consistent with those found in the R-4 General Multi-Family Residence District and B-3 General Business Zoning districts. The petitioner is seeking to rezone the 1.17-acre parcel from the Planned Unit Development (PUD) zoning designation to the B-3 General Business District. The purpose of the rezoning is to establish and operate a professional services business within the existing residential structure.

The legal description of said parcel is as follows:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 1,995.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 71; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE

GROSS PRICE * : [redacted]

PACKAGE NAME: IL Govt Legal Aurora Beacon

71, 1,411.3 FEET TO THE CENTERLINE EXTENDED NORTHWESTERLY OF THE PUBLIC ROAD RUNNING SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71, COMMONLY KNOWN AS WING ROAD; THENCE SOUTHEASTERLY ALONG THE EXTENDED CENTERLINE AND THE CENTERLINE OF SAID PUBLIC ROAD, BEING ALONG A LINE THAT FORMS AN ANGLE OF 93 DEGREES 25 MINUTES TO THE RIGHT WITH THE PROLONGATION NORTHEASTERLY OF THE TANGENT TO THE CENTERLINE OF SAID ILLINOIS ROUTE 71 AT THE LAST DESCRIBED POINT, 761 FEET FROM THE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 79 DEGREES 47 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED LINE 265.6 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 126; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF ILLINOIS ROUTE 126 TO THE CENTERLINE OF THE EASTERLY FORK OF THE PUBLIC ROAD AFORESAID WHICH RUNS SOUTHEASTERLY FROM SAID ILLINOIS ROUTE 71; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF SAID PUBLIC ROAD TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF KENDALL, KENDALL COUNTY, ILLINOIS.

PIN# 05-03-300-007

A copy of the application is available for review during normal City business hours at the office of the Community Development Director.

NOTICE IS HEREWITH GIVEN THAT the Planning and Zoning Commission for the United City of Yorkville will conduct a Public Hearing on said application on **Wednesday, April 13, 2022 at 7 p.m.** at the United City of Yorkville, City Hall, located at 800 Game Farm Road, Yorkville, Illinois 60560.

The public hearing may be continued from time to time to dates certain without further notice being published.

All interested parties are invited to attend the public hearing and will be given an opportunity to be heard. Any written comments should be addressed to the United City of Yorkville Community Development Department, City Hall, 800 Game Farm Road, Yorkville, Illinois, and will be accepted up to the date of the public hearing.

By order of the Corporate Authorities of the United City of Yorkville, Kendall County, Illinois

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	■
Purchasing Manager	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Planning and Zoning Commission #2

Tracking Number

PZC 2022-06 and EDC 2022-22

Agenda Item Summary Memo

Title: Bristol Bay - Unit 3 (Final Plat Amendment)

Meeting and Date: City Council – April 26, 2022

Synopsis: Proposed Plat of Resubdivision of Unit 3 in the Bristol Bay P.U.D.

Council Action Previously Taken:

Date of Action: PZC – 04/13/22 Action Taken: Moved forward to City Council agenda.

Item Number: PZC 2022-06 and EDC 2022-22

Type of Vote Required: Majority

Council Action Requested: Vote

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memorandum.

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: City Council
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Brad Sanderson, EEI, City Engineer
Date: April 13, 2022
Subject: **PZC 2022-06 Bristol Bay – Unit 3 (Final Plat Amendment)**
Proposed Final Plat Amendment for Townhomes

Proposed Request:

The petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, is seeking Final Plat amendment approval to introduce a new townhome product for the remaining thirteen (13) lots within Unit 3. The change in product type will accommodate sixty-one (61) townhome units, varying between 4, 5 and 6 units per building in Bristol Bay Unit 3. This resulted in the interior building lot lines for Lots 1-13 requiring adjustments to properly fit the new housing product. It also created minor encroachments within the rear and side property lines of Lots 12, 13, 15, and 18, which is under consideration by the City Administrator as a Minor PUD amendment approval.

The subject property, located east of N. Bridge Street (IL Route 47) and north of Bristol Bay Drive in the far northeast quadrant of the city, was originally annexed in 2005 and approved as a planned residential development via Ord. 2005-34, with roughly 2,075 single-family, duplex, townhome and condominium dwelling units. Currently, Unit 3 is approximately 55% built-out. In 2016, the former developer of the Bristol Bay subdivision, Pulte Homes, completed all mass grading, landscaping and public site improvements for Unit 3 and final acceptance from the City was approved on January 24, 2017. The successor developer, Bristol Bay Yorkville, LLC, purchased the unfinished units of the entire development from Pulte Homes in 2018.

The proposed Final Plat of Resubdivision Bristol Bay P.U.D. Unit 3 has been reviewed by the City's engineering consultant, Engineering Enterprises Inc. (EEI), for compliance with the Subdivision Control Ordinance's Standards for Specification and was recommended for approval.

Planning & Zoning Commission Action:

The Planning and Zoning Commission reviewed the request for final plat approval at a meeting held on April 13, 2022 and made the following action on the motion below:

In consideration of the proposed Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3, the Planning and Zoning Commission recommends approval of the plat to the City Council as presented by the Petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, in a plan prepared by HR Green, LTD date last revised March 18, 2022 on behalf of Bristol Bay Yorkville, LLC.

Action:

Olson – aye; Williams – aye; Millen – aye; Hyett – aye; Horaz – aye; **5 ayes; 0 no.**

Attachments:

1. Draft Ordinance
2. Memorandum to Planning and Zoning Commission dated April 6, 2022
3. Copy of Petitioner's Application
4. Exhibit A - Legal Description
5. Plan Council Packet for 03-10-22
6. EEI Letter to the City dated March 7, 2022.
7. Letter from HR Green responding to EEI review comments dated 03/18/22.
8. Final Plat of Resubdivision Bristol Bay P.U.D. Unit 3 Resubdivision prepared by HR Green, LTD and date revised 03/18/2022.

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

ORDINANCE No. 2022-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING THE FINAL PLAT OF RESUBDIVISION FOR *BRISTOL BAY P.U.D. UNIT 3*

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, The City approved Resolution 2005-59 entitled, *RESOLUTION APPROVING THE FINAL PLAT OF SUBDIVISION FOR BRISTOL BAY UNITS 1-7* adopted September 13, 2005 that was recorded with the Kendall County Recorder's office on December 21, 2005 as Document Number 200500039534; and,

WHEREAS, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, (the "Developer") has filed an application and petition for approval of the Final Plat of Resubdivision for Unit 3 of the Bristol Bay Planned Unit Development (the "*Bristol By P.U.D.*"); and,

WHEREAS, the Planning and Zoning Commission convened and held a public meeting on the April 13, 2022, to consider the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3; and,

WHEREAS, the Planning and Zoning Commission reviewed the standards set forth in Chapter 3 and 4 of the Yorkville Subdivision Control Ordinance and made a recommendation to the Mayor and City Council ("the Corporate Authorities") for approval of the resubdivision.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: The above recitals are incorporated herein and made a part of this Ordinance.

Section 2. That the Corporate Authorities hereby approve the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3 as prepared by HR Green, LTD, Aurora, Illinois, dated last revised

March 18, 2022 attached hereto and made a part hereof as *Exhibit A* and authorize the Mayor, City Clerk, City Administrator and City Engineer to execute said Plat.

Section 3: That the City Clerk is hereby authorized pursuant to Section 11-2-3.H of the Yorkville Subdivision Control Ordinance to record this ordinance and the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3 with the Kendall County Recorder of Deeds.

Section 4: This Ordinance shall be in full force and effect upon its passage, approval, and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	JASON PETERSON	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

MAYOR

EXHIBIT A
Final Plat

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D.
UNIT 3 RESUBDIVISION

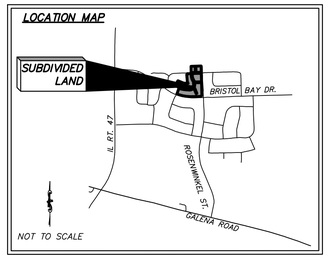
A RESUBDIVISION OF PART BRISTOL BAY UNIT3 IN THE S 1/2 OF SEC 4-37-7, IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-401-011 THROUGH 02-04-401-020
02-04-402-001 THROUGH 02-04-402-017
02-04-403-001 THROUGH 02-04-403-034
02-04-330-013 THROUGH 02-04-330-019
02-04-331-013 THROUGH 02-04-331-017

HR GREEN CONTACTS:
DAVID W. SCHULTZ P.E., PROJECT MANAGER
630-753-7560
BERNARD J. BAUER P.L.S., PROJECT SURVEYOR
630-753-7560

PROPERTY OWNER:
BRISTOL BAY YORKVILLE FN, LLC
340 W. BUTTERFIELD ROAD #2D
ELMHURST, IL 60126
TELEPHONE: 630-834-0722

LOCATION MAP

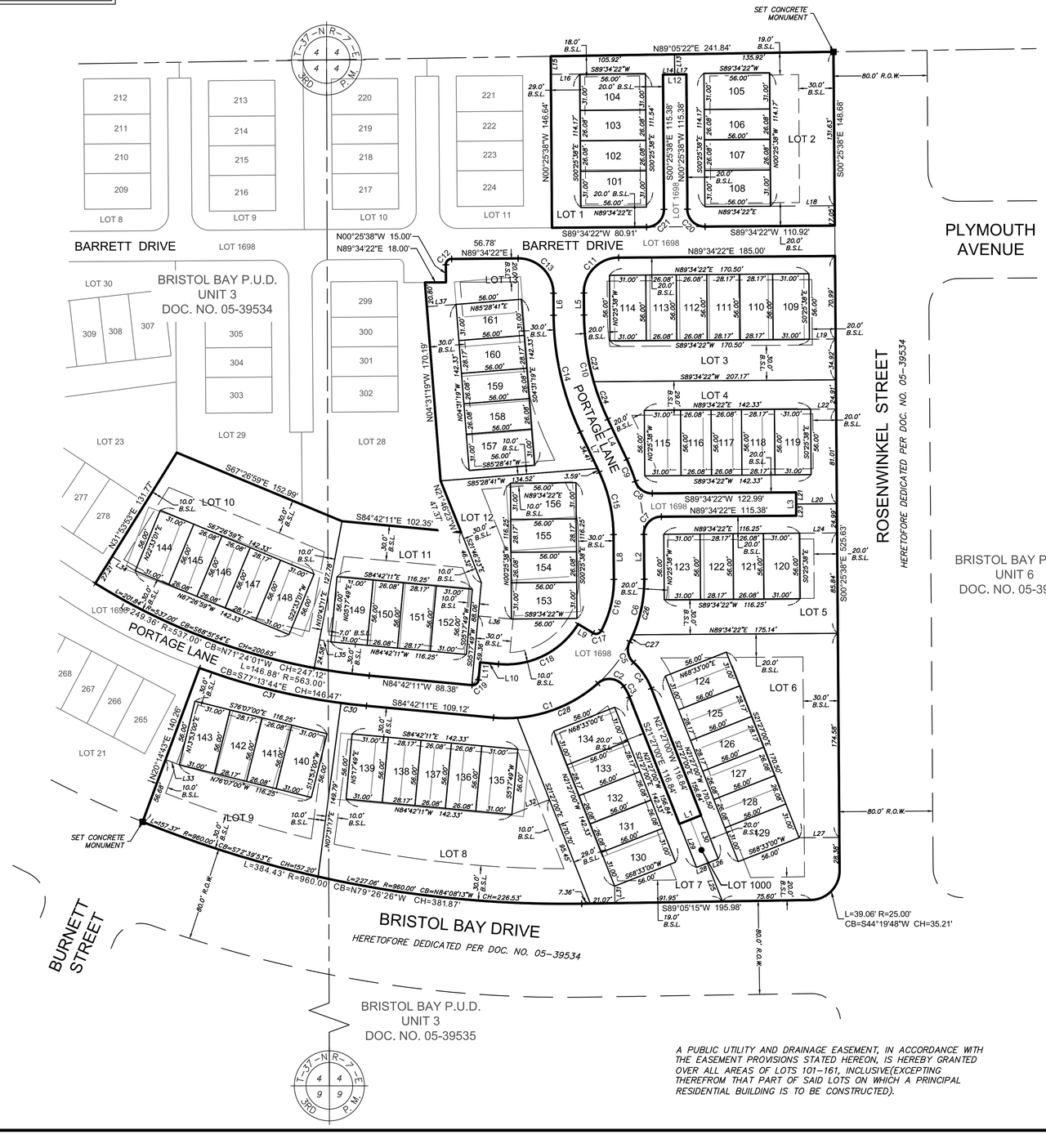


LEGEND
- CENTERLINE
- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE

GRAPHIC SCALE
80 0 25 50 100
(IN FEET)
1 inch = 50 ft.

LINE TABLE		
LINE #	LENGTH	BEARING
L1	20.00'	N68°33'00"E
L2	38.36'	N0°25'38"W
L3	20.00'	N0°25'38"W
L4	38.00'	N25°17'55"W
L5	18.83'	N0°25'38"W
L6	18.83'	S0°25'38"E
L7	38.00'	S25°17'55"E
L8	38.38'	S0°25'38"E
L9	14.86'	N58°39'52"W
L10	15.73'	N84°42'11"W
L11	15.00'	S5°17'49"W
L12	20.00'	S89°34'22"W
L13	17.16'	S0°25'38"E
L14	10.00'	N89°34'22"E
L15	13.34'	S0°25'38"E
L16	24.91'	S89°34'22"W
L17	10.00'	N89°34'22"E
L18	54.92'	N89°34'22"E
L19	22.46'	N89°34'22"E
L20	34.79'	S89°34'22"W
L21	10.00'	S0°25'38"E
L22	21.76'	N89°34'22"E
L23	10.00'	S0°25'38"E
L24	31.89'	N89°34'22"E
L25	35.18'	N21°27'00"W
L26	10.00'	S68°33'00"W
L27	34.37'	N89°34'22"E
L28	10.00'	S68°33'00"W
L29	40.00'	S21°27'00"E
L30	40.00'	S21°27'00"E
L31	14.56'	S0°54'45"E
L32	34.53'	N68°33'00"E
L33	12.54'	N69°45'17"W
L34	23.25'	N58°06'07"W
L35	9.95'	N79°16'49"W
L36	28.57'	N84°42'11"W
L37	25.00'	S85°28'41"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	96.52'	118.00'	N71°51'49"E	93.85'
C2	24.97'	15.00'	S83°53'00"E	22.18'
C3	10.30'	40.00'	S28°49'24"E	10.27'
C4	26.93'	60.00'	N34°18'31"W	26.71'
C5	19.28'	15.00'	N10°21'08"W	17.98'
C6	55.38'	118.00'	N13°01'04"E	54.87'
C7	23.56'	15.00'	N44°34'22"E	21.21'
C8	19.03'	15.00'	N54°04'54"W	17.78'
C9	20.19'	153.00'	N21°31'03"W	20.18'
C10	92.03'	212.00'	N12°51'46"W	91.31'
C11	47.12'	30.00'	N44°34'22"E	42.43'
C12	7.85'	5.00'	N44°34'22"E	7.07'
C13	47.12'	30.00'	S45°25'38"E	42.43'
C14	103.31'	238.00'	S12°51'46"E	102.50'
C15	55.13'	127.00'	S12°51'46"E	54.70'
C16	45.71'	92.00'	S13°48'25"W	45.24'
C17	8.14'	5.00'	S74°41'18"W	7.27'
C18	80.38'	72.00'	S63°18'59"W	76.27'
C19	7.85'	5.00'	S50°17'49"W	7.07'
C20	23.56'	15.00'	N45°25'38"W	21.21'
C21	23.56'	15.00'	S44°34'22"W	21.21'
C23	57.80'	212.00'	S8°14'14"E	57.62'
C24	34.23'	212.00'	S20°40'22"E	34.19'
C26	48.85'	118.00'	S11°25'59"W	48.50'
C27	6.53'	118.00'	S24°52'41"W	6.53'
C28	76.20'	118.00'	S66°55'45"W	74.88'
C30	21.86'	563.00'	N83°35'27"W	21.86'
C31	125.03'	563.00'	N76°07'00"W	124.77'



LOT AREAS			LOT AREAS		
LOT #	SQ.FT.	ACRES	LOT #	SQ.FT.	ACRES
1	7,833±	0.180±	126	1,578±	0.036±
2	12,385±	0.284±	127	1,460±	0.034±
3	12,882±	0.296±	128	1,460±	0.034±
4	10,386±	0.238±	129	1,736±	0.040±
5	10,599±	0.243±	130	1,736±	0.040±
6	21,353±	0.490±	131	1,460±	0.034±
7	10,216±	0.235±	132	1,460±	0.034±
8	22,070±	0.507±	133	1,578±	0.036±
9	13,837±	0.318±	134	1,736±	0.040±
10	15,850±	0.364±	135	1,736±	0.040±
11	9,776±	0.224±	136	1,460±	0.034±
12	12,019±	0.276±	137	1,460±	0.034±
13	12,614±	0.290±	138	1,578±	0.036±
101	1,736±	0.040±	139	1,736±	0.040±
102	1,461±	0.034±	140	1,736±	0.040±
103	1,461±	0.034±	141	1,460±	0.034±
104	1,736±	0.040±	142	1,578±	0.036±
105	1,736±	0.040±	143	1,736±	0.040±
106	1,461±	0.034±	144	1,736±	0.040±
107	1,461±	0.034±	145	1,460±	0.034±
108	1,736±	0.040±	146	1,460±	0.034±
109	1,736±	0.040±	147	1,578±	0.036±
110	1,578±	0.036±	148	1,736±	0.040±
111	1,578±	0.036±	149	1,736±	0.040±
112	1,460±	0.034±	150	1,460±	0.034±
113	1,460±	0.034±	151	1,578±	0.036±
114	1,736±	0.040±	152	1,736±	0.040±
115	1,736±	0.040±	153	1,736±	0.040±
116	1,460±	0.034±	154	1,460±	0.034±
117	1,460±	0.034±	155	1,578±	0.036±
118	1,578±	0.036±	156	1,736±	0.040±
119	1,736±	0.040±	157	1,736±	0.040±
120	1,736±	0.040±	158	1,460±	0.034±
121	1,460±	0.034±	159	1,460±	0.034±
122	1,578±	0.036±	160	1,578±	0.036±
123	1,736±	0.040±	161	1,736±	0.040±
124	1,736±	0.040±	1000	800±	0.018±
125	1,578±	0.036±			

NOTES:

1. ANNOTATION ABBREVIATIONS –
   B.S.L. = BUILDING SETBACK LINE
   R.O.W. = RIGHT-OF-WAY
   P.U.E. = PUBLIC UTILITY EASEMENT
   P.U.&D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
2. THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE.
3. 5/8" STEEL RODS SET @ ALL EXTERIOR CORNERS UNLESS OTHERWISE NOTED. 5/8" STEEL RODS WILL BE SET AT ALL INTERIOR CORNERS WITHIN 12 MONTHS OF RECORDATION.
4. DIMENSIONS ALONG CURVES ARE ARC DISTANCES UNLESS OTHERWISE NOTED.
5. PROPERTY ZONING IS R-3 (P.U.D.) IN THE UNITED CITY OF YORKVILLE.
6. OPEN SPACE TO BE OWNED AND MAINTAINED BY HOMEOWNERS ASSOCIATION.
7. BEARINGS ARE BASED ON LOCAL COORDINATE SYSTEM.
8. SEE COVENANTS AND RESTRICTIONS FOR EASEMENT PROVISIONS NOT SHOWN HEREON.
9. ACCESS EASEMENT OVER LOT 1000 IS HEREBY GRANTED.
10. PUBLIC UTILITY AND DRAINAGE EASEMENT OVER LOTS 1-13, INCLUSIVE, AND 1000 IS HEREBY GRANTED.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:06:04 PM
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A PUBLIC UTILITY AND DRAINAGE EASEMENT, IN ACCORDANCE WITH THE EASEMENT PROVISIONS STATED HEREON, IS HEREBY GRANTED OVER ALL AREAS OF LOTS 101-161, INCLUSIVE(EXCEPTING THEREFROM THAT PART OF SAID LOTS ON WHICH A PRINCIPAL RESIDENTIAL BUILDING IS TO BE CONSTRUCTED).

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

NO.	DATE	BY	REVISION DESCRIPTION
1	03/18/22	BJB	PER EEI COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D. UNIT 3 RESUBDIVISION
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
1 OF 2

Xrefs: 220051_FP_base

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D.
UNIT 3 RESUBDIVISION

A RESUBDIVISION OF PART BRISTOL BAY UNIT3 IN THE S 1/2 OF SEC 4-37-7, IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-401-011 THROUGH 02-04-401-020
02-04-402-001 THROUGH 02-04-402-017
02-04-403-001 THROUGH 02-04-403-034
02-04-330-013 THROUGH 02-04-330-019
02-04-331-013 THROUGH 02-04-331-017

OWNERSHIP CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____, AN ILLINOIS CORPORATION, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED FOREGOING SURVEYOR'S CERTIFICATE AND HAVE CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____, _____, THIS _____ DAY OF _____, 20___.

_____
CORPORATION NAME

_____
COMPLETE ADDRESS

BY: _____ _____
PRESIDENT SECRETARY

_____ _____
PRINTED NAME PRINTED NAME

NOTARY CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, HEREBY CERTIFY THAT _____ AND _____, PERSONALLY KNOW TO ME TO THE PRESIDENT AND SECRETARY OF _____, AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20___.

_____
NOTARY PUBLIC

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____, COUNTY CLERK OF KENDALL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT YORKVILLE,

ILLINOIS, THIS _____DAY OF _____ 20____.

_____
COUNTY CLERK

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:06:04 PM

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Xrefs: 220051_FP_base

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CHAIRMAN

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CITY ADMINISTRATOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No._____ AT A MEETING HELD THIS _____DAY OF_____, 20____.

_____
CITY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____ DAY OF_____, 20____.

_____
MAYOR

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____, CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS _____ DAY OF _____, 20____.

_____
CITY ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

WE, _____, REGISTERED PROFESSIONAL ENGINEER AND _____, OWNER (OR HIS ATTORNEY) SUBMIT THE TOPOGRAPHICAL AND PROFILE STUDIES AND, TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

DATED THIS _____ DAY OF _____,20___.

_____ _____
OWNER (OR DULY AUTHORIZED ATTORNEY) REGISTERED PROFESSIONAL ENGINEER

EASEMENT FOR INGRESS AND EGRESS

AN ACCESS EASEMENT IS HEREBY RESERVED FOR LOTS 6 AND 7 FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON ANY AND ALL PAVED SURFACES OF LOT 1000.

EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY, AMERITECH ILLINOIS a.k.a. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS, SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. PRIVATE OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF THE REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH MAY BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO SBC AMERITECH, NICOR, COM ED, COMCAST, OTHER PUBLIC UTILITIES, AND HOLDERS OF EXISTING FRANCHISES GRANTED BY THE CITY OF YORKVILLE, ILLINOIS, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT" (abbreviated P.U. & D.E.) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES UNDER THE SURFACE OF THE "PUBLIC UTILITY & DRAINAGE EASEMENT" INCLUDING WITHOUT LIMITATION TO TELEPHONE CABLE, GAS MAINS, ELECTRIC LINES, CABLE TELEVISION LINES, AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON.

A NON-EXCLUSIVE EASEMENT IS ALSO HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE, ILLINOIS TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE AND INSPECT FACILITIES FOR THE TRANSMISSION AND DISTRIBUTION OF WATER, STORM SEWERS, SANITARY SEWERS AND ELECTRICITY, WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT", TOGETHER WITH A RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE ABOVE NAMED ENTITIES ARE HEREBY GRANTED THE RIGHT TO ENTER UPON EASEMENTS HEREIN DESCRIBED FOR THE USES HEREIN SET FORTH AND THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THEIR UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO. NO PERMANENT BUILDINGS, STRUCTURES, OR OBSTRUCTIONS SHALL BE CONSTRUCTED IN, UPON, OR OVER ANY AREAS DESIGNATED AS "PUBLIC UTILITY & DRAINAGE EASEMENT", BUT SUCH AREAS MAY BE USED FOR GARDENS, SHRUBS, TREES, LANDSCAPING, DRIVEWAYS, AND OTHER RELATED PURPOSES THAT DO NOT UNREASONABLY INTERFERE WITH THE USES HEREIN DESCRIBED.

THE OCCUPATION AND USE OF THE NON-EXCLUSIVE EASEMENT HEREIN GRANTED AND RESERVED FOR THE ABOVE NAMED ENTITIES BY EACH OF SUCH ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH OR PRECLUDE THE OCCUPATION AND USE THEREOF BY OTHER ENTITIES FOR WHICH SUCH EASEMENTS ARE GRANTED AND RESERVED. THE CROSSING AND RECROSSING OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH, DAMAGE, OR DISTURB ANY TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO EXISTING WITHIN THE EASEMENTS BEING CROSSED OR RECROSSED. NO USE OR OCCUPATION OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL CAUSE ANY CHANGE IN GRADE OR IMPAIR OR CHANGE THE SURFACE DRAINAGE PATTERNS.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED, FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL, AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR – A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS. ON THIS _____ DAY OF _____, 20_____, AT _____O'CLOCK ____M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003799, AT THE REQUEST OF THE OWNER(S) THEREOF, HAVE SURVEYED, SUBDIVIDED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

LOTS 12 THROUGH 20, INCLUSIVE, LOTS 24 THROUGH 27, INCLUSIVE, LOTS 225 THROUGH 264, INCLUSIVE, AND LOTS 279 THROUGH 298, INCLUSIVE, IN BRISTOL BAY P.U.D., UNIT 3, BEING A SUBDIVISION OF PART OF THE SOUTH ONE-HALF OF SECTION 4, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NO. 200500039534, AS AFFECTED BY DOCUMENT NO. 200800014752, IN KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT AND ACCURATE REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT NO PART OF THE ABOVE DESCRIBED PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY BASED ON FIRM MAP NO. 17093C0035H, BEARING AN EFFECTIVE DATE OF JANUARY 8, 2014. ALL OF THE PROPERTY IS LOCATED IN ZONE "X" (UNSHADED), AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

I FURTHER CERTIFY THAT I HAVE SET ALL EXTERIOR SUBDIVISION MONUMENTS AND DESCRIBED THEM ON THIS FINAL PLAT, AND THAT ALL INTERIOR MONUMENTS SHALL BE SET AS REQUIRED BY STATUTE (ILLINOIS REVISED STATUTES 1989, CHAPTER 109 SECTION 1).

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE, ILLINOIS, WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS WITH THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS, THIS _____ DAY OF _____, 2022.

FOR REVIEW

_____
BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 035-003799
LICENSE EXPIRATION DATE: 11/30/2022

NO.	DATE	BY	REVISION DESCRIPTION
1	03/18/22	BJB	PER EEI COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D. UNIT 3 RESUBDIVISION
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
2 OF 2

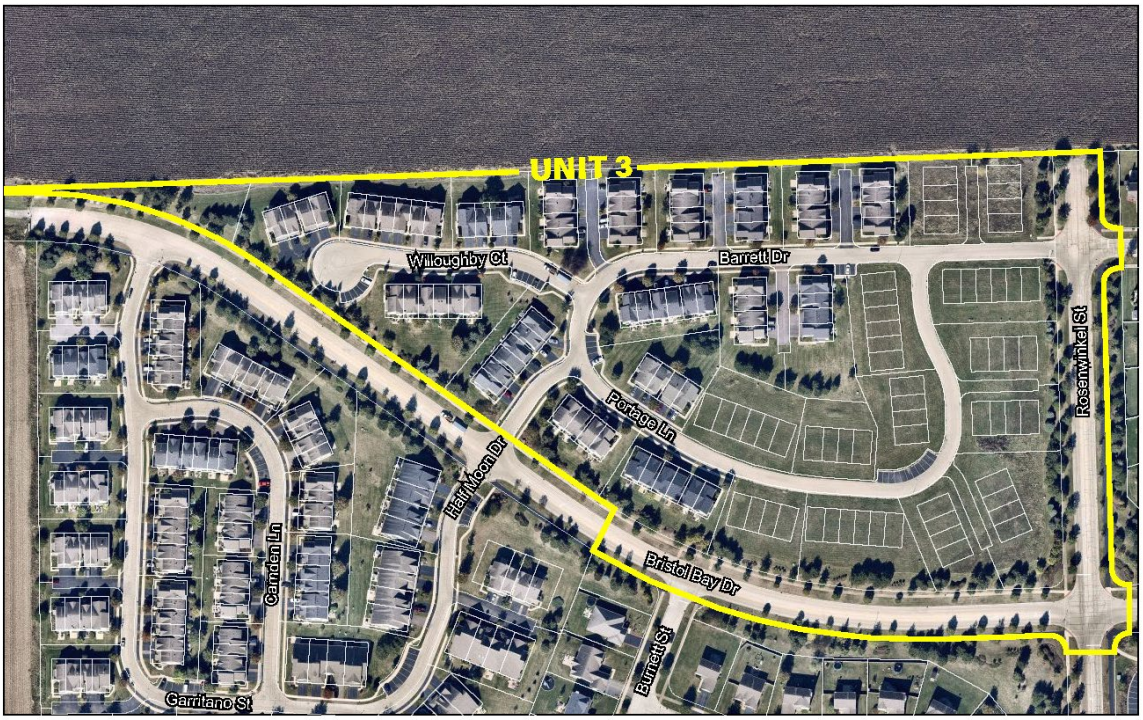
Memorandum

To: Planning and Zoning Commission
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Brad Sanderson, EEI, City Engineer
Date: April 6, 2022
Subject: **PZC 2022-06 Bristol Bay – Unit 3 (Final Plat Amendment)**
Proposed Final Plat Amendment for Townhomes

Proposed Request:

The petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, is seeking Final Plat amendment approval to introduce a new townhome product for the remaining thirteen (13) lots within Unit 3. The change in product type will accommodate sixty-one (61) townhome units, varying between 4, 5 and 6 units per building in Bristol Bay Unit 3. This resulted in the interior building lot lines for Lots 1-13 requiring adjustments to properly fit the new housing product. It also created minor encroachments within the rear and side property lines of Lots 12, 13, 15, and 18.

The subject property, located east of N. Bridge Street (IL Route 47) and north of Bristol Bay Drive in the far northeast quadrant of the city, was originally annexed in 2005 and approved as a planned residential development via Ord. 2005-34, with roughly 2,075 single-family, duplex, townhome and condominium dwelling units. Currently, Unit 3 is approximately 55% built-out. In 2016, the former developer of the Bristol Bay subdivision, Pulte Homes, completed all mass grading, landscaping and public site improvements for Unit 3 and final acceptance from the City was approved on January 24, 2017. The successor developer, Bristol Bay Yorkville, LLC, purchased the unfinished units of the entire development from Pulte Homes in 2018.



Bristol Bay Unit 3

United City of Yorkville, Illinois
March 14, 2022

General PUD/Annexation Agreement Comments:

PLANNED UNIT DEVELOPMENT (PUD)

Per Ordinance No. 2005-34, the subject property is currently zoned R-2D Two-Family Attached Residence District with a special use for a Planned Unit Development (PUD). Per Section 6, paragraph C of the annexation agreement, the developer may make minor changes to the Development Plan related to total number of dwelling units up to 2% subject to City administrative approval. In addition, this is consistent with the current minor PUD amendment process adopted by the City in 2014. *The following is a summary table of the minor PUD amendments to Bristol Bay Unit 3 currently under review by the City Administrator:*

Existing Residential Land Use

Land Use	Dwelling Units (DU)	Dwelling Unit %	Gross Acreage	% of Total Acres	Density
Residential-Condominium	624	30%	40.1	12.0%	15.6 du/ac
Residential-Townhomes	802	39%	94.0	29.0%	8.5 du/ac
Residential-Duplex	182	9%	32.7	10.0%	5.6 du/ac
Residential-Single Family	467	22%	162.9	49.0%	2.9 du/ac
TOTAL	**2075**	**100.00%**	**329.7**	**100.00%**	**6.3 du/ac**

Proposed Residential Land Use

Land Use	Dwelling Units (DU)	Dwelling Unit %	Gross Acreage	% of Total Acres	Density
Residential-Condominium	624	30%	40.1	12.0%	15.6 du/ac
Residential-Townhomes	803	39%	94.0	29.0%	8.5 du/ac
Residential-Duplex	182	9%	32.7	10.0%	5.6 du/ac
Residential-Single Family	467	22%	162.9	49.0%	2.9 du/ac
TOTAL	**2076**	**100.00%**	**329.7**	**100.00%**	**6.3 du/ac**

The proposed increase of one (1) townhome unit within Unit 3 of the Bristol Bay subdivision has no impact to the overall density or the unit mix of residential dwelling types in the development.

BUILDING SETBACKS

In addition to the minor increase in unit count, the developer's new product has a slightly revised building plan. While significantly similar in size, scale and character of the previously built townhome units of the former developer, the building footprints on four (4) lots minimally encroach into the required rear yard and side yard setbacks, as approved by the City Council via Bristol Bay Planned Unit Development (PUD) Agreement (Ord. 2005-34) and the recorded Final Plat (Res. 2005-59). Those include lots #12, 13, 15 and 18. *The requested encroachments also currently under review by the City Administrator as a minor PUD Amendment are as follows:*

REAR YARD ENCROACHMENTS

LOT	ENCROACHMENT	CURRENT SETBACK	PROPOSED SETBACK	% CHANGE
Lot 12	0.24 feet	30 feet	29 feet	- 3%
Lot 15	0.25 feet	30 feet	29 feet	-3%
Lot 18	0.34 feet	30 feet	29 feet	-3%

SIDE YARD ENCROACHMENTS

LOT	ENCROACHMENT	CURRENT SETBACK	PROPOSED SETBACK	% CHANGE
Lot 12	1.45 feet	20 feet	18 feet	- 10%
Lot 13	0.40 feet	20 feet	19 feet	-5%
Lot 18	1.0 feet	20 feet	19 feet	-5%

ARCHITECTURAL STANDARDS/APPEARANCE CODE

The original annexation agreement (Ord. 2005-34) provided general architectural renderings and stated that the residential improvements shall be constructed substantially consistent with those renderings or adhere to the City's Appearance Code standards, whichever is the least restrictive. Per a recent request by staff, the petitioner agreed to incorporate a mix of at least two (2) of the following suggested architectural design elements within the front elevations of the proposed new townhomes to add visual interest:

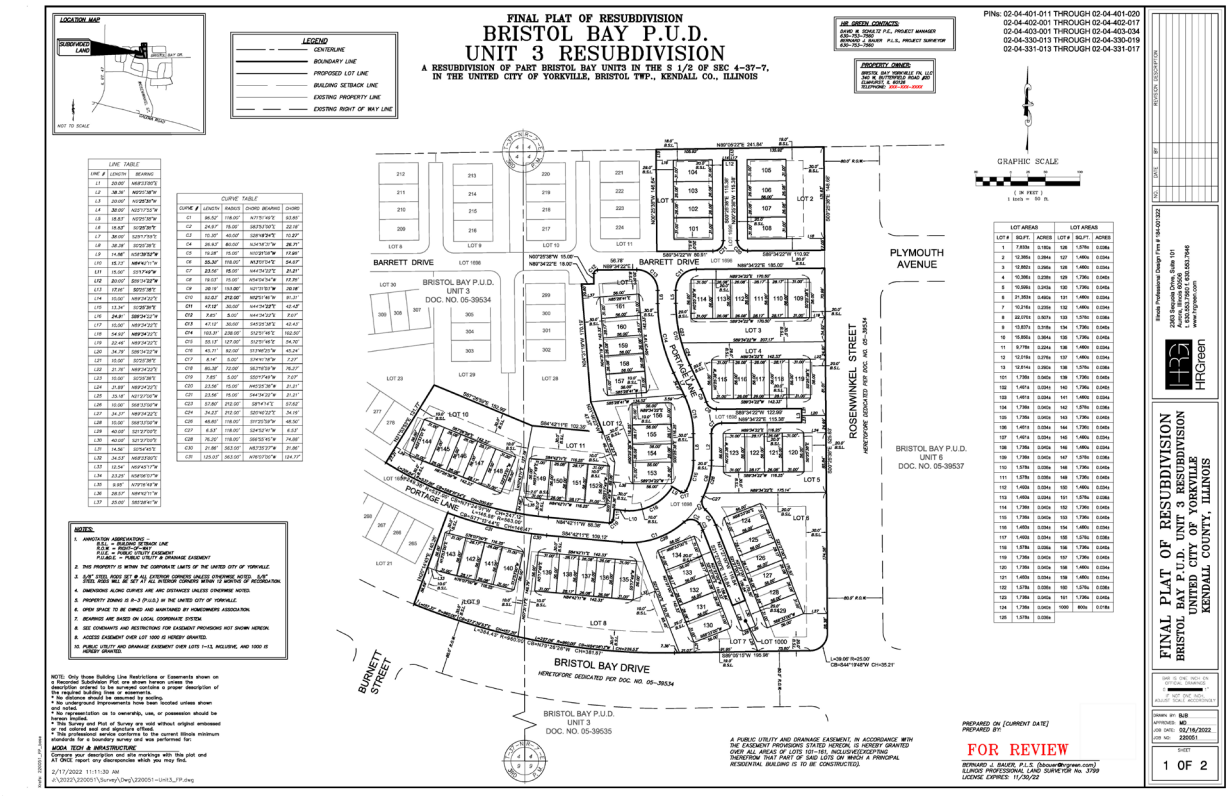
a. Brick or shake style on side elevations that face the street
b. Shutters on rear elevation windows
c. French doors on patio
d. Transom windows on center unit front doors
e. Planter boxes

<u>The petitioner has agreed to revise the townhome elevations for staff review prior to the submittal and issuance of building permits</u>.

<u>Proposed Final Plat of Resubdivision:</u>

The proposed Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3, as prepared by HR Green, generally conforms to the originally approved final plat but seeks minor modifications to the interior building lot lines to accommodate an updated housing product which slightly differs from the townhomes built over a decade ago.

The proposed final plat illustrates solid dark lines representing the new interior building lot lines for Bristol Bay Unit 3. The solid light gray lines represent the currently recorded interior building lot lines, depicted as follows:



Staff Comments:

The proposed Final Plat of Resubdivision Bristol Bay P.U.D. Unit 3 has been reviewed by the City's engineering consultant, Engineering Enterprises Inc. (EEI), for compliance with the Subdivision Control Ordinance's Standards for Specification. Comments dated March 7, 2022 were provided to the applicant (see attached). The petitioner has addressed the comments provided and resubmitted a revised plat dated 03/18/22 which is included in the packet. Staff supports **approval** of the revised final plat.

Per Section 6, paragraph A of the annexation agreement for Bristol Bay (Ord. 2005-34), the City shall act upon any final plat and final engineering or resubmitted final plat and final engineering within sixty (60) days of receipt. Initial receipt of the completed application was on February 17, 2022. Based upon the required City meeting schedule, the final approval of the requested Final Plat Amendment is proposed for April 26, 2022.

Proposed Motion:

In consideration of the proposed Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3, the Planning and Zoning Commission recommends approval of the plat to the City Council as presented by the Petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, in a plan prepared by HR Green, LTD date last revised March 18, 2022 on behalf of Bristol Bay Yorkville, LLC***, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…***

Attachments:

1. Copy of Petitioner's Application
2. Exhibit A - Legal Description
3. Plan Council Packet for 03-10-22
4. EEI Letter to the City dated March 7, 2022.
5. Letter from HR Green responding to EEI review comments dated 03/18/22.
6. Final Plat of Resubdivision Bristol Bay P.U.D. Unit 3 Resubdivision prepared by HR Green, LTD and date revised 03/18/2022.

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR FINAL PLAT/REPLAT

DATE: 01/28/2022	PZC NUMBER:	DEVELOPMENT NAME: Bristol Bay Subdivision - Unit 3

PETITIONER INFORMATION

NAME: Troy Mertz	COMPANY: Moda Tech & Infrastructure
MAILING ADDRESS: 1834 Walden Square, Unit 300	
CITY, STATE, ZIP: Schaumburg, IL 60173	TELEPHONE: ○ HOME ◉ BUSINESS (630) 834-0722
EMAIL: troymertz@gmail.com	FAX:

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Bristol Bay Yorkville LLC

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:

PROPERTY STREET ADDRESS: Remaining unbuilt lots in Unit 3

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:

Nearest intersection - Northeast corner of Bristol Bay Drive and Rosenwinkel Street.
Remaining unbuilt lots in Unit 3 in Bristol Bay Subdivision

CURRENT ZONING CLASSIFICATION: Bristol Bay PUD

TOTAL LOT ACREAGE: Remaining Lots by Exhibit	TOTAL NUMBER OF LOTS TO BE CREATED: 0 (Existing)

PROPOSED LOT AREAS AND DIMENSIONS

LOT NUMBER	LOT DIMENSIONS (W x L, IN FEET)	LOT AREA (IN SQUARE FEET)
Lot 12	See attached Unit 3 Overlay Exhibit A	7,896
Lot 15	See attached Unit 3 Overlay Exhibit A	12,028
Lot 18	See attached Unit 3 Overlay Exhibit A	12,258
Lot 13	See attached Unit 3 Overlay Exhibit A	12,448

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR FINAL PLAT/REPLAT

ATTORNEY INFORMATION	
NAME: Thomas R. Burney	COMPANY: Law Office of Thomas R. Burney, LLC
MAILING ADDRESS: 40 Brink Street	
CITY, STATE, ZIP: Crystal Lake, IL 60014	TELEPHONE: (815) 459-8800
EMAIL: tburney@zcwlaw.com	FAX: (815) 459-8429
ENGINEER INFORMATION	
NAME: David Schultz	COMPANY: HR GREEN INC.
MAILING ADDRESS: 2363 Sequoia Drive | Suite 101	
CITY, STATE, ZIP: Aurora, IL 60506	TELEPHONE: 630-708-5002
EMAIL: dschultz@hrgreen.com	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME: Bernie Bauer	COMPANY: HR GREEN INC.
MAILING ADDRESS: 2363 Sequoia Drive | Suite 101	
CITY, STATE, ZIP: Aurora, IL 60506	TELEPHONE: 630-708-5033
EMAIL: bbauer@hrgreen.com	FAX:

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

AGREEMENT

I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

I UNDERSTAND ALL OF THE INFORMATION PRESENTED IN THIS DOCUMENT AND UNDERSTAND THAT IF AN APPLICATION BECOMES DORMANT IT IS THROUGH MY OWN FAULT AND I MUST THEREFORE FOLLOW THE REQUIREMENTS OUTLINED ABOVE.

PETITIONER SIGNATURE

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

OWNER SIGNATURE

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICANT DEPOSIT ACCOUNT/ ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

PROJECT NAME:	FUND ACCOUNT NUMBER:	PROPERTY ADDRESS: Bristol Bay Subdivision - Unit 3

PETITIONER DEPOSIT ACCOUNT FUND:

It is the policy of the United City of Yorkville to require any petitioner seeking approval on a project or entitlement request to establish a Petitioner Deposit Account Fund to cover all actual expenses occurred as a result of processing such applications and requests. Typical requests requiring the establishment of a Petitioner Deposit Account Fund include, but are not limited to, plan review of development approvals/engineering permits. Deposit account funds may also be used to cover costs for services related to legal fees, engineering and other plan reviews, processing of other governmental applications, recording fees and other outside coordination and consulting fees. Each fund account is established with an initial deposit based upon the estimated cost for services provided in the **INVOICE & WORKSHEET PETITION APPLICATION**. This initial deposit is drawn against to pay for these services related to the project or request. Periodically throughout the project review/approval process, the Financially Responsible Party will receive an invoice reflecting the charges made against the account. At any time the balance of the fund account fall below ten percent (10%) of the original deposit amount, the Financially Responsible Party will receive an invoice requesting additional funds equal to one-hundred percent (100%) of the initial deposit if subsequent reviews/fees related to the project are required. In the event that a deposit account is not immediately replenished, review by the administrative staff, consultants, boards and commissions may be suspended until the account is fully replenished. If additional funds remain in the deposit account at the completion of the project, the city will refund the balance to the Financially Responsible Party. A written request must be submitted by the Financially Responsible Party to the city by the 15th of the month in order for the refund check to be processed and distributed by the 15th of the following month. All refund checks will be made payable to the Financially Responsible Party and mailed to the address provided when the account was established.

ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

NAME: Troy Mertz	COMPANY: Moda Tech & Infrastructure
MAILING ADDRESS: 1834 Walden Square, Unit 300	
CITY, STATE, ZIP: Schaumburg, IL 60173	TELEPHONE: (630) 834-0722
EMAIL: troymertz@gmail.com	FAX:

FINANCIALLY RESPONSIBLE PARTY:

I acknowledge and understand that as the Financially Responsible Party, expenses may exceed the estimated initial deposit and, when requested by the United City of Yorkville, I will provide additional funds to maintain the required account balance. Further, the sale or other disposition of the property does not relieve the individual or Company/Corporation of their obligation to maintain a positive balance in the fund account, unless the United City of Yorkville approves a Change of Responsible Party and transfer of funds. Should the account go into deficit, all City work may stop until the requested replenishment deposit is received.

Troy Mertz
PRINT NAME

President
TITLE

SIGNATURE*

2-3-2022
DATE

**The name of the individual and the person who signs this declaration must be the same. If a corporation is listed, a corporate officer must sign the declaration (President, Vice-President, Chairman, Secretary or Treasurer)*

INITIAL ENGINEERING/LEGAL DEPOSIT TOTALS

ENGINEERING DEPOSITS:		LEGAL DEPOSITS:	
Up to one (1) acre	$5,000	Less than two (2) acres	$1,000
Over one (1) acre, but less than ten (10) acres	$10,000	Over two (2) acres, but less than ten (10) acres	$2,500
Over ten (10) acres, but less than forty (40) acres	$15,000	Over ten (10) acres	$5,000
Over forty (40) acres, but less than one hundred (100)	$20,000		
In excess of one hundred (100.00) acres	$25,000		

EXHIBIT A:

BRISTOL BAY – UNIT 3 FINAL PLAT OF RESUBDIVISON:

LOTS 12 THROUGH 20, INCLUSIVE, LOTS 24 THROUGH 27, INCLUSIVE, LOTS 225 THROUGH 264, INCLUSIVE. AND LOTS 279 THROUGH 298, INCLUSIVE, IN BRISTOL BAY P.U.D., UNIT 3, BEING A SUBDIVISION OF PART OF THE SOUTH ONE-HALF OF SECTION 4, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NO. 200500039534, AS AFFECTED BY DOCUMENT NO. 200800014752, IN KENDALL COUNTY, ILLINOIS.

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
Fax: 630-553-7575

PLAN COUNCIL AGENDA

Thursday, March 10, 2022
9:00 a.m.
Remote Access via Zoom

1. Minutes for approval: November 9, 2021

2. PZC 2022-06 Bristol Bay – Unit 3 - Final Plat of Resubdivision

3. PZC 2022-07 Bristol Bay – Unit 13 – Final Plat of Subdivision

Adjournment

Memorandum

To: Plan Council
From: Krysti Barksdale-Noble, Community Development Director
Date: March 7, 2022
Subject: **PZC 2022-06 Bristol Bay – Unit 3 (Final Plat Amendment)**
Proposed Final Plat Amendment for Townhomes

I have reviewed the application for Final Plat Amendment for Bristol Bay Unit 3, as submitted by David Schultz on behalf of Troy Mertz, Petitioner. The Final Plat of Resubdivision - Bristol Bay P.U.D. Unit 3 Resubdivision was prepared by HR Green and dated 02-16-2022.

The petitioner is seeking Final Plat amendment approval to introduce a new townhome product for the remaining thirteen (13) lots within Unit 3. The change in product type will result in sixty-one (61) townhome units, varying between 4, 5 and 6 units per building in Bristol Bay Unit 3. This will result in the interior building lot lines for Lots 12, 15, 18 and 13 requiring adjustment, and the minor encroachment within the rear and side property lines on the same lots. Based upon my review of the applications, documents, and plans; I have compiled the following comments:

GENERAL PUD/ANNEXATION AGREEMENT COMMENTS:

1. **PLANNED UNIT DEVELOPMENT (PUD)** – Per Ordinance No. 2005-34, the subject property is currently zoned R-2D Two-Family Attached Residence District with a special use for a Planned Unit Development (PUD). Per Section 6, paragraph C of the annexation agreement, the developer may make minor changes to the Development Plan related to total number of dwelling units up to 2% subject to City administrative approval. In addition, this is consistent with the current minor PUD amendment process adopted by the City in 2014. The following is a summary table of the proposed minor PUD amendments to Bristol Bay Unit 3 under review by the City Administrator:

Existing Residential Land Use

Land Use	Dwelling Units (DU)	Dwelling Unit %	Gross Acreage	% of Total Acres	Density
Residential-Condominium	624	30%	40.1	12.0%	15.6 du/ac
Residential-Townhomes	802	39%	94.0	29.0%	8.5 du/ac
Residential-Duplex	182	9%	32.7	10.0%	5.6 du/ac
Residential-Single Family	467	22%	162.9	49.0%	2.9 du/ac
TOTAL	**2075**	**100.00%**	**329.7**	**100.00%**	**6.3 du/ac**

Proposed Residential Land Use

Land Use	Dwelling Units (DU)	Dwelling Unit %	Gross Acreage	% of Total Acres	Density
Residential-Condominium	624	30%	40.1	12.0%	15.6 du/ac
Residential-Townhomes	803	39%	94.0	29.0%	8.5 du/ac
Residential-Duplex	182	9%	32.7	10.0%	5.6 du/ac
Residential-Single Family	467	22%	162.9	49.0%	2.9 du/ac
TOTAL	**2076**	**100.00%**	**329.7**	**100.00%**	**6.3 du/ac**

The proposed increase of one (1) townhome unit within Unit 3 of the Bristol Bay subdivision has no impact to the overall density or the unit mix of residential dwelling types in the development.

2. **BUILDING SETBACKS –** In addition to the minor increase in unit count, the developer's new product has a slightly revised building plan. While significantly similar in size, scale and character of the previously built townhome units of the former developer, the building footprints on four (4) lots minimally encroach into the required rear yard and side yard setbacks, as approved by the City Council via Bristol Bay Planned Unit Development (PUD) Agreement (Ord. 2005-34) and the recorded Final Plat (Res. 2005-59). Those include lots #12, 13, 15 and 18.

   The requested encroachments also currently under review by the City Administrator as a minor PUD Amendment are as follows:

REAR YARD ENCROACHMENTS

LOT	ENCROACHMENT	CURRENT SETBACK	PROPOSED SETBACK	% CHANGE
Lot 12	0.24 feet	30 feet	29 feet	- 3%
Lot 15	0.25 feet	30 feet	29 feet	-3%
Lot 18	0.34 feet	30 feet	29 feet	-3%

SIDE YARD ENCROACHMENTS

LOT	ENCROACHMENT	CURRENT SETBACK	PROPOSED SETBACK	% CHANGE
Lot 12	1.45 feet	20 feet	18 feet	- 10%
Lot 13	0.40 feet	20 feet	19 feet	-5%
Lot 18	1.0 feet	20 feet	19 feet	-5%

3. **ARCHITECTURAL STANDARDS/APPEARANCE CODE** – The original annexation agreement (Ord. 2005-34) provided general architectural renderings (Exhibit R) and stated that the residential improvements shall be constructed substantially consistent with those renderings or adhere to the City's Appearance Code standards, whichever is the least restrictive.
4. **RECENT ARCHITECTURAL DESIGN MODIFICATIONS** – Per a recent request by staff in an email dated January 26, 2022, the petitioner agreed to incorporate a mix of at least two (2) of the following suggested architectural design elements within the front elevations of the proposed new townhomes to add visual interest:
   a. Brick or shake style on side elevations that face the street
   b. Shutters on rear elevation windows
   c. French doors on patio
   d. Transom windows on center unit front doors
   e. Planter boxes

   Staff requests to review the final building elevations prior to issuance of building permits.

FINAL PLAT OF RESUBDIVISION COMMENTS:

1. **TIMING OF FINAL PLAT** – Per Section 6, paragraph A of the annexation agreement for Bristol Bay (Ord. 2005-34), the City hall act upon any final plat and final engineering or resubmitted final plat and final engineering within sixty (60) days of receipt. Initial receipt of the completed application was on February 17, 2022, based upon the required City meeting schedule, the final approval of the requested Final Plat Amendment is proposed as April 26, 2022.

Engineering Enterprises, Inc.

March 7, 2022

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: Bristol Bay – Unit 3
Final Plat of Resubdivision Review
United City of Yorkville, Kendall County, Illinois

Dear Krysti:

We are in receipt of the following items for the above referenced project:

- Final Plat for Resubdivision Bristol Bay P.U.D Unit 3 Resubdivision dated February 16, 2022 and prepared by HR Green
- Exhibit A prepared by HR Green
- Application for Final Plat/Replat dated February 3, 2022

Our review of these plans is to generally determine their compliance with local ordinances and whether the improvements will conform to existing local systems and equipment. This review and our comments do not relieve the designer from his duties to conform to all required codes, regulations, and acceptable standards of engineering practice. Engineering Enterprises, Inc.'s review is not intended as an in-depth quality assurance review, we cannot and do not assume responsibility for design errors or omissions in the plans. As such, we offer the following comments:

1. Access easement provisions should be noted.

2. The two proposed concrete monuments should be shown.

The plat should be revised and resubmitted for further review. If you have any questions or require additional information, please contact our office.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Chief Operating Officer / President

pc: Mr. Bart Olson, City Administrator (via e-mail)
Ms. Erin Willrett, Assistant City Administrator (via e-mail)
Mr. Jason Engberg, Senior Planner (via e-mail)
Mr. Eric Dhuse, Director of Public Works (via e-mail)
Mr. Pete Ratos, Building Department (via e-mail)
Ms. Dee Weinert, Permit Tech (via e-mail)
Ms. Jori Behland, City Clerk (via e-mail)
Mr. Troy Mertz, Moda Tech & Infrastructure (via e-mail)
Mr. David Schultz, HR Green (via e-mail)
TNP, NLS EEI (Via e-mail)

2363 Sequoia Drive | Suite 101
Aurora, IL 60506
Main 630.553.7560 + **Fax** 713.965.0044

HRGREEN.COM

March 18, 2022

United City of Yorkville
Ms. Krysti Barksdale-Noble
Community Development Director
800 Game Farm Road
Yorkville, IL 60506

RE: Bristol Bay – Unit 3
Final Plat of Resubdivision Review
Response to Review Comments No. 1
HR Green Job.: 220051

Dear Ms. Barksdale-Noble:

Please see below our responses to Engineering Enterprises, Inc. review comment letter dated March 7, 2022. Responses to each comment are shown in **bold** following the comment.

Review Comments

1. Access easement provisions should be noted.
   RESPONSE: Added as requested.

2. The two proposed concrete monuments should be shown.
   RESPONSE: Added as requested.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

HR GREEN, INC.

David Schultz, PE, LEED AP
Project Manager

DS/ag

\\hrgreen.com\HRG\Data\2022\220051\Design\Deliverables\OUTGOING\ltr-031722-220051_Unit3_Comment Response#1.docx

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D.
UNIT 3 RESUBDIVISION

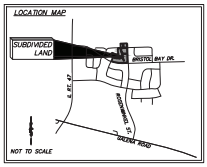
A RESUBDIVISION OF PART BRISTOL BAY UNIT3 IN THE S 1/2 OF SEC 4-37-7, IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-401-011 THROUGH 02-04-401-020
02-04-402-001 THROUGH 02-04-402-017
02-04-403-001 THROUGH 02-04-403-034
02-04-330-013 THROUGH 02-04-330-019
02-04-331-013 THROUGH 02-04-331-017

HR GREEN CONTACTS:
DAVID W. SCHULTZ P.E., PROJECT MANAGER
630-753-7560
BERNARD J. BAUER P.L.S., PROJECT SURVEYOR
630-753-7560

PROPERTY OWNER:
BRISTOL BAY YORKVILLE I'N, LLC
340 W. BUTTERFIELD ROAD #3D
ELMHURST, IL 60126
TELEPHONE: 630-834-0722

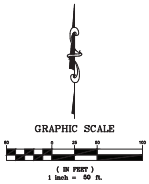
LOCATION MAP



LEGEND

- CENTERLINE
- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE

GRAPHIC SCALE



LINE TABLE		
LINE #	LENGTH	BEARING
L1	20.00'	N68°33'00"E
L2	38.36'	N02°25'38"W
L3	20.00'	N02°25'38"W
L4	38.00'	N25°17'50"W
L5	18.83'	N02°25'38"W
L6	18.83'	S02°25'38"E
L7	38.00'	S25°17'50"E
L8	38.38'	S02°25'38"E
L9	14.86'	N58°39'52"W
L10	15.73'	N84°42'11"W
L11	15.00'	S5°17'49"W
L12	20.00'	S89°34'22"W
L13	17.16'	S02°25'38"E
L14	10.00'	N89°34'22"E
L15	13.34'	S02°25'38"E
L16	24.91'	S89°34'22"W
L17	10.00'	N89°34'22"E
L18	54.93'	N89°34'22"E
L19	22.46'	N89°34'22"E
L20	34.79'	S89°34'22"W
L21	10.00'	S02°25'38"E
L22	21.76'	N89°34'22"E
L23	10.00'	S02°25'38"E
L24	31.89'	N89°34'22"E
L25	35.18'	N01°27'00"W
L26	10.00'	S88°33'00"W
L27	34.37'	N89°34'22"E
L28	10.00'	S88°33'00"W
L29	40.00'	S21°27'00"E
L30	40.00'	S21°27'00"E
L31	14.56'	S0°54'45"E
L32	24.53'	N68°33'00"E
L33	12.04'	N69°45'17"W
L34	23.25'	N58°58'10"W
L35	9.95'	N79°16'49"W
L36	28.57'	N84°42'11"W
L37	25.00'	S85°28'41"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	96.53'	118.00'	N71°31'49"E	93.85'
C2	24.97'	15.00'	S83°53'00"E	22.18'
C3	10.30'	45.00'	S28°49'24"E	10.27'
C4	26.93'	60.00'	N34°18'31"W	26.71'
C5	19.28'	15.00'	N10°01'08"W	17.98'
C6	55.38'	118.00'	N17°01'04"E	54.87'
C7	23.56'	15.00'	N44°34'22"E	21.21'
C8	19.03'	15.00'	N54°04'34"W	17.78'
C9	20.19'	153.00'	N21°31'03"W	20.18'
C10	92.03'	212.00'	N12°51'46"W	91.31'
C11	47.12'	30.00'	N44°34'22"E	42.43'
C12	7.85'	5.00'	N44°34'22"E	7.07'
C13	47.12'	30.00'	S45°25'38"E	42.43'
C14	103.31'	236.00'	S12°51'46"E	102.50'
C15	55.13'	127.00'	S12°51'46"E	54.70'
C16	45.71'	92.00'	S13°48'25"W	45.24'
C17	8.14'	5.00'	S74°41'18"W	7.27'
C18	80.36'	72.00'	S63°18'59"W	76.27'
C19	7.85'	5.00'	S50°17'49"W	7.07'
C20	23.56'	15.00'	N45°25'38"W	21.21'
C21	23.56'	15.00'	S44°34'22"W	21.21'
C23	57.80'	212.00'	S8°14'4"E	57.62'
C24	34.33'	212.00'	S20°42'22"E	34.19'
C26	46.85'	118.00'	S11°25'59"W	46.55'
C27	6.53'	118.00'	S24°52'41"W	6.53'
C28	76.20'	118.00'	S66°55'45"W	74.88'
C30	21.86'	563.00'	N83°35'27"W	21.86'
C31	125.03'	563.00'	N76°07'00"W	124.77'

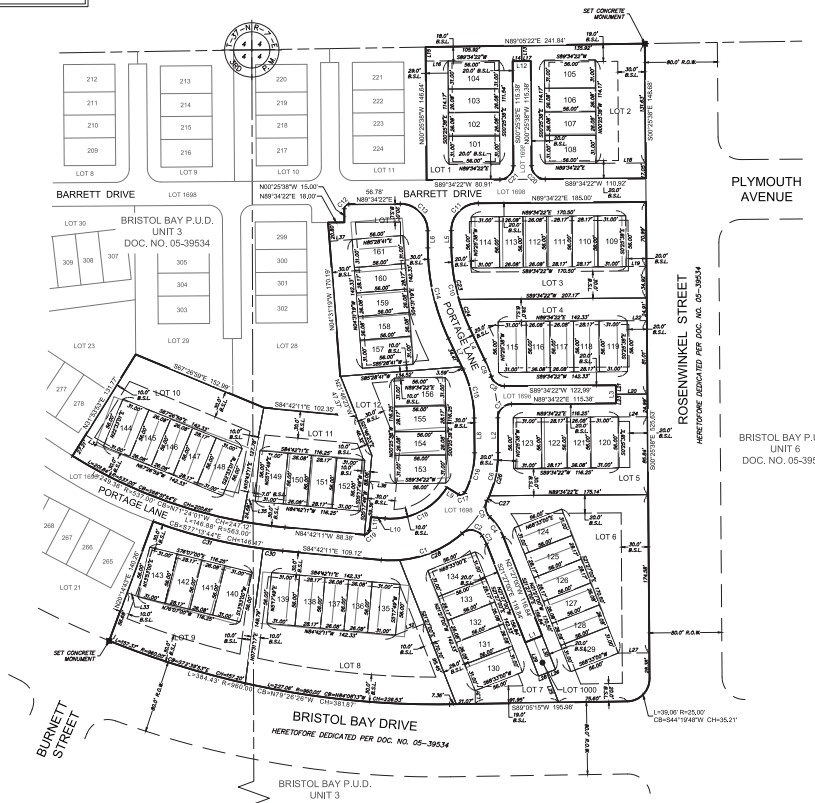
NOTES:
1. ANNOTATION ABBREVIATIONS –
   B.S.L. = BUILDING SETBACK LINE
   R.O.W. = RIGHT-OF-WAY
   P.U.E. = PUBLIC UTILITY EASEMENT
   P.U.&D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
2. THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE.
3. 5/8" STEEL RODS SET @ ALL EXTERIOR CORNERS UNLESS OTHERWISE NOTED. 5/8" STEEL RODS WILL BE SET AT ALL INTERIOR CORNERS WITHIN 12 MONTHS OF RECORDATION.
4. DIMENSIONS ALONG CURVES ARE ARC DISTANCES UNLESS OTHERWISE NOTED.
5. PROPERTY ZONING IS R–3 (P.U.D.) IN THE UNITED CITY OF YORKVILLE.
6. OPEN SPACE TO BE OWNED AND MAINTAINED BY HOMEOWNERS ASSOCIATION.
7. BEARINGS ARE BASED ON LOCAL COORDINATE SYSTEM.
8. SEE COVENANTS AND RESTRICTIONS FOR EASEMENT PROVISIONS NOT SHOWN HEREON.
9. ACCESS EASEMENT OVER LOT 1000 IS HEREBY GRANTED.
10. PUBLIC UTILITY AND DRAINAGE EASEMENT OVER LOTS 1–13, INCLUSIVE, AND 1000 IS HEREBY GRANTED.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the related building lines or easements.
* Distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are valid without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MCDA TECH & INFRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:06:04 PM
J:\2022\220051\Survey\Dwg\220051–Unit3_FP.dwg



LOT AREAS			LOT AREAS		
LOT #	SQ.FT.	ACRES	LOT #	SQ.FT.	ACRES
1	7,833±	0.180±	126	1,578±	0.036±
2	12,385±	0.284±	127	1,460±	0.034±
3	12,852±	0.295±	128	1,460±	0.034±
4	10,386±	0.238±	129	1,736±	0.040±
5	10,596±	0.243±	130	1,736±	0.040±
6	21,353±	0.490±	131	1,460±	0.034±
7	10,216±	0.235±	132	1,460±	0.034±
8	22,070±	0.507±	133	1,578±	0.036±
9	13,837±	0.318±	134	1,736±	0.040±
10	15,850±	0.364±	135	1,736±	0.040±
11	9,776±	0.224±	136	1,460±	0.034±
12	12,019±	0.276±	137	1,460±	0.034±
13	12,614±	0.290±	138	1,578±	0.036±
101	1,736±	0.040±	139	1,736±	0.040±
102	1,461±	0.034±	140	1,736±	0.040±
103	1,461±	0.034±	141	1,460±	0.034±
104	1,736±	0.040±	142	1,578±	0.036±
105	1,736±	0.040±	143	1,736±	0.040±
106	1,461±	0.034±	144	1,736±	0.040±
107	1,461±	0.034±	145	1,460±	0.034±
108	1,736±	0.040±	146	1,460±	0.034±
109	1,736±	0.040±	147	1,578±	0.036±
110	1,578±	0.036±	148	1,736±	0.040±
111	1,578±	0.036±	149	1,736±	0.040±
112	1,460±	0.034±	150	1,460±	0.034±
113	1,460±	0.034±	151	1,578±	0.036±
114	1,736±	0.040±	152	1,736±	0.040±
115	1,736±	0.040±	153	1,736±	0.040±
116	1,460±	0.034±	154	1,460±	0.034±
117	1,460±	0.034±	155	1,578±	0.036±
118	1,578±	0.036±	156	1,736±	0.040±
119	1,736±	0.040±	157	1,736±	0.040±
120	1,736±	0.040±	158	1,460±	0.034±
121	1,460±	0.034±	159	1,460±	0.034±
122	1,578±	0.036±	160	1,578±	0.036±
123	1,736±	0.040±	161	1,736±	0.040±
124	1,736±	0.040±	1000	800±	0.018±
125	1,578±	0.036±			

A PUBLIC UTILITY AND DRAINAGE EASEMENT, IN ACCORDANCE WITH THE EASEMENT PROVISIONS STATED HEREON, IS HEREBY GRANTED OVER ALL AREAS OF LOTS 101–161, INCLUSIVE/EXCEPTING THEREFROM THAT PART OF SAID LOTS ON WHICH A PRINCIPAL RESIDENTIAL BUILDING IS TO BE CONSTRUCTED).

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

NO.	DATE	BY	REVISION DESCRIPTION
1	03/18/22	BJB	PER EIS COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sagebrook Drive, Suite 101
Huntley, Illinois 60142
t. 630.853.7600 f. 630.853.7646
www.hrgreen.com

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D. UNIT 3 RESUBDIVISION
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
1 OF 2

Xrefs: 220051_FP_base

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D.
UNIT 3 RESUBDIVISION

A RESUBDIVISION OF PART BRISTOL BAY UNIT3 IN THE S 1/2 OF SEC 4-37-7,
IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-401-011 THROUGH 02-04-401-020
02-04-402-001 THROUGH 02-04-402-017
02-04-403-001 THROUGH 02-04-403-034
02-04-330-013 THROUGH 02-04-330-019
02-04-331-013 THROUGH 02-04-331-017

OWNERSHIP CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

THIS IS TO CERTIFY THAT
AN ILLINOIS CORPORATION, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED FORGOING SURVEYOR'S CERTIFICATE AND HAVE CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATE FOR PUBLIC USE, THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES, AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____, _____, THIS _____ DAY OF _____, 20____.

_____
CORPORATION NAME

_____
COMPLETE ADDRESS

BY: _____ _____
PRESIDENT SECRETARY

_____ _____
PRINTED NAME PRINTED NAME

NOTARY CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, HEREBY CERTIFY THAT _____ AND _____, PERSONALLY KNOW TO ME TO THE PRESIDENT AND SECRETARY OF _____ AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20____.

_____
NOTARY PUBLIC

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____ COUNTY CLERK OF KENDALL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT YORKVILLE,
ILLINOIS, THIS _____DAY OF _____, 20____.

_____
COUNTY CLERK

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* Size of utilities should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are valid without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MCDA TECH & INFRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:06:04 PM
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Xref: 220051_FP_base

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CHAIRMAN

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CITY ADMINISTRATOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No._____ AT A MEETING HELD THIS _____DAY OF_____, 20____.

_____
CITY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____ DAY OF_____, 20____.

_____
MAYOR

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____ CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS _____ DAY OF _____, 20____.

_____
CITY ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

WE, _____, REGISTERED PROFESSIONAL ENGINEER AND _____, OWNER (OR HIS ATTORNEY'S) SUBMIT THE TOPOGRAPHICAL AND PROFILE STUDIES AND, TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

DATED THIS _____ DAY OF _____,20____.

_____ _____
OWNER (OR DULY AUTHORIZED ATTORNEY) REGISTERED PROFESSIONAL ENGINEER

EASEMENT FOR INGRESS AND EGRESS

AN ACCESS EASEMENT IS HEREBY RESERVED FOR LOTS 6 AND 7 FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS UPON ANY AND ALL PAVED SURFACES OF LOT 1000.

EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY, AMERITECH ILLINOIS a.k.a. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, UPON, OVER, UNDER AND ACROSS (A) THE AREAS SHOWN ON THE PLAT AND MARKED WITHIN, DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designations), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS, SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND (B) THE RIGHT TO ENTER UPON THE SUBDIVISION FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (or similar designations) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designations), WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT" CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF THE REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH MAY BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO SBC AMERITECH, NICOR, GAS TO CABLE TV, OTHER PUBLIC UTILITIES, AND HOLDERS OF EXISTING FRANCHISES GRANTED BY THE CITY OF YORKVILLE, ILLINOIS, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT" (abbreviated P.U. & D.E.) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES UNDER THE SURFACE OF THE "PUBLIC UTILITY & DRAINAGE EASEMENT", INCLUDING WITHOUT LIMITATION TO TELEPHONE CABLE, GAS MAINS, ELECTRIC LINES, CABLE TELEVISION LINES, AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON.

A NON-EXCLUSIVE EASEMENT IS ALSO HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE, ILLINOIS TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE AND INSPECT FACILITIES FOR THE TRANSMISSION AND DISTRIBUTION OF WATER, STORM SEWERS, SANITARY SEWERS AND ELECTRICITY, WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT", TOGETHER WITH A RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE ABOVE NAMED ENTITIES ARE HEREBY GRANTED THE RIGHT TO ENTER UPON EASEMENTS HEREIN DESIGNATED FOR THE USES HEREIN SET FORTH AND THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THEIR UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO. NO PERMANENT BUILDINGS, STRUCTURES, OR OBSTRUCTIONS SHALL BE CONSTRUCTED IN, UPON, OR OVER ANY AREAS DESIGNATED AS "PUBLIC UTILITY & DRAINAGE EASEMENT", BUT SUCH AREAS MAY BE USED FOR GARDENS, SHRUBS, TREES, LANDSCAPING, DRIVEWAYS, AND OTHER RELATED PURPOSES THAT DO NOT UNREASONABLY INTERFERE WITH THE RIGHTS HEREIN DESCRIBED.

THE OCCUPATION AND USE OF THE NON-EXCLUSIVE EASEMENT HEREIN GRANTED AND RESERVED FOR THE ABOVE NAMED ENTITIES BY EACH OF SUCH ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH OR PRECLUDE THE OCCUPATION AND USE THEREOF BY OTHER ENTITIES FOR WHICH SUCH EASEMENTS ARE CREATED AND RESERVED OR GRANTED, AND HOLDERS OF SAID EASEMENTS OR ABOVE NAMED ENTITIES SHALL BE LIABLE FOR SUCH INTERFERENCE. IN NO EVENT SHALL INTERFERE WITH DAMAGE TO ANY TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO EXISTING WITHIN THE EASEMENTS BEING CROSSED OR RECROSSED. NO USE OR OCCUPATION OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL CAUSE ANY CHANGE IN GRADE OR IMPAIR OR CHANGE THE SURFACE DRAINAGE PATTERNS.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED TO FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED, SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE EXCESS DIRT AND DEBRIS, AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR – A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS.
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, 20____, AT _____O'CLOCK ____M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003799, AT THE REQUEST OF THE OWNER(S) THEREOF, HAVE SURVEYED, SUBDIVIDED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

LOTS 12 THROUGH 20, INCLUSIVE, LOTS 24 THROUGH 27, INCLUSIVE, LOTS 225 THROUGH 264, INCLUSIVE, AND LOTS 279 THROUGH 298, INCLUSIVE, IN BRISTOL BAY P.U.D., UNIT 3, BEING A SUBDIVISION OF PART OF THE SOUTH ONE-HALF OF SECTION 4, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NO. 200500038634, AS AFFECTED BY DOCUMENT NO. 200800014752, IN KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT AND ACCURATE REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT NO PART OF THE ABOVE DESCRIBED PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY BASED ON FIRM MAP NO. 17093C0035H, BEARING AN EFFECTIVE DATE OF JANUARY 8, 2014. ALL OF THE PROPERTY IS LOCATED IN ZONE "X" (UNSHADED), AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

I FURTHER CERTIFY THAT I HAVE SET ALL EXTERIOR SUBDIVISION MONUMENTS AND DESCRIBED THEM ON THIS FINAL PLAT, AND THAT ALL INTERIOR MONUMENTS SHALL BE SET AS REQUIRED BY STATUTE (ILLINOIS REVISED STATUTES 1989, CHAPTER 109 SECTION 1).

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE, ILLINOIS, WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS WITH THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS, THIS _____ DAY OF _____, 2022.

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 035-003799
LICENSE EXPIRATION DATED 11/30/2022

NO.	DATE	BY	REVISION DESCRIPTION
1	03/18/22	BJB	PER IEPA COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2383 Sagebrook Drive, Suite 101
Naperville, IL 60563
t. 630.853.7600 f. 630.853.7646
www.hrgreen.com

FINAL PLAT OF RESUBDIVISION
BRISTOL BAY P.U.D. UNIT 3 RESUBDIVISION
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
2 OF 2

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	■
Purchasing Manager	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Planning and Zoning Commission #3

Tracking Number

PZC 2022-07 and EDC 2022-23

Agenda Item Summary Memo

Title: Bristol Bay - Unit 13 (Final Plat)

Meeting and Date: City Council – April 26, 2022

Synopsis: Proposed Final Plat of Subdivision of Unit 13 in the Bristol Bay P.U.D.

Council Action Previously Taken:

Date of Action: PZC – 04/13/22 Action Taken: Moved forward to City Council agenda.

Item Number: PZC 2022-07 & EDC 2022-23

Type of Vote Required: Majority

Council Action Requested: Vote

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memorandum.

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: City Council
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Brad Sanderson, EEI, City Engineer
Date: April 14, 2022
Subject: **PZC 2022-07 Bristol Bay – Unit 13 (Final Plat of Subdivision)**
Proposed Final Plat Approval for Single-Family Lots

Proposed Request:

The petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, is seeking Final Plat approval to subdivide the approximately 25-acre vacant parcel into 69 lots consisting of 68 single-family units and a 3.25-acre park site in Bristol Bay Unit 13. The lots are currently under contract with NVR, Inc. (parent company of Ryan Homes) who intends to be the homebuilder for these units.

Although the Final Plat of Subdivision for Bristol Bay Unit 13 was approved via Resolution No. 2006-103 in 2006, it was never recorded. Per Section 11-2-3H of the Subdivision Control Ordinance, final plats must be recorded with the County Recorder of Deeds within thirty (30) days from the date of final approval, or final approval shall be considered null and void. Additionally, in 2017, prior to the former developer, Pulte Homes, selling the unsubdivided unit to Bristol Bay Yorkville, LLC, most of the underground public improvements (sanitary sewer, storm sewer and water main) were completed and inspected by the city's engineering consultant, EEI. Additionally, per the original annexation agreement and the second amended agreement (Ord. 2010-32), $50,000 parks-land cash fee for lot 1685 (fire station) will be due prior to recording of the final plat for Unit 13.

The proposed Final Plat of Subdivision Bristol Bay P.U.D. Unit 13 has been reviewed by the City's engineering consultant, Engineering Enterprises Inc. (EEI), for compliance with the Subdivision Control Ordinance's Standards for Specification and is recommended for approval.

Planning & Zoning Commission Action:

The Planning and Zoning Commission reviewed the request for final plat approval at a meeting held on April 13, 2022 and made the following action on the motion below:

In consideration of the proposed Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13, the Planning and Zoning Commission recommends approval of the plat to the City Council as presented by the Petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, in a plan prepared by HR Green, LTD date last revised March 15, 2022.

Action:

Olson – aye; Williams – aye; Millen – aye; Hyatt – aye; Horaz – aye; **5 ayes; 0 no.**

Attachments:

1. Draft Ordinance
2. Memorandum to Planning and Zoning Commission dated April 6, 2022
3. Copy of Petitioner's Application
4. Exhibit A - Legal Description
5. Exhibit R of Bristol Bay Annexation Agreement Ord. 2005-34
6. Plan Council Packet for 03-10-22
7. EEI Letter to the City dated March 7, 2022
8. Letter from HR Green responding to EEI review comments dated 03/18/22
9. Final Plat of Subdivision Bristol Bay P.U.D. Unit 13 prepared by HR Green, LTD and date revised 03/15/2022.

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

ORDINANCE No. 2022-____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING THE FINAL PLAT OF SUBDIVISION FOR *BRISTOL BAY P.U.D. UNIT 13*

WHEREAS, the United City of Yorkville (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, (the "Developer") has filed an application and petition for approval of the Final Plat of Subdivision for Unit 13 of the Bristol Bay Planned Unit Development (the "*Bristol Bay P.U.D.*"), generally located east of Rosenwinkel Street and north of Galena Road in the far northeast quadrant of the City of Yorkville, for a total of 68 new residential lots on approximately 25-acres; and,

WHEREAS, the Planning and Zoning Commission convened and held a public meeting on April 13, 2022, to consider the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13; and,

WHEREAS, the Planning and Zoning Commission reviewed the standards set forth in Chapter 3 and 4 of Title 11 of the Yorkville Subdivision Control Ordinance and made a recommendation to the Mayor and City Council ("the Corporate Authorities") for approval of the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: The above recitals are incorporated herein and made a part of this Ordinance.

Section 2: That the Corporate Authorities hereby approve the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13 as prepared by HR Green, LTD, Aurora, Illinois, dated last revised March 15, 2022 attached hereto and made a part hereof as *Exhibit A* and authorize the Mayor, City Clerk, City Administrator and City Engineer to execute said Plat.

Section 3: That the City Clerk is hereby authorized pursuant to Section 11-2-3.H of the Yorkville Subdivision Control Ordinance to record this ordinance and the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13 with the Kendall County Recorder of Deeds.

Section 4: This Ordinance shall be in full force and effect upon its passage, approval, and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	JASON PETERSON	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2022.

_____

MAYOR

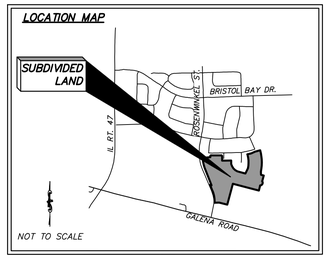
EXHIBIT A
Final Plat

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7, AND PART OF THE NE 1/4 OF SECTION 9-37-7, IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-400-015
02-09-200-014
02-09-200-016

LOCATION MAP



GRAPHIC SCALE

80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

BRISTOL BAY P.U.D.
UNIT 1
DOC. NO. 05-39532

RESUBDIVISION OF BRISTOL BAY
LOT 2048 UNIT 9 & LOT 2049 UNIT 11
DOC. NO. 201800003507

BRISTOL BAY P.U.D.
UNIT 7
DOC. NO. 05-39538

BRISTOL BAY P.U.D.
UNIT 8
DOC. NO. 200800020564

HR GREEN CONTACTS:
DAVID W. SCHULTZ P.E., PROJECT MANAGER
630-753-7560
BERNARD J. BAUER P.L.S., PROJECT SURVEYOR
630-753-7560

PROPERTY OWNER:
BRISTOL BAY YORKVILLE FN, LLC
340 W. BUTTERFIELD ROAD #2D
ELMHURST, IL 60126
TELEPHONE: XXX-XXX-XXXX

PENSACOLA STREET
HERETOFORE DEDICATED PER DOC. 05-39538

SARASOTA AVE.
HERETOFORE DEDICATED PER DOC. 05-39538

SARASOTA AVENUE

TAMPA DRIVE

BISCAYNE LANE

ROSENWINKEL STREET
HERETOFORE DEDICATED PER DOC. NO. 05-39532

MONTEREY STREET

LOT 1080, LOT 1139, LOT 1140, LOT 1141, LOT 1142, LOT 1143, LOT 1144, LOT 1145, LOT 1146, LOT 1147, LOT 1148, LOT 1149, LOT 1150, LOT 1151, LOT 1152, LOT 1039, LOT 1040, LOT 1041, LOT 1078, LOT 1079, LOT 1965, LOT 1966, LOT 1967, LOT 1968, LOT 1969, LOT 1970, LOT 1971, LOT 1972, LOT 1973, LOT 1974, LOT 1975, LOT 1976, LOT 1977, LOT 1978, LOT 1979, LOT 1980, LOT 1981, LOT 1982, LOT 1983, LOT 1984, LOT 1985, LOT 1986, LOT 1987, LOT 1988, LOT 1989, LOT 1990, LOT 1991, LOT 1992, LOT 1993, LOT 1994, LOT 1995, LOT 1996, LOT 1997, LOT 1998, LOT 1999, LOT 2000, LOT 2001, LOT 2002, LOT 2003, LOT 2004, LOT 2005, LOT 2006, LOT 2007, LOT 2008, LOT 2009, LOT 2010, LOT 2011, LOT 2012, LOT 2013, LOT 2014, LOT 2015, LOT 2016, LOT 2017, LOT 2018, LOT 2019, LOT 2020, LOT 2021, LOT 2022, LOT 2023, LOT 2024, LOT 2025, LOT 2026, LOT 1958, LOT 1959, LOT 1960, LOT 1961, LOT 1962, LOT 1963, LOT 1964, LOT 1685, LOT 1686, LOT 1197, LOT 1198, LOT 1199, LOT 1200, LOT 1201, LOT 1202, LOT 1203, LOT 1204, LOT 1205, LOT 1206, LOT 1207, LOT 1208, LOT 1209, LOT 2052

L=40.96' R=25.00'
CB=S42°55'25"W CH=36.53'

S84°46'15"W 197.00'

SET CONCRETE MONUMENT

S89°51'34"W 244.84'

S04°37'14"E 18.78'

L=39.27' R=25.00'
CB=N45°08'26"W CH=35.36'

N00°10'10"W 106.30'

S88°43'57"W 66.00'

159.96'
S89°51'34"W

N00°08'26"W 87.01'

N21°49'17"W 61.26'

N30°15'12"W 61.67'

N46°13'13"W 61.67'

N62°11'15"W 61.67'

N74°29'33"W 67.35'

N75°13'39"W 140.00'

S26°14'21"W 140.66'

S73°45'42"W 36.17'

L=69.41' R=1028.00'
CB=S75°41'46"W CH=69.40'

S64°37'29"W 93.85'

135.00'
S74°46'59"W

N13°17'38"W 77.05'

S12°22'10"E 83.52'

S05°51'10"E 67.52'

S01°06'59"E 67.52'

S03°37'13"W 67.52'

S08°21'24"W 67.52'

N09°26'52"W 77.05'

N05°36'06"W 77.05'

N01°45'20"W 77.05'

N02°05'26"E 77.05'

N05°56'12"E 77.05'

N09°46'58"E 77.05'

N75°13'39"W 70.00'

79.37'
N02°56'50"W

S11°45'02"E 77.71'

S16°22'16"E 91.58'

S21°17'25"E 82.73'

S21°48'57"E 80.72'

S21°48'57"E 390.00'

S21°48'57"E 231.82'

S68°11'03"W 5.00'

L=39.27' R=25.00'
CB=N66°48'57"W CH=35.36'

S21°48'57"E 171.66'

CB=S9°31'23"E
L=291.78' R=680.00'
CH=289.55'

N14°46'21"E 539.21'

S75°13'39"E 670.00'

N14°46'21"E 133.15'

N14°46'21"E 145.67'

L=140.44' R=66.00'
CB=N26°02'38"E CH=115.40'

SOUTH LINE OF SEC. 4-37-7

NORTH LINE OF SEC. 9-37-7

T-37-N R-7-E 3RD P.M.

POINT OF BEGINNING

N87°42'08"E 115.27'

S75°29'39"E 208.25'

SET CONCRETE MONUMENT

LOT 2051
(PARK)
(P.U.&D.E.)
TO BE CONVEYED TO THE UNITED CITY OF YORKVILLE

LOT 2053
(P.U.&D.E.)
TO BE CONVEYED TO BRISTOL KENDAL FIRE PROTECTION DISTRICT

UNSUBDIVIDED LANDS

UNSUBDIVIDED LANDS

LOT 2052
BRISTOL BAY P.U.D.
UNIT 8
DOC. NO. 200800020564

LEGEND

- CENTERLINE
- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE

HATCH LEGEND

DENOTES AREA HEREBY DEDICATED TO THE UNITED CITY OF YORKVILLE FOR PUBLIC RIGHT-OF-WAY

NOTES:

1. ANNOTATION ABBREVIATIONS -
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   P.O.B = POINT OF BEGINNING
   R.O.W. = RIGHT-OF-WAY
   P.U.E. = PUBLIC UTILITY EASEMENT
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2. THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE.
3. 5/8" STEEL RODS SET @ ALL EXTERIOR CORNERS UNLESS OTHERWISE NOTED. 5/8" STEEL RODS WILL BE SET AT ALL INTERIOR CORNERS WITHIN 12 MONTHS OF RECORDATION.
4. DIMENSIONS ALONG CURVES ARE ARC DISTANCES UNLESS OTHERWISE NOTED.
5. PROPERTY ZONING IS R-2 (P.U.D.) IN THE UNITED CITY OF YORKVILLE.
8. BEARINGS ARE BASED ON LOCAL COORDINATE SYSTEM.
9. SEE COVENANTS AND RESTRICTIONS FOR EASEMENT PROVISIONS NOT SHOWN HEREON.
10. A PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY GRANTED OVER ALL OF LOT 2053.

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* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:10:17 PM
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Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EE COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
1 OF 4

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7,
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PINs: 02-04-400-015
02-09-200-014
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CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	39.27'	25.00'	N23° 11' 03"E	35.36'
C2	39.27'	25.00'	S66° 48' 57"E	35.36'
C3	115.65'	217.00'	N52° 54' 59"E	114.29'
C4	35.99'	25.00'	N3° 35' 23"W	32.96'
C5	167.89'	418.00'	S33° 19' 19"E	166.76'
C6	99.70'	278.00'	S11° 32' 30"E	99.17'
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C14	32.31'	25.00'	N67° 44' 43"E	30.11'
C15	112.01'	418.00'	S67° 33' 03"E	111.67'
C16	35.99'	25.00'	S78° 53' 14"W	32.96'
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C19	34.23'	680.00'	N1° 19' 39"E	34.23'

SINGLE-FAMILY SETBACK AND EASEMENT DETAIL

NOTES:
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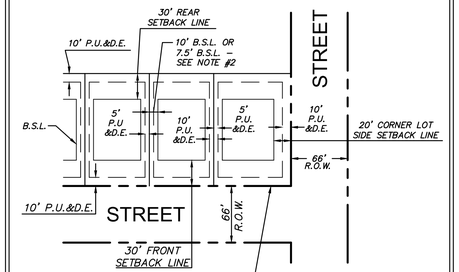

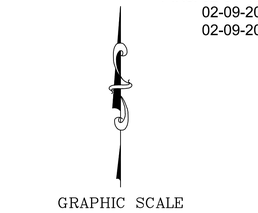

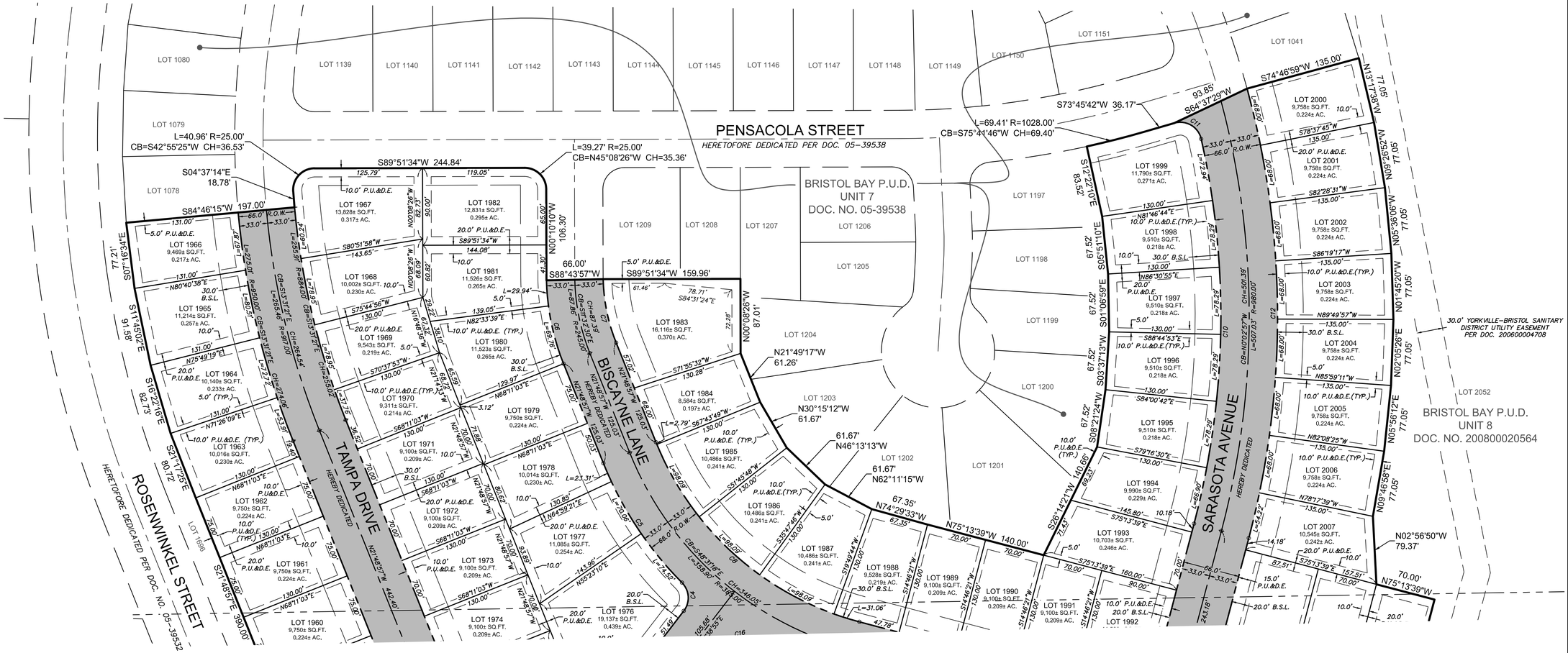

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DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
2 OF 4

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

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PINs: 02-04-400-015
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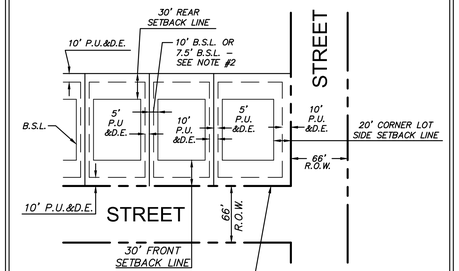

GRAPHIC SCALE
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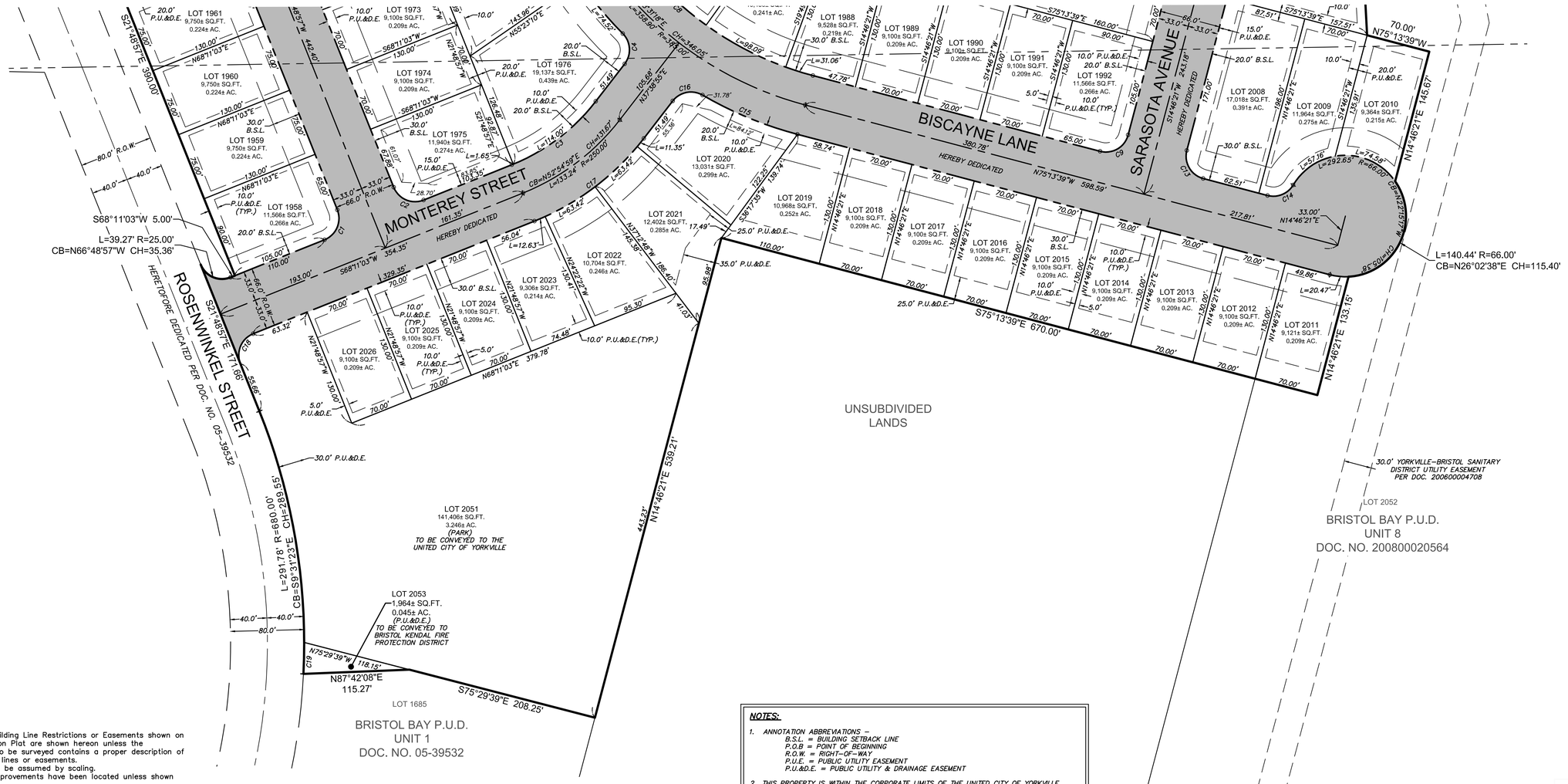

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PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

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0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
3 OF 4

Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

PINs: 02-04-400-015
02-09-200-014
02-09-200-016

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7,
AND PART OF THE NE 1/4 OF SECTION 9-37-7,
IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

OWNERSHIP CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____, AN ILLINOIS CORPORATION, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED FOREGOING SURVEYOR'S CERTIFICATE AND HAVE CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____, _____, THIS _____ DAY OF _____, 20____.

_____
CORPORATION NAME

_____
COMPLETE ADDRESS

BY: _____ _____
PRESIDENT SECRETARY

_____ _____
PRINTED NAME PRINTED NAME

NOTARY CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, HEREBY CERTIFY THAT _____ AND _____, PERSONALLY KNOW TO ME TO THE PRESIDENT AND SECRETARY OF _____, AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20___.

_____
NOTARY PUBLIC

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:10:17 PM
J:\2022\220051\Survey\Dwg\220051-Unit13_FP.dwg

Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CHAIRMAN

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CITY ADMINISTRATOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No._____ AT A MEETING HELD THIS _____DAY OF_____, 20____.

_____
CITY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____ DAY OF_____, 20____.

_____
MAYOR

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____, CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS _____ DAY OF _____, 20____.

_____
CITY ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

WE, _____, REGISTERED PROFESSIONAL ENGINEER AND _____, OWNER (OR HIS ATTORNEY) SUBMIT THE TOPOGRAPHICAL AND PROFILE STUDIES AND, TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

DATED THIS _____ DAY OF _____,20___.

_____ _____
OWNER (OR DULY AUTHORIZED ATTORNEY) REGISTERED PROFESSIONAL ENGINEER

EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY, AMERITECH ILLINOIS a.k.a. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS, SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. PRIVATE OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF THE REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH MAY BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO SBC AMERITECH, NICOR, COM ED, COMCAST, OTHER PUBLIC UTILITIES, AND HOLDERS OF EXISTING FRANCHISES GRANTED BY THE CITY OF YORKVILLE, ILLINOIS, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT" (abbreviated P.U. & D.E.) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES UNDER THE SURFACE OF THE "PUBLIC UTILITY & DRAINAGE EASEMENT", INCLUDING WITHOUT LIMITATION TO TELEPHONE CABLE, GAS MAINS, ELECTRIC LINES, CABLE TELEVISION LINES, AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON.

A NON-EXCLUSIVE EASEMENT IS ALSO HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE, ILLINOIS TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE AND INSPECT FACILITIES FOR THE TRANSMISSION AND DISTRIBUTION OF WATER, STORM SEWERS, SANITARY SEWERS AND ELECTRICITY, WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT", TOGETHER WITH A RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE ABOVE NAMED ENTITIES ARE HEREBY GRANTED THE RIGHT TO ENTER UPON EASEMENTS HEREIN DESCRIBED FOR THE USES HEREIN SET FORTH AND THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THEIR UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO. NO PERMANENT BUILDINGS, STRUCTURES, OR OBSTRUCTIONS SHALL BE CONSTRUCTED IN, UPON, OR OVER ANY AREAS DESIGNATED AS "PUBLIC UTILITY & DRAINAGE EASEMENT", BUT SUCH AREAS MAY BE USED FOR GARDENS, SHRUBS, TREES, LANDSCAPING, DRIVEWAYS, AND OTHER RELATED PURPOSES THAT DO NOT UNREASONABLY INTERFERE WITH THE USES HEREIN DESCRIBED.

THE OCCUPATION AND USE OF THE NON-EXCLUSIVE EASEMENT HEREIN GRANTED AND RESERVED FOR THE ABOVE NAMED ENTITIES BY EACH OF SUCH ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH OR PRECLUDE THE OCCUPATION AND USE THEREOF BY OTHER ENTITIES FOR WHICH SUCH EASEMENTS ARE GRANTED AND RESERVED. THE CROSSING AND RECROSSING OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH, DAMAGE, OR DISTURB ANY TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO EXISTING WITHIN THE EASEMENTS BEING CROSSED OR RECROSSED. NO USE OR OCCUPATION OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL CAUSE ANY CHANGE IN GRADE OR IMPAIR OR CHANGE THE SURFACE DRAINAGE PATTERNS.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED, FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL, AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR – A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS. ON THIS _____ DAY OF _____, 20_____, AT _____O'CLOCK ____M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003799, AT THE REQUEST OF THE OWNER(S) THEREOF, HAVE SURVEYED, SUBDIVIDED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 4, AND PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1685 OF BRISTOL BAY P.U.D. UNIT 1, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005 AS DOCUMENT NO. 200500039532; THENCE NORTH 87 DEGREES 42 MINUTES 08 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1685, 115.27 FEET TO A BEND IN SAID NORTH LINE; THENCE SOUTH 75 DEGREES 29 MINUTES 39 SECONDS EAST, ALONG SAID NORTH LINE, 208.25 FEET TO THE NORTHEAST CORNER OF SAID LOT 1685 AND THE EASTERLY LINE OF THE LANDS DESCRIBED IN DOC. 200500015019; THENCE NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 539.21 FEET TO A CORNER OF SAID LANDS; THENCE SOUTH 75 DEGREES 13 MINUTES 39 SECONDS EAST, ALONG A SOUTHERLY LINE OF SAID LANDS, SAID SOUTHERLY LINE BEING PARALLEL WITH THE NORTHERLY RIGHT OF WAY LINE OF GALENA ROAD, 670.00 FEET; THENCE ALONG THE FOLLOWING TWELVE (12) COURSES, BEING ALONG THE EASTERLY LINE OF SAID LANDS: (1) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 133.15 FEET; (2) NORTHEASTERLY ALONG A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 66.00 FEET AND A CHORD BEARING OF NORTH 26 DEGREES 02 MINUTES 38 SECONDS EAST, AN ARC LENGTH OF 140.44 FEET; (3) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 145.67 FEET; (4) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 70.00 FEET; (5) NORTH 02 DEGREES 56 MINUTES 50 SECONDS WEST, 79.37 FEET; (6) NORTH 09 DEGREES 46 MINUTES 58 SECONDS EAST, 77.05 FEET; (7) NORTH 05 DEGREES 56 MINUTES 12 SECONDS EAST, 77.05 FEET; (8) NORTH 02 DEGREES 05 MINUTES 26 SECONDS EAST, 77.05 FEET; (9) NORTH 01 DEGREES 45 MINUTES 20 SECONDS WEST, 77.05 FEET; (10) NORTH 05 DEGREES 36 MINUTES 06 SECONDS WEST, 77.05 FEET; (11) NORTH 09 DEGREES 26 MINUTES 52 SECONDS WEST, 77.05 FEET; (12) NORTH 13 DEGREES 17 MINUTES 38 SECONDS WEST, 77.05 FEET TO THE SOUTHEAST CORNER OF LOT 1041 OF BRISTOL BAY P.U.D. UNIT 7, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NUMBER 200500039538; THENCE ALONG THE FOLLOWING THIRTY-THREE (33) COURSES BEING ALONG THE SOUTHERLY LINE AND WESTERLY LINE OF SAID BRISTOL BAY P.U.D. UNIT 7; (1) SOUTH 74 DEGREES 46 MINUTES 59 SECONDS WEST, 135.00 FEET; (2) SOUTH 64 DEGREES 37 MINUTES 29 SECONDS WEST, 93.85 FEET; (3) SOUTH 73 DEGREES 45 MINUTES 42 SECONDS WEST, 36.17 FEET; (4) SOUTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1028.00 FEET AND A CHORD BEARING OF SOUTH 75 DEGREES 41 MINUTES 46 SECONDS WEST, AN ARC LENGTH OF 69.41 FEET; (5) SOUTH 12 DEGREES 22 MINUTES 10 SECONDS EAST, 83.52 FEET; (6) SOUTH 05 DEGREES 51 MINUTES 51 SECONDS EAST, 67.52 FEET; (7) SOUTH 01 DEGREES 06 MINUTES 59 SECONDS EAST, 67.52 FEET; (8) SOUTH 03 DEGREES 37 MINUTES 13 SECONDS WEST, 67.52 FEET; (9) SOUTH 08 DEGREES 21 MINUTES 24 SECONDS WEST, 67.52 FEET; (10) SOUTH 26 DEGREES 14 MINUTES 21 SECONDS WEST, 140.66 FEET; (11) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, 140.00 FEET; (12) NORTH 74 DEGREES 29 MINUTES 33 SECONDS WEST, 67.35 FEET; (13) NORTH 62 DEGREES 11 MINUTES 15 SECONDS WEST, 61.67 FEET; (14) NORTH 46 DEGREES 13 MINUTES 13 SECONDS WEST 61.67 FEET; (15) NORTH 30 DEGREES 15 MINUTES 12 SECONDS WEST, 61.67 FEET; (16) NORTH 21 DEGREES 49 MINUTES 17 SECONDS WEST, 61.26 FEET; (17) NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 87.01 FEET; (18) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 159.96 FEET; (19) SOUTH 88 DEGREES 43 MINUTES 57 SECONDS WEST, 66.00 FEET; (20) NORTHERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 278.00 FEET AND A CHORD BEARING OF NORTH 00 DEGREES 42 MINUTES 15 SECONDS WEST, AN ARC LENGTH OF 5.47 FEET; (21) THENCE NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 100.83 FEET; (22) NORTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 45 DEGREES 08 MINUTES 26 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET; (23) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 244.84 FEET; (24) SOUTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF SOUTH 42 DEGREES 55 MINUTES 25 SECONDS WEST, AN ARC LENGTH OF 40.96 FEET; (25) THENCE SOUTHERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 884.00 FEET AND CHORD BEARING OF SOUTH 04 DEGREES 37 MINUTES 14 SECONDS EAST, AN ARC LENGTH OF 18.78 FEET; (26) SOUTH 84 DEGREES 46 MINUTES 15 SECONDS WEST, 197.00 FEET; (27) SOUTH 07 DEGREES 16 MINUTES 34 SECONDS EAST, 77.21 FEET; (28) SOUTH 11 DEGREES 45 MINUTES 02 SECONDS EAST, 91.58 FEET; (29) SOUTH 16 DEGREES 22 MINUTES 16 SECONDS EAST, 82.73 FEET; (30) SOUTH 21 DEGREES 17 MINUTES 25 SECONDS EAST, 80.72 FEET; (31) SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, 390.00 FEET; (32) SOUTH 68 DEGREES 11 MINUTES 03 SECONDS WEST, 5.00 FEET; (33) NORTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 66 DEGREES 48 MINUTES 57 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF ROSENWINKEL ROAD, PER SAID BRISTOL BAY P.U.D. UNIT 1; THENCE, SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, 171.66 FEET; THENCE CONTINUING SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 680.00 FEET AND A CHORD BEARING OF SOUTH 09 DEGREES 31 MINUTES 23 SECONDS EAST, AN ARC LENGTH OF 291.78 FEET TO SAID POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT AND ACCURATE REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT NO PART OF THE ABOVE DESCRIBED PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY BASED ON FIRM MAP NO. 17093C0035H, BEARING AN EFFECTIVE DATE OF JANUARY 8, 2014. ALL OF THE PROPERTY IS LOCATED IN ZONE "X" (UNSHADED), AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

I FURTHER CERTIFY THAT I HAVE SET ALL EXTERIOR SUBDIVISION MONUMENTS AND DESCRIBED THEM ON THIS FINAL PLAT, AND THAT ALL INTERIOR MONUMENTS SHALL BE SET AS REQUIRED BY STATUTE (ILLINOIS REVISED STATUTES 1989, CHAPTER 109 SECTION 1).

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE, ILLINOIS, WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS WITH THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS, THIS _____ DAY OF _____, 2022.

_____
BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 035-003799
LICENSE EXPIRATION DATE: 11/30/2022

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EEI COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
4 OF 4

Memorandum

To: Planning and Zoning Commission
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Brad Sanderson, EEI, City Engineer
Date: April 6, 2022
Subject: **PZC 2022-07 Bristol Bay – Unit 13 (Final Plat of Subdivision)**
Proposed Final Plat Approval for Single-Family Lots

Proposed Request:

The petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, is seeking Final Plat approval to subdivide the approximately 25-acre vacant parcel into 69 lots consisting of 68 single-family units and a 3.25-acre park site in Bristol Bay Unit 13. The lots are currently under contract with NVR, Inc. (parent company of Ryan Homes) who intends to be the homebuilder for these units.

The subject property, located east of Rosenwinkel St. and north of Galena Road in the far northeast quadrant of the city, was originally annexed and approved as part of the Bristol Bay planned residential development in 2005. Although the Final Plat of Subdivision for Bristol Bay Unit 13 was approved via Resolution No. 2006-103 in 2006, it was never recorded. Per Section 11-2-3H of the Subdivision Control Ordinance, final plats must be recorded with the County Recorder of Deeds within thirty (30) days from the date of final approval, or final approval shall be considered null and void. Additionally, in 2017, prior to the former developer, Pulte Homes, selling the unsubdivided unit to Bristol Bay Yorkville, LLC, most of the underground public improvements (sanitary sewer, storm sewer and water main) were completed and inspected by the city's engineering consultant, EEI.

Bristol Bay Unit 13

United City of Yorkville, Illinois
March 14, 2022

General PUD/Annexation Agreement Comments:

ARCHITECTURAL STANDARDS/APPEARANCE CODE

The original annexation agreement (Ord. 2005-34) provided general architectural renderings and stated that the residential improvements shall be constructed substantially consistent with those renderings or adhere to the City's Appearance Code standards, whichever is the least restrictive. Additionally, Ord. 2005-34 requires the developer to impose covenants, conditions and restrictions relating to façade materials, accessory structures, and other building restrictions at the time of final plat submittal for each unit. Exhibit R of the original annexation agreement are attached for your reference.

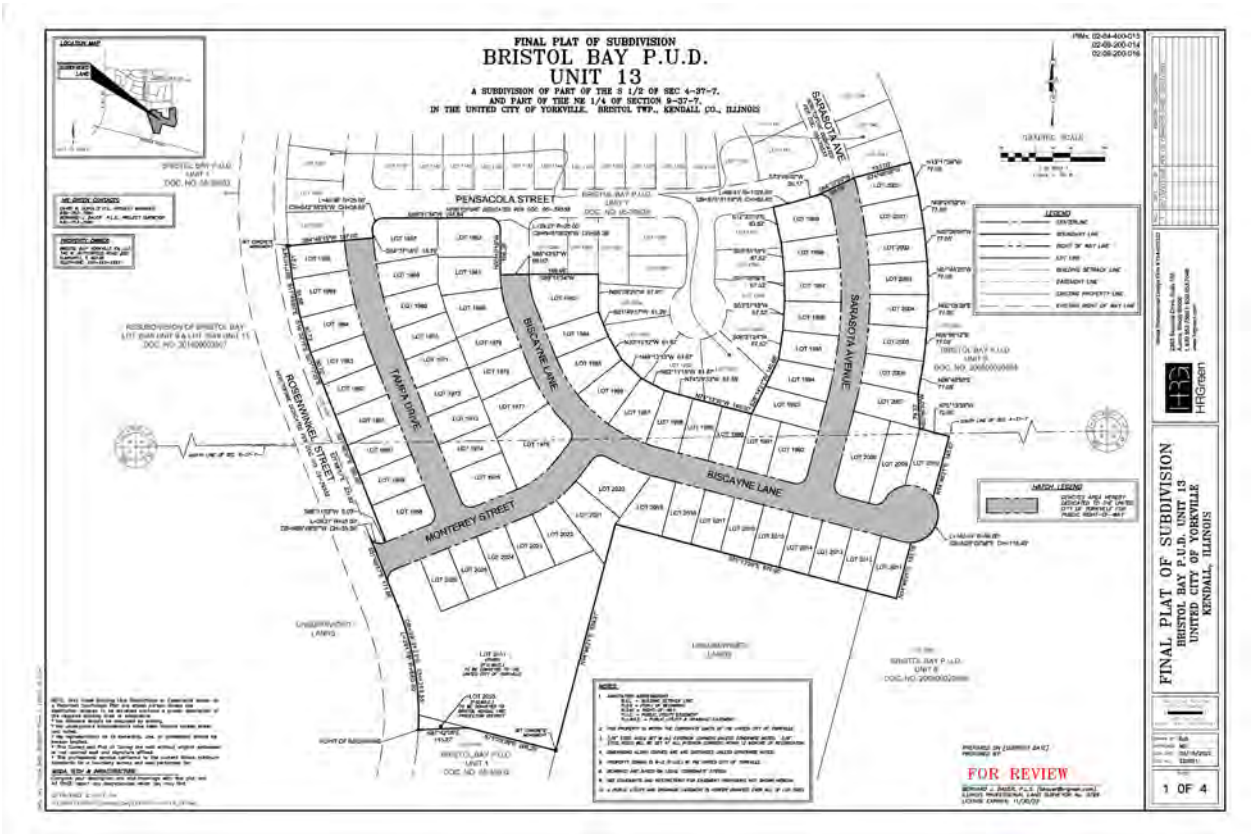
Staff will require submittal and review of the proposed HOA covenants prior to Planning and Zoning Commission consideration. We also will require review of the proposed single-family building elevations prior to the submittal and issuance of building permits.

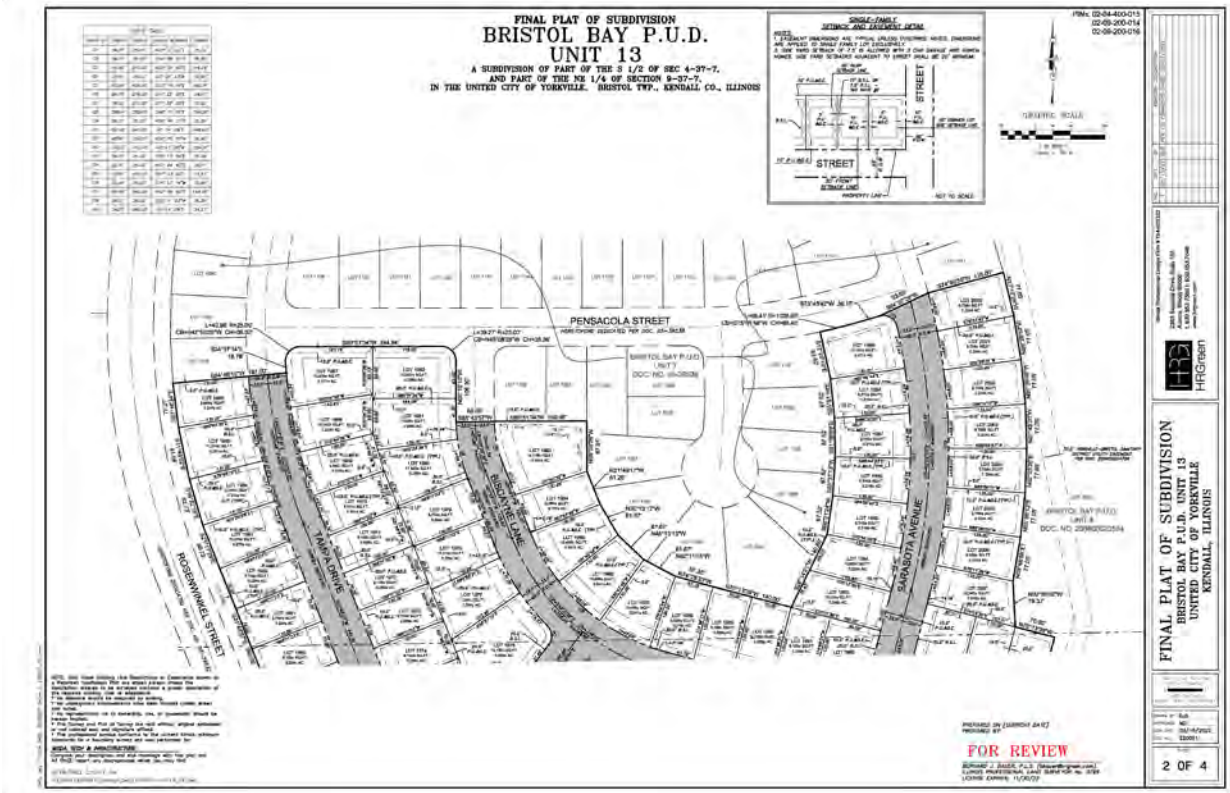
PARK LAND CASH CONTRIBUTION

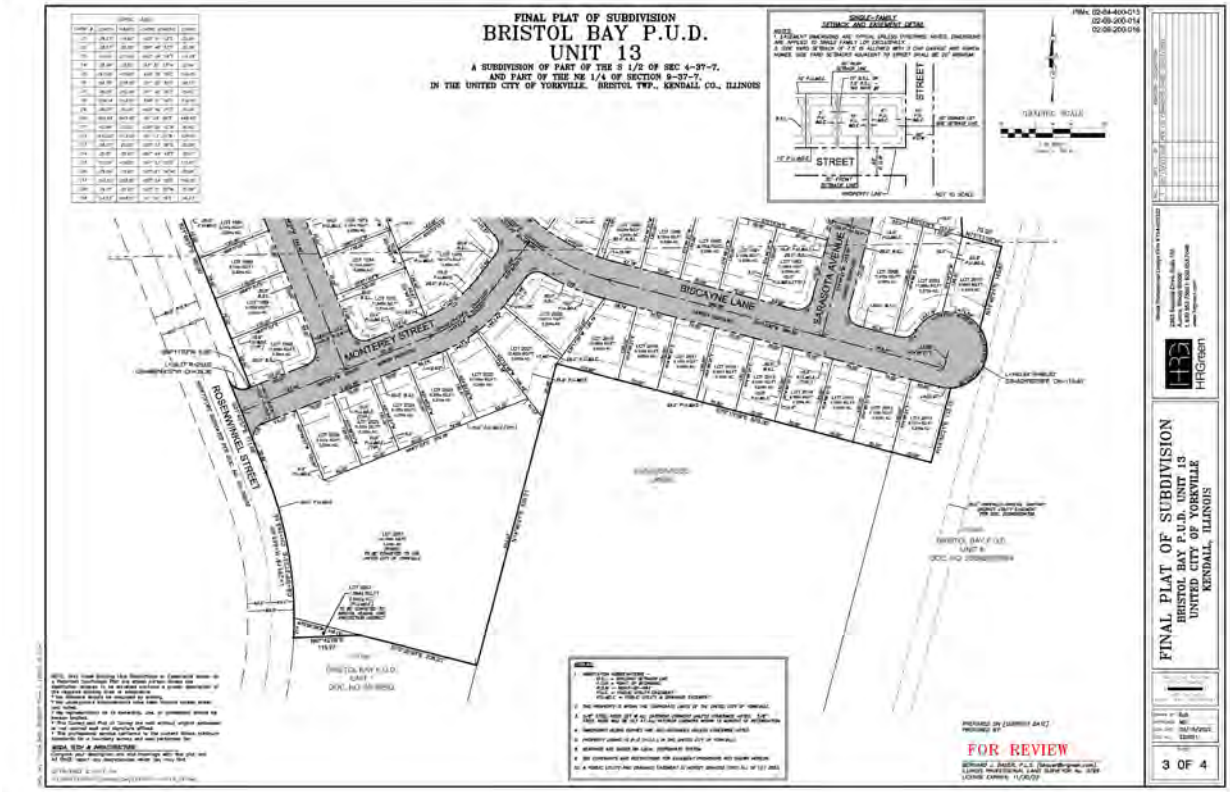
Per the original annexation agreement and the second amended agreement (Ord. 2010-32), $50,000 parks-land cash fee for lot 1685 (fire station) will be due prior to recording of the final plat for Unit 13. Staff will require payment prior to City signature of the proposed plat.

Proposed Final Plat of Resubdivision:

The proposed Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13, as prepared by HR Green, illustrates the proposed 68 single-family lots and park site. The final plat generally conforms to the previously approved planned unit development concept plan and Preliminary Plan, and is depicted below:







Staff Comments:

The proposed Final Plat of Subdivision Bristol Bay P.U.D. Unit 13 has been reviewed by the City's engineering consultant, Engineering Enterprises Inc. (EEI), for compliance with the Subdivision Control Ordinance's Standards for Specification. Comments dated March 7, 2022 were provided to the

applicant (see attached). The petitioner has addressed the comments provided and resubmitted a revised plat dated 03/15/22 which is included in the packet. Staff supports **approval** of the revised final plat.

Per Section 6, paragraph A of the annexation agreement for Bristol Bay (Ord. 2005-34), the City shall act upon any final plat and final engineering or resubmitted final plat and final engineering within sixty (60) days of receipt. Initial receipt of the completed application was on February 17, 2022. Based upon the required City meeting schedule, the final approval of the requested Final Plat Amendment is proposed for April 26, 2022.

Proposed Motion:

In consideration of the proposed Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13, the Planning and Zoning Commission recommends approval of the plat to the City Council as presented by the Petitioner, Troy Mertz, on behalf of Bristol Bay Yorkville, LLC, in a plan prepared by HR Green, LTD date last revised March 15, 2022, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

Attachments:

1. Copy of Petitioner's Application
2. Exhibit A - Legal Description
3. Exhibit R of Bristol Bay Annexation Agreement Ord. 2005-34
4. Plan Council Packet for 03-10-22
5. EEI Letter to the City dated March 7, 2022
6. Letter from HR Green responding to EEI review comments dated 03/18/22
7. Final Plat of Subdivision Bristol Bay P.U.D. Unit 13 prepared by HR Green, LTD and date revised 03/15/2022.

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR FINAL PLAT/REPLAT

DATE: 02/14/2022	PZC NUMBER:	DEVELOPMENT NAME: Bristol Bay Subdivision - Unit 13

PETITIONER INFORMATION

NAME: Troy Mertz	COMPANY: Moda Tech & Infrastructure
MAILING ADDRESS: 1834 Walden Square, Unit 300	
CITY, STATE, ZIP: Schaumburg, IL 60173	TELEPHONE: ○ HOME ⦿ BUSINESS (630) 834-0722
EMAIL: troymertz@gmail.com	FAX:

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Bristol Bay Yorkville LLC

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:

PROPERTY STREET ADDRESS: Bristol Bay Subdivision - Unit 13

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:

North of Galena Rd. and east off of Rosenwinkel Street south of Unit 7
Remaining single family lots in Unit 13 in Bristol Bay Subdivision that have not been platted

CURRENT ZONING CLASSIFICATION: Bristol Bay PUD

TOTAL LOT ACREAGE: +/- 24.75 (1,078,163 SQ.FT.)	TOTAL NUMBER OF LOTS TO BE CREATED: 69 (68-S.F. and 1-Park Site)

PROPOSED LOT AREAS AND DIMENSIONS

LOT NUMBER	LOT DIMENSIONS (W x L, IN FEET)	LOT AREA (IN SQUARE FEET)
See attached Plat		

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR FINAL PLAT/REPLAT

ATTORNEY INFORMATION	
NAME: Thomas R. Burney	COMPANY: Law Office of Thomas R. Burney, LLC
MAILING ADDRESS: 40 Brink Street	
CITY, STATE, ZIP: Crystal Lake, IL 60014	TELEPHONE: (815) 459-8800
EMAIL: tburney@zcwlaw.com	FAX: (815) 459-8429
ENGINEER INFORMATION	
NAME: David Schultz	COMPANY: HR GREEN INC.
MAILING ADDRESS: 2363 Sequoia Drive | Suite 101	
CITY, STATE, ZIP: Aurora, IL 60506	TELEPHONE: (630) 708-5002
EMAIL: dschultz@hrgreen.com	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME: Bernie Bauer	COMPANY: HR GREEN iINC.
MAILING ADDRESS: 2363 Sequoia Drive | Suite 101	
CITY, STATE, ZIP: Aurora, IL 60506	TELEPHONE: (630) 708-5033
EMAIL: bbauer@hrgreen.com	FAX:

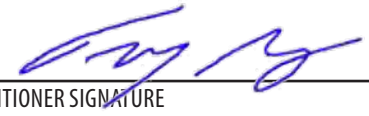
ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

AGREEMENT

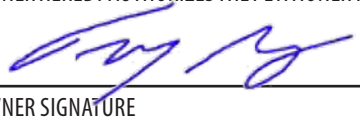
I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

I UNDERSTAND ALL OF THE INFORMATION PRESENTED IN THIS DOCUMENT AND UNDERSTAND THAT IF AN APPLICATION BECOMES DORMANT IT IS THROUGH MY OWN FAULT AND I MUST THEREFORE FOLLOW THE REQUIREMENTS OUTLINED ABOVE.



PETITIONER SIGNATURE — 2-17-2022

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.



OWNER SIGNATURE — 2-17-2022

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICANT DEPOSIT ACCOUNT/ ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

PROJECT NAME:	FUND ACCOUNT NUMBER:	PROPERTY ADDRESS: Bristol Bay Subdivision - Unit 13

PETITIONER DEPOSIT ACCOUNT FUND:

It is the policy of the United City of Yorkville to require any petitioner seeking approval on a project or entitlement request to establish a Petitioner Deposit Account Fund to cover all actual expenses occurred as a result of processing such applications and requests. Typical requests requiring the establishment of a Petitioner Deposit Account Fund include, but are not limited to, plan review of development approvals/engineering permits. Deposit account funds may also be used to cover costs for services related to legal fees, engineering and other plan reviews, processing of other governmental applications, recording fees and other outside coordination and consulting fees. Each fund account is established with an initial deposit based upon the estimated cost for services provided in the **INVOICE & WORKSHEET PETITION APPLICATION**. This initial deposit is drawn against to pay for these services related to the project or request. Periodically throughout the project review/approval process, the Financially Responsible Party will receive an invoice reflecting the charges made against the account. At any time the balance of the fund account fall below ten percent (10%) of the original deposit amount, the Financially Responsible Party will receive an invoice requesting additional funds equal to one-hundred percent (100%) of the initial deposit if subsequent reviews/fees related to the project are required. In the event that a deposit account is not immediately replenished, review by the administrative staff, consultants, boards and commissions may be suspended until the account is fully replenished. If additional funds remain in the deposit account at the completion of the project, the city will refund the balance to the Financially Responsible Party. A written request must be submitted by the Financially Responsible Party to the city by the 15th of the month in order for the refund check to be processed and distributed by the 15th of the following month. All refund checks will be made payable to the Financially Responsible Party and mailed to the address provided when the account was established.

ACKNOWLEDGMENT OF FINANCIAL RESPONSIBILITY

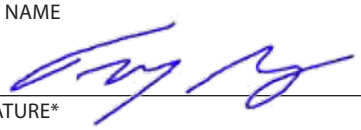
NAME: Troy Mertz	COMPANY: Moda Tech & Infrastructure
MAILING ADDRESS: 1834 Walden Square, Unit 300	
CITY, STATE, ZIP: Schaumburg, IL 60173	TELEPHONE: (630) 834-0722
EMAIL: troymertz@gmail.com	FAX:

FINANCIALLY RESPONSIBLE PARTY:

I acknowledge and understand that as the Financially Responsible Party, expenses may exceed the estimated initial deposit and, when requested by the United City of Yorkville, I will provide additional funds to maintain the required account balance. Further, the sale or other disposition of the property does not relieve the individual or Company/Corporation of their obligation to maintain a positive balance in the fund account, unless the United City of Yorkville approves a Change of Responsible Party and transfer of funds. Should the account go into deficit, all City work may stop until the requested replenishment deposit is received.

Troy Mertz
PRINT NAME

President
TITLE


SIGNATURE*

2-17-2022
DATE

**The name of the individual and the person who signs this declaration must be the same. If a corporation is listed, a corporate officer must sign the declaration (President, Vice-President, Chairman, Secretary or Treasurer)*

INITIAL ENGINEERING/LEGAL DEPOSIT TOTALS

ENGINEERING DEPOSITS:		LEGAL DEPOSITS:	
Up to one (1) acre	$5,000	Less than two (2) acres	$1,000
Over one (1) acre, but less than ten (10) acres	$10,000	Over two (2) acres, but less than ten (10) acres	$2,500
Over ten (10) acres, but less than forty (40) acres	$15,000	Over ten (10) acres	$5,000
Over forty (40) acres, but less than one hundred (100)	$20,000		
In excess of one hundred (100.00) acres	$25,000		

EXHIBIT A:

BRISTOL BAY – UNIT 13 LEGAL DESCRIPTION

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 4, AND PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1685 OF BRISTOL BAY P.U.D. UNIT 1, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005 AS DOCUMENT NO. 200500039532; THENCE NORTH 87 DEGREES 42 MINUTES 08 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1685, 115.27 FEET TO A BEND IN SAID NORTH LINE; THENCE SOUTH 75 DEGREES 29 MINUTES 39 SECONDS EAST, ALONG SAID NORTH LINE, 208.25 FEET TO THE NORTHEAST CORNER OF SAID LOT 1685 AND THE EASTERLY LINE OF THE LANDS DESCRIBED IN DOC. 200500015019; THENCE NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 539.21 FEET TO A CORNER OF SAID LANDS; THENCE SOUTH 75 DEGREES 13 MINUTES 39 SECONDS EAST, ALONG A SOUTHERLY LINE OF SAID LANDS, SAID SOUTHERLY LINE BEING PARALLEL WITH THE NORTHERLY RIGHT OF WAY LINE OF GALENA ROAD, 670.00 FEET; THENCE ALONG THE FOLLOWING TWELVE (12) COURSES, BEING ALONG THE EASTERLY LINE OF SAID LANDS; (1) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 133.15 FEET; (2) NORTHEASTERLY ALONG A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 66.00 FEET AND A CHORD BEARING OF NORTH 26 DEGREES 02 MINUTES 38 SECONDS EAST, AN ARC LENGTH OF 140.44 FEET; (3) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 145.67 FEET; (4) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 70.00 FEET; (5) NORTH 02 DEGREES 56 MINUTES 50 SECONDS WEST, 79.37 FEET; (6) NORTH 09 DEGREES 46 MINUTES 58 SECONDS EAST, 77.05 FEET; (7) NORTH 05 DEGREES 56 MINUTES 12 SECONDS EAST, 77.05 FEET; (8) NORTH 02 DEGREES 05 MINUTES 26 SECONDS EAST, 77.05 FEET; (9) NORTH 01 DEGREES 45 MINUTES 20 SECONDS WEST, 77.05 FEET; (10) NORTH 05 DEGREES 36 MINUTES 06 SECONDS WEST, 77.05 FEET; (11) NORTH 09 DEGREES 26 MINUTES 52 SECONDS WEST, 77.05 FEET; (12) NORTH 13 DEGREES 17 MINUTES 38 SECONDS WEST, 77.05 FEET TO THE SOUTHEAST CORNER OF LOT 1041 OF BRISTOL BAY P.U.D. UNIT 7, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NUMBER 200500039538; THENCE ALONG THE FOLLOWING THIRTY-THREE (33) COURSES BEING ALONG THE SOUTHERLY LINE AND WESTERLY LINE OF SAID BRISTOL BAY P.U.D. UNIT 7; (1) SOUTH 74 DEGREES 46 MINUTES 59 SECONDS WEST, 135.00 FEET; (2) SOUTH 64 DEGREES 37 MINUTES 29 SECONDS WEST, 93.85 FEET; (3) SOUTH 73 DEGREES 45 MINUTES 42 SECONDS WEST, 36.17 FEET; (4) SOUTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1028.00 FEET AND A CHORD BEARING OF SOUTH 75 DEGREES 41 MINUTES 46 SECONDS WEST, AN ARC LENGTH OF 69.41 FEET; (5) SOUTH 12 DEGREES 22 MINUTES 10 SECONDS EAST, 83.52 FEET; (6) SOUTH 05 DEGREES 51 MINUTES 10 SECONDS EAST, 67.52 FEET; (7) SOUTH 01 DEGREES 06 MINUTES 59 SECONDS EAST, 67.52 FEET; (8) SOUTH 03 DEGREES 37 MINUTES 13 SECONDS WEST, 67.52 FEET; (9) SOUTH 08 DEGREES 21 MINUTES 24 SECONDS WEST, 67.52 FEET; (10) SOUTH 26 DEGREES 14 MINUTES 21 SECONDS WEST, 140.66 FEET; (11) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, 140.00 FEET; (12) NORTH 74 DEGREES 29 MINUTES 33 SECONDS WEST, 67.35 FEET; (13) NORTH 62 DEGREES 11 MINUTES 15 SECONDS WEST, 61.67 FEET; (14) NORTH 46 DEGREES 13 MINUTES 13 SECONDS WEST 61.67 FEET; (15) NORTH 30 DEGREES 15 MINUTES 12 SECONDS WEST, 61.67 FEET; (16) NORTH 21 DEGREES 49 MINUTES 17 SECONDS WEST, 61.26 FEET; (17) NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 87.01 FEET; (18) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 159.96 FEET; (19) SOUTH 88 DEGREES 43 MINUTES 57 SECONDS WEST, 66.00 FEET; (20) NORTHERLY ALONG A CURVE

TO THE RIGHT WITH A RADIUS OF 278.00 FEET AND A CHORD BEARING OF NORTH 00 DEGREES 42 MINUTES 15 SECONDS WEST, AN ARC LENGTH OF 5.47 FEET; (21) THENCE NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 100.83 FEET; (22) NORTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 45 DEGREES 08 MINUTES 26 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET; (23) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 244.84 FEET; (24) SOUTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF SOUTH 42 DEGREES 55 MINUTES 25 SECONDS WEST, AN ARC LENGTH OF 40.96 FEET; (25) THENCE SOUTHERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 884.00 FEET AND CHORD BEARING OF SOUTH 04 DEGREES 37 MINUTES 14 SECONDS EAST, AN ARC LENGTH OF 18.78 FEET; (26) SOUTH 84 DEGREES 46 MINUTES 15 SECONDS WEST, 197.00 FEET; (27) SOUTH 07 DEGREES 16 MINUTES 34 SECONDS EAST, 77.21 FEET; (28) SOUTH 11 DEGREES 45 MINUTES 02 SECONDS EAST, 91.58 FEET; (29) SOUTH 16 DEGREES 22 MINUTES 16 SECONDS EAST, 82.73 FEET; (30) SOUTH 21 DEGREES 17 MINUTES 25 SECONDS EAST, 80.72 FEET; (31) SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, 390.00 FEET; (32) SOUTH 68 DEGREES 11 MINUTES 03 SECONDS WEST, 5.00 FEET; (33) NORTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 66 DEGREES 48 MINUTES 57 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF ROSENWINKEL ROAD, PER SAID BRISTOL BAY P.U.D. UNIT 1; THENCE, SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, 171.66 FEET; THENCE CONTINUING SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 680.00 FEET AND A CHORD BEARING OF SOUTH 09 DEGREES 31 MINUTES 23 SECONDS EAST, AN ARC LENGTH OF 291.78 FEET TO SAID POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.

Exhibit "R"

Bristol Bay

In Yorkville

Presented by

CENTEX HOMES

1/21/05

Bristol Bay Single Family Exterior Color Packages

12.2.04

Package #	Siding 4/4	Siding 3/3	Roof Color	Garage Door	Trim/Soffit/Fascia	Shutters	Front Door	Shakes	Brick Color	Manufacturer
1	Desert Tan	Natural Clay	Charcoal	White	White	Black-02	Dark Secret OONN 05/000	Natural Clay	Old Georgetown	Hanson Brick
BB 2	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Clay-08	Obelisk 20YY 45/114	Desert Tan	Old Georgetown	Hanson Brick
BB 3	Prairie Sand	Desert Tan	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Desert Tan	Old Georgetown	Hanson Brick
BB 4	Natural Clay	Desert Tan	Charcoal	White	White	Tuxedo Gray-18	Obsidian Glass OONN13/000	Desert Tan	Jefferson Manor	Columbus
BB 5	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Wedgewood Blue-04	Mystery Sound 70BG 19/071	Desert Tan	Jefferson Manor	Columbus
BB 6	Prairie Sand	Light Maple	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Light Maple	Jefferson Manor	Columbus
BB 7	Desert Tan	Natural Clay	Charcoal	White	White	Black-02	Dark Secret OONN 05/000	Natural Clay	Burlington	Columbus
BB 8	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Clay-08	Obelisk 20YY 45/114	Desert Tan	Burlington	Columbus
BB 9	Desert Tan	Colonial White	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Colonial White	Burlington	Columbus
BB 10	Sterling Gray	Colonial White	Weathered Gray	White	White	Tuxedo Gray-18	Obsidian Glass OONN13/000	Colonial White	Chatham Gray	KF Brick
BB 11	Natural Clay	Desert Tan	Weathered Gray	White	White	Musket Brown-10	Manor House 50YR 08/038	Desert Tan	Chatham Gray	KF Brick
BB 12	Desert Tan	Natural Clay	Weathered Gray	White	White	Clay-08	Obelisk 20YY 45/114	Natural Clay	Chatham Gray	KF Brick
BB 13	Colonial White	Sterling Gray	Charcoal	White	White	Wedgewood Blue-04	Mystery Sound 70BG 19/071	Sterling Gray	Waterford	Hebron
BB 14	Sterling Gray	Colonial White	Charcoal	White	White	Tuxedo Gray-18	Obsidian Glass OONN13/000	Colonial White	Waterford	Hebron
BB 15	Natural Clay	Desert Tan	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Desert Tan	Waterford	Hebron
BB 16	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Wedgewood Blue-04	Mystery Sound 70BG 19/071	Desert Tan	Waterford	Hebron
BB 17	Prairie Sand	Desert Tan	Charcoal	White	White	Black-02	Dark Secret OONN 05/000	Desert Tan	Winyah Bay	Hanson Brick
BB 18	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Clay-08	Obelisk 20YY 45/114	Natural Clay	Winyah Bay	Hanson Brick
BB 19	Natural Clay	Desert Tan	Weathered Gray	White	White	Musket Brown-10	Manor House 50YR 08/038	Desert Tan	Winyah Bay	Hanson Brick
20	Natural Clay	Colonial White	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Colonial White	Kennsington	Hanson Brick
BB 21	Colonial White	Colonial White	Charcoal	White	White	Black-02	Dark Secret OONN 05/000	Colonial White	Kennsington	Hanson Brick
BB 22	Prairie Sand	Colonial White	Weathered Gray	White	White	Burgandy Red-27	Old Redwood 30YR 08/236	Desert Tan	Kennsington	Hanson Brick
BB 23	Oxford Blue	Colonial White	Charcoal	White	White	Midnight Blue-166	Black Sable 90BG 10/067	Colonial White	Old Waverly	Columbus
BB 24	Sterling Gray	Colonial White	Charcoal	White	White	Tuxedo Gray-18	Obsidian Glass OONN13/000	Colonial White	Old Waverly	Columbus
BB 25	Desert Tan	Natural Clay	Charcoal	White	White	Bordeaux-167	Aberdeen Place 70RR 08/150	Natural Clay	Old Waverly	Columbus
BB 26	Sandstone Beige	Desert Tan	Weathered Gray	White	White	Clay-08	Obelisk 20YY 45/114	Desert Tan	Runnymede	Hanson Brick
BB 27	Prairie Sand	Desert Tan	Weathered Gray	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Desert Tan	Runnymede	Hanson Brick
BB 28	Sandstone Beige	Desert Tan	Charcoal	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Desert Tan	St. Augustine	Hanson Brick
BB 29	Prairie Sand	Desert Tan	Charcoal	White	White	Black-02	Dark Secret OONN 05/000	Desert Tan	St. Augustine	Hanson Brick
BB 30	Sandstone Beige	Natural Clay	Weathered Gray	White	White	Tuxedo Gray-18	Obsidian Glass OONN13/000	Natural Clay	Stonegate	Redland Brick
BB 31	Natural Clay	Desert Tan	Weathered Gray	White	White	Wicker-23	Traditional Tan 20YY 47/145	Desert Tan	Stonegate	Redland Brick
BB 32	Desert Tan	Natural Clay	Weathered Gray	White	White	Bordeaux-167	Aberdeen Place 70RR 08/150	Natural Clay	Stonegate	Redland Brick
BB 33	Colonial White	Colonial White	Charcoal	White	White	Midnight Green-122	Tavern Green 50GG 05/063	Colonial White	Ballentyne	Hanson Brick
BB 34	Prairie Sand	Desert Tan	Weathered Gray	White	White	Federal Brown-09	Tobacco Brown 50YR10/151	Desert Tan	Ballentyne	Hanson Brick

Bristol Bay

In Yorkville

Large Lot Renderings

Presented by

CENTEX HOMES

1/21/05

3644 WESTPORT D

3644 WESTPORT C

3644 WESTPORT B

3644 WESTPORT A

3384 STEWART D

3384 STEWART C

3384 STEWART B

3384 STEWART A

3173 NEWBRIDGE D

3173 NEWBRIDGE C

3173 NEWBRIDGE B

3173 NEWBRIDGE A

2886 FERNHILL D

2886 FERNHILL C

2886 FERNHILL B

2886 FERNHILL A

2419 ALTAMONT D

2419 ALTAMONT C

2419 ALTAMONT B

2419 ALTAMONT A

Bristol Bay

In Yorkville

Standard Lot Renderings

Presented by

CENTEX HOMES

1/21/05

3509 CEDAR D

3509 CEDAR C

3509 CEDAR B

3509 CEDAR A

3253 SYCAMORE D

3253 SYCAMORE C

3253 SYCAMORE B

3253 SYCAMORE A

2972 HICKORY D

2972 HICKORY C

2972 HICKORY B

2972 HICKORY A

2748 SPRUCE D

2748 SPRUCE C

2748 SPRUCE B

2748 SPRUCE A

2470 BIRCH D

2470 BIRCH C

2470 BIRCH B

2470 BIRCH A

2253 CYPRESS D

2253 CYPRESS C

2253 CYPRESS B

2253 CYPRESS A

2153 WILLOW D

2153 WILLOW C

2153 WILLOW B

2153 WILLOW A

2034 ASPEN D

2034 ASPEN C

2034 ASPEN B

2034 ASPEN A

1962 CHESTNUT D

1962 CHESTNUT C

1962 CHESTNUT B

1962 CHESTNUT A

1835 OAK D

1835 OAK C

1835 OAK B

1835 OAK A

1642 GLENWOOD D

1642 GLENWOOD C

1642 GLENWOOD B

1642 GLENWOOD A

1417 MAGNOLIA D

1417 MAGNOLIA C

1417 MAGNOLIA B

1417 MAGNOLIA A

Memorandum

To: Plan Council
From: Krysti Barksdale-Noble, Community Development Director
Date: March 7, 2022
Subject: **PZC 2022-07 Bristol Bay – Unit 13 (Final Plat of Subdivision)**
Proposed Final Plat Approval for Single-Family Homes

I have reviewed the application for Final Plat of Subdivision for Bristol Bay Unit 13, as submitted by David Schultz on behalf of Troy Mertz, Petitioner. The Final Plat Subdivision - Bristol Bay P.U.D. Unit 3 Subdivision was prepared by HR Green and dated 02-16-2022.

The petitioner is seeking Final Plat approval to subdivide the approximately 25-acre parcel into 69 lots consisting of 68 single-family units and a 3.25-acre park site in Bristol Bay Unit 13. Based upon my review of the applications, documents, and plans; I have compiled the following comments:

GENERAL PUD/ANNEXATION AGREEMENT COMMENTS:

1. **PLANNED UNIT DEVELOPMENT (PUD)** – Per Ordinance No. 2005-34, the subject property is currently zoned R-2 Single-Family Traditional Residence District with a special use for a Planned Unit Development (PUD).
2. **ARCHITECTURAL STANDARDS/APPEARANCE CODE** – The original annexation agreement (Ord. 2005-34) provided general architectural renderings (Exhibit R) and stated that the residential improvements shall be constructed substantially consistent with those renderings or adhere to the City's Appearance Code standards, whichever is the least restrictive.
    a. Additionally, Ord. 2005-34 required the developer to impose covenants, conditions and restrictions relating to façade materials, accessory structures and other building restrictions at the time of final plat submittal for each unit. The provisions shall also require the HOA to be responsible for the maintenance of landscaping within the perimeter landscaping easements, signage on the property and other obligations as determined at the time of final platting.
    b. Exhibit R and Section 25: Architectural Standards and Covenants of the original annexation agreement are attached. Here is a link to the City's current Appearance Code regulations:

    https://library.municode.com/il/yorkville/codes/code_of_ordinances?nodeId=TIT8BURE_CH15APCO

    Staff requests to review the final building elevations prior to issuance of building permits.
3. **PARK LAND CASH CONTRIBUTION** - Per the original annexation agreement and the second amended agreement (Ord. 2010-32), $50,000 parks-land cash fee for lot 1685 (fire station) will be ***due prior to recording*** of the final plat for Unit 13.

FINAL PLAT OF RESUBDIVISION COMMENTS:

1. **PREVIOUSLY APPROVED FINAL PLAT** – Per Resolution No. 2006-103, the City approved the Final Plat of Subdivision for Bristol Bay Unit 13 on November 28, 2006. However, that final plat was never recorded. Per Section 11-2-3H of the Subdivision Control Ordinance, the final plat shall be recorded with the County Recorder of Deeds within thirty (30) days from the date of final approval, or final approval shall be considered null and void. This requirement does not apply when the delay is due to circumstances beyond the control of the City or developer.
2. **TIMING OF FINAL PLAT** – Per Section 6, paragraph A of the annexation agreement for Bristol Bay (Ord. 2005-34), the City hall act upon any final plat and final engineering or resubmitted final plat and final engineering within sixty (60) days of receipt. Initial receipt of the completed application was on February 17, 2022, based upon the required City meeting schedule, the final approval of the requested Final Plat Amendment is proposed as April 26, 2022.

Engineering Enterprises, Inc.

March 7, 2022

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: Bristol Bay – Unit 13
Final Plat of Subdivision Review
United City of Yorkville, Kendall County, Illinois

Dear Krysti:

We are in receipt of the following items for the above referenced project:

- Final Plat for Subdivision Bristol Bay P.U.D Unit 13 Resubdivision dated February 16, 2022 and prepared by HR Green
- Exhibit A prepared by HR Green
- Application for Final Plat/Replat dated February 3, 2022

Our review of these plans is to generally determine their compliance with local ordinances and whether the improvements will conform to existing local systems and equipment. This review and our comments do not relieve the designer from his duties to conform to all required codes, regulations, and acceptable standards of engineering practice. Engineering Enterprises, Inc.'s review is not intended as an in-depth quality assurance review, we cannot and do not assume responsibility for design errors or omissions in the plans. As such, we offer the following comments:

1. The following are required and should be provided to the City when obtained. The City and EEI should be copied on all correspondence with the agencies.
    - Confirmation of Yorkville Bristol Sanitary District approval
    - IEPA construction permits for water main and sanitary sewer
    - Kendall County Soil Conservation Service (USDA) written statement required per Yorkville Ordinance
    - Subdivision Bond or Letter of Credit
2. An engineer's estimate for the public, stormwater and soil erosion control improvements should be provided. This will be used to determine the amount for the Subdivision Bond or Letter of Credit.
3. Updated engineering plans with current standards and details should be submitted for review.
4. An updated landscape plan should be submitted for review.
5. All easements should be shown on Lot 2051.
6. All P.U. & D.E. adjacent to the roads should be 10' wide.

7. The two proposed concrete monuments should be shown.

8. Lots 2011 through 2019 require a 25' P.U. & D.E. in the rear yard for the proposed storm sewer route.

9. Lot 2008 requires a 15' P.U. & D.E. in the side yard adjacent to the road for the proposed storm sewer route.

10. The following lots require a 20' Public Utility and Drainage Easement (P.U. & D.E.) for the existing and proposed storm sewer route:

    - Between Lots 1961 & 1962
    - Between Lots 1964 & 1965
    - Between Lots 1968 & 1969
    - Between Lots 1971& 1972
    - Between Lots 1977 & 1978
    - Between Lots 1981 & 1982
    - Between Lots 1997 & 1998
    - Between Lots 2000 & 2001
    - Between Lots 2009 & 2010
    - 2007 along the south line of 2009 & 2010

11. Lot 2021 required a 35' P.U. & D.E. in the rear yard for the proposed storm sewer route.

12. A 20' P.U. & D.E. is required at the southwest corner of Lot 1975 to cover the existing storm sewer route.

13. A 20' P.U. & D.E. is required at the northeast corner of Lot 1983 to cover the existing storm sewer route.

14. A 20' P.U. & D.E. is required at the northwest corner of Lot 2020 to cover the existing storm sewer route.

The Developer should make the necessary revisions and re-submit plans and plat and supporting documents along with a disposition letter for further review. If you have any questions or require additional information, please contact our office.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Chief Operating Officer / President

pc: Mr. Bart Olson, City Administrator (via e-mail)
Ms. Erin Willrett, Assistant City Administrator (via e-mail)
Mr. Jason Engberg, Senior Planner (via e-mail)
Mr. Eric Dhuse, Director of Public Works (via e-mail)
Mr. Pete Ratos, Building Department (via e-mail)
Ms. Dee Weinert, Permit Tech (via e-mail)
Ms. Jori Behland, City Clerk (via e-mail)
Mr. Troy Mertz, Moda Tech & Infrastructure (via e-mail)
Mr. David Schultz, HR Green (via e-mail)
TNP, NLS EEI (Via e-mail)

HRGreen

2363 Sequoia Drive | Suite 101
Aurora, IL 60506
Main 630.553.7560 + **Fax** 713.965.0044

HRGREEN.COM

March 18, 2022

United City of Yorkville
Ms. Krysti Barksdale-Noble
Community Development Director
800 Game Farm Road
Yorkville, IL 60506

Re: Bristol Bay – Unit 13
Final Plat of Resubdivision Review
Response to Review Comments No. 1
HR Green Job.: 220051

Dear Ms. Barksdale-Noble:

Please see below our responses to Engineering Enterprises, Inc. (EEI) review comment letter dated March 7, 2022. Responses to each comment are shown in **bold** following the comment.

Review Comments:

1. The following are required and should be provided to the city when obtained. The City and EEI should be copied on all correspondence with the agencies.
   - Confirmation of Yorkville Bristol Sanitary District approval
   - IEPA construction permits for water main and sanitary sewer
   - Kendall County Soil Conservation Service (USDA) written statement required per Yorkville Ordinance
   - Subdivision Bond or Letter of Credit

   RESPONSE: Noted and will be part of the ongoing coordination to be provided for review/approval as noted.

2. An engineer's estimate for the public, stormwater and soil erosion control improvements should be provided. This will be used to determine the amount for the Subdivision Bond or Letter of Credit.
   RESPONSE: Noted and to be included as part of the upcoming and updated engineering plan submittal.

3. Updated engineering plans with current standards and details should be submitted for review.
   RESPONSE: Noted and to be included as part of the upcoming and updated engineering plan submittal.

4. An updated landscape plan should be submitted for review
   RESPONSE: Noted and to be coordinated as separate submittal and review with City's consultant.

5. All easements should be shown on Lot 2051.
   RESPONSE: Revised and incorporated with a blanket easement as shown on Lot 2051

6. All P.U. & D.E. adjacent to the roads should be 10' wide.
   RESPONSE: Noted and revised.

7. The two proposed concrete monuments should be shown
   RESPONSE: Revised as requested.

8. Lots 2011 through 2019 require a 25' P.U. & D.E. in the rear yard for the proposed storm sewer route.
   RESPONSE: Revised as requested.

9. Lot 2008 requires a 15' P.U. & D.E. in the side yard adjacent to the road for the proposed storm sewer route.
   RESPONSE: Revised as requested.

10. The following lots require a 20' Public Utility and Drainage Easement (P.U. & D.E.) for the existing and proposed storm sewer route:
    - Between Lots 1961 & 1962
    - Between Lots 1964 & 1965
    - Between Lots 1968 & 1969
    - Between Lots 1971& 1972
    - Between Lots 1977 & 1978
    - Between Lots 1981 & 1982
    - Between Lots 1997 & 1998
    - Between Lots 2000 & 2001
    - Between Lots 2009 & 2010
    - 2007 along the south line of 2009 & 2010

    RESPONSE: Added or revised as requested.

11. Lot 2021 requires a 35' P.U. & D.E. in the rear yard for the proposed storm sewer route
    RESPONSE: Added as requested.

12. A 20' P.U. & D.E. is required at the southwest corner of Lot 1975 to cover the existing storm sewer route.
    RESPONSE: Added as requested.

13. A 20' P.U. & D.E. is required at the northeast corner of Lot 1983 to cover the existing storm sewer route.
    RESPONSE: Added as requested.

14. A 20' P.U. & D.E. is required at the northwest corner of Lot 2020 to cover the existing storm sewer route.
    RESPONSE: Added as requested.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

HR GREEN, INC.

David Schultz, PE, LEED AP
Project Manager

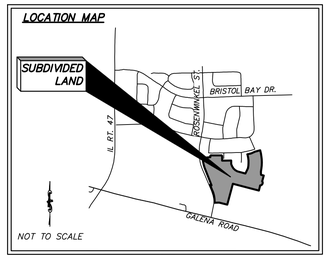
DS/ag

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7, AND PART OF THE NE 1/4 OF SECTION 9-37-7, IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

PINs: 02-04-400-015
02-09-200-014
02-09-200-016

LOCATION MAP



GRAPHIC SCALE

80 0 40 80 160
(IN FEET)
1 inch = 80 ft.

BRISTOL BAY P.U.D.
UNIT 1
DOC. NO. 05-39532

RESUBDIVISION OF BRISTOL BAY
LOT 2048 UNIT 9 & LOT 2049 UNIT 11
DOC. NO. 201800003507

BRISTOL BAY P.U.D.
UNIT 7
DOC. NO. 05-39538

BRISTOL BAY P.U.D.
UNIT 8
DOC. NO. 200800020564

HR GREEN CONTACTS:
DAVID W. SCHULTZ P.E., PROJECT MANAGER
630-753-7560
BERNARD J. BAUER P.L.S., PROJECT SURVEYOR
630-753-7560

PROPERTY OWNER:
BRISTOL BAY YORKVILLE FN, LLC
340 W. BUTTERFIELD ROAD #2D
ELMHURST, IL 60126
TELEPHONE: XXX-XXX-XXXX

PENSACOLA STREET
HERETOFORE DEDICATED PER DOC. 05-39538

SARASOTA AVE.
HERETOFORE DEDICATED PER DOC. 05-39538

SARASOTA AVENUE

TAMPA DRIVE

BISCAYNE LANE

ROSENWINKEL STREET
HERETOFORE DEDICATED PER DOC. NO. 05-39532

MONTEREY STREET

LOT 1080, LOT 1139, LOT 1140, LOT 1141, LOT 1142, LOT 1143, LOT 1144, LOT 1145, LOT 1146, LOT 1147, LOT 1148, LOT 1149, LOT 1150, LOT 1151, LOT 1152, LOT 1039, LOT 1040, LOT 1041, LOT 1078, LOT 1079, LOT 1965, LOT 1966, LOT 1967, LOT 1968, LOT 1969, LOT 1970, LOT 1971, LOT 1972, LOT 1973, LOT 1974, LOT 1975, LOT 1976, LOT 1977, LOT 1978, LOT 1979, LOT 1980, LOT 1981, LOT 1982, LOT 1983, LOT 1984, LOT 1985, LOT 1986, LOT 1987, LOT 1988, LOT 1989, LOT 1990, LOT 1991, LOT 1992, LOT 1993, LOT 1994, LOT 1995, LOT 1996, LOT 1997, LOT 1998, LOT 1999, LOT 2000, LOT 2001, LOT 2002, LOT 2003, LOT 2004, LOT 2005, LOT 2006, LOT 2007, LOT 2008, LOT 2009, LOT 2010, LOT 2011, LOT 2012, LOT 2013, LOT 2014, LOT 2015, LOT 2016, LOT 2017, LOT 2018, LOT 2019, LOT 2020, LOT 2021, LOT 2022, LOT 2023, LOT 2024, LOT 2025, LOT 2026, LOT 1958, LOT 1959, LOT 1960, LOT 1961, LOT 1962, LOT 1963, LOT 1964, LOT 1685, LOT 1686, LOT 1197, LOT 1198, LOT 1199, LOT 1200, LOT 1201, LOT 1202, LOT 1203, LOT 1204, LOT 1205, LOT 1206, LOT 1207, LOT 1208, LOT 1209, LOT 2052

L=40.96' R=25.00'
CB=S42°55'25"W CH=36.53'

S84°46'15"W 197.00'

SET CONCRETE MONUMENT

S89°51'34"W 244.84'

S04°37'14"E 18.78'

L=39.27' R=25.00'
CB=N45°08'26"W CH=35.36'

N00°10'10"W 106.30'

S88°43'57"W 66.00'

159.96'
S89°51'34"W

N00°08'26"W 87.01'

N21°49'17"W 61.26'

N30°15'12"W 61.67'

N46°13'13"W 61.67'

N62°11'15"W 61.67'

N74°29'33"W 67.35'

N75°13'39"W 140.00'

S26°14'21"W 140.66'

S73°45'42"W 36.17'

L=69.41' R=1028.00'
CB=S75°41'46"W CH=69.40'

S64°37'29"W 93.85'

135.00'
S74°46'59"W

N13°17'38"W 77.05'

S12°22'10"E 83.52'

S05°51'10"E 67.52'

S01°06'59"E 67.52'

S03°37'13"W 67.52'

S08°21'24"W 67.52'

N09°26'52"W 77.05'

N05°36'06"W 77.05'

N01°45'20"W 77.05'

N02°05'26"E 77.05'

N05°56'12"E 77.05'

N09°46'58"E 77.05'

N75°13'39"W 70.00'

79.37'
N02°56'50"W

S11°45'02"E 77.71'

S16°22'16"E 91.58'

S21°17'25"E 82.73'

S21°48'57"E 80.72'

S21°48'57"E 390.00'

S21°48'57"E 231.82'

S68°11'03"W 5.00'

L=39.27' R=25.00'
CB=N66°48'57"W CH=35.36'

S21°48'57"E 171.66'

CB=S9°31'23"E
L=291.78' R=680.00'
CH=289.55'

N14°46'21"E 539.21'

S75°13'39"E 670.00'

N14°46'21"E 133.15'

N14°46'21"E 145.67'

L=140.44' R=66.00'
CB=N26°02'38"E CH=115.40'

SOUTH LINE OF SEC. 4-37-7

NORTH LINE OF SEC. 9-37-7

T-37-N R-7-E 3RD P.M.

POINT OF BEGINNING

N87°42'08"E 115.27'

S75°29'39"E 208.25'

SET CONCRETE MONUMENT

LOT 2051
(PARK)
(P.U.&D.E.)
TO BE CONVEYED TO THE UNITED CITY OF YORKVILLE

LOT 2053
(P.U.&D.E.)
TO BE CONVEYED TO BRISTOL KENDAL FIRE PROTECTION DISTRICT

UNSUBDIVIDED LANDS

UNSUBDIVIDED LANDS

LOT 2052
BRISTOL BAY P.U.D.
UNIT 8
DOC. NO. 200800020564

LEGEND

- CENTERLINE
- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE

HATCH LEGEND

DENOTES AREA HEREBY DEDICATED TO THE UNITED CITY OF YORKVILLE FOR PUBLIC RIGHT-OF-WAY

NOTES:

1. ANNOTATION ABBREVIATIONS -
   B.S.L. = BUILDING SETBACK LINE
   P.O.B = POINT OF BEGINNING
   R.O.W. = RIGHT-OF-WAY
   P.U.E. = PUBLIC UTILITY EASEMENT
   P.U.&D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
2. THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE.
3. 5/8" STEEL RODS SET @ ALL EXTERIOR CORNERS UNLESS OTHERWISE NOTED. 5/8" STEEL RODS WILL BE SET AT ALL INTERIOR CORNERS WITHIN 12 MONTHS OF RECORDATION.
4. DIMENSIONS ALONG CURVES ARE ARC DISTANCES UNLESS OTHERWISE NOTED.
5. PROPERTY ZONING IS R-2 (P.U.D.) IN THE UNITED CITY OF YORKVILLE.
8. BEARINGS ARE BASED ON LOCAL COORDINATE SYSTEM.
9. SEE COVENANTS AND RESTRICTIONS FOR EASEMENT PROVISIONS NOT SHOWN HEREON.
10. A PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY GRANTED OVER ALL OF LOT 2053.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:10:17 PM
J:\2022\220051\Survey\Dwg\220051-Unit13_FP.dwg

Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EE COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
1 OF 4

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

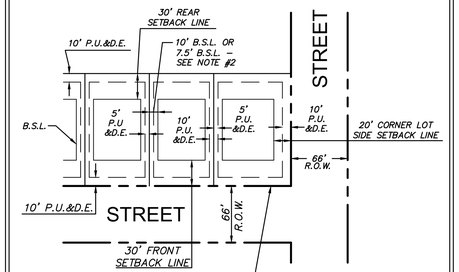
A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7,
AND PART OF THE NE 1/4 OF SECTION 9-37-7,
IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

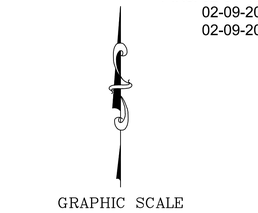
PINs: 02-04-400-015
02-09-200-014
02-09-200-016

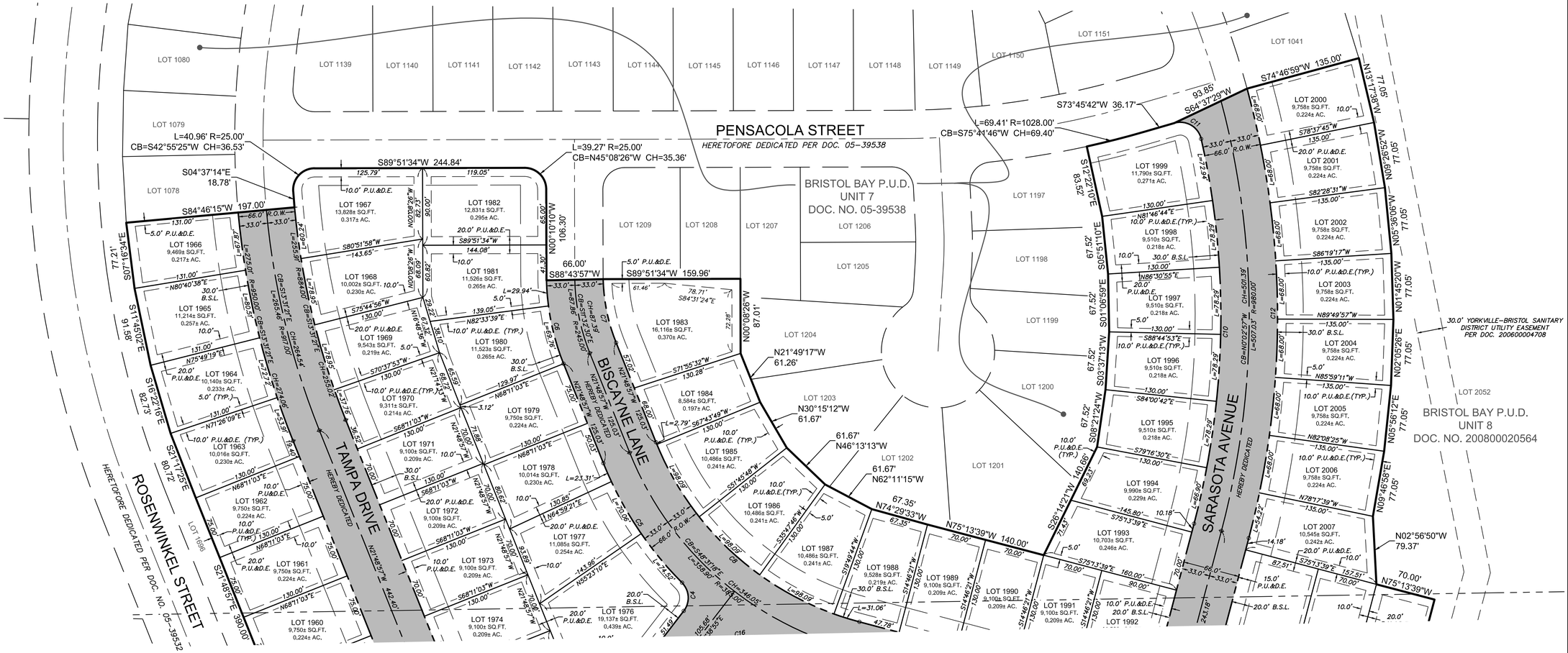
CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	39.27'	25.00'	N23° 11' 03"E	35.36'
C2	39.27'	25.00'	S66° 48' 57"E	35.36'
C3	115.65'	217.00'	N52° 54' 59"E	114.29'
C4	35.99'	25.00'	N3° 35' 23"W	32.96'
C5	167.89'	418.00'	S33° 19' 19"E	166.76'
C6	99.70'	278.00'	S11° 32' 30"E	99.17'
C7	76.03'	212.00'	S11° 32' 30"E	75.62'
C8	328.14'	352.00'	S48° 31' 18"E	316.38'
C9	39.27'	25.00'	N59° 46' 21"E	35.36'
C10	452.98'	947.00'	N1° 04' 09"E	448.68'
C11	40.84'	25.00'	N59° 26' 10"W	36.45'
C12	530.22'	1013.00'	N0° 13' 20"W	524.18'
C13	39.27'	25.00'	S30° 13' 39"E	35.36'
C14	32.31'	25.00'	N67° 44' 43"E	30.11'
C15	112.01'	418.00'	S67° 33' 03"E	111.67'
C16	35.99'	25.00'	S78° 53' 14"W	32.96'
C17	150.82'	283.00'	N52° 54' 59"E	149.05'
C18	39.27'	25.00'	S23° 11' 03"W	35.36'
C19	34.23'	680.00'	N1° 19' 39"E	34.23'

SINGLE-FAMILY SETBACK AND EASEMENT DETAIL

NOTES:
1. EASEMENT DIMENSIONS ARE TYPICAL UNLESS OTHERWISE NOTED. DIMENSIONS ARE APPLIED TO SINGLE FAMILY LOT EXCLUSIVELY.
2. SIDE YARD SETBACK OF 7.5' IS ALLOWED WITH 3 CAR GARAGE AND RANCH HOMES. SIDE YARD SETBACKS ADJACENT TO STREET SHALL BE 20' MINIMUM.







NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
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* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

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Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:10:17 PM
J:\2022\220051\Survey\Dwg\220051-Unit13_FP.dwg

Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EEI COMMENTS DATED 03/07/2022

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www.hrgreen.com
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FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
2 OF 4

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

CURVE TABLE				
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C3	115.65'	217.00'	N52° 54' 59"E	114.29'
C4	35.99'	25.00'	N3° 35' 23"W	32.96'
C5	167.89'	418.00'	S33° 19' 19"E	166.76'
C6	99.70'	278.00'	S11° 32' 30"E	99.17'
C7	76.03'	212.00'	S11° 32' 30"E	75.62'
C8	328.14'	352.00'	S48° 31' 18"E	316.38'
C9	39.27'	25.00'	N59° 46' 21"E	35.36'
C10	452.98'	947.00'	N1° 04' 09"E	448.68'
C11	40.84'	25.00'	N59° 26' 10"W	36.45'
C12	530.22'	1013.00'	N0° 13' 20"W	524.18'
C13	39.27'	25.00'	S30° 13' 39"E	35.36'
C14	32.31'	25.00'	N67° 44' 43"E	30.11'
C15	112.01'	418.00'	S67° 33' 03"E	111.67'
C16	35.99'	25.00'	S78° 53' 14"W	32.96'
C17	150.82'	283.00'	N52° 54' 59"E	149.05'
C18	39.27'	25.00'	S23° 11' 03"W	35.36'
C19	34.23'	680.00'	N1° 19' 39"E	34.23'

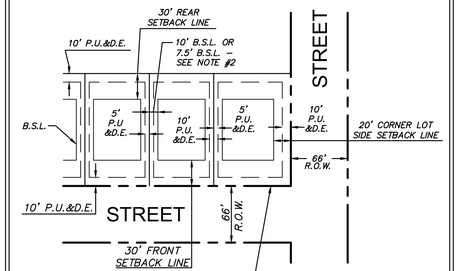
FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7,
AND PART OF THE NE 1/4 OF SECTION 9-37-7,
IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

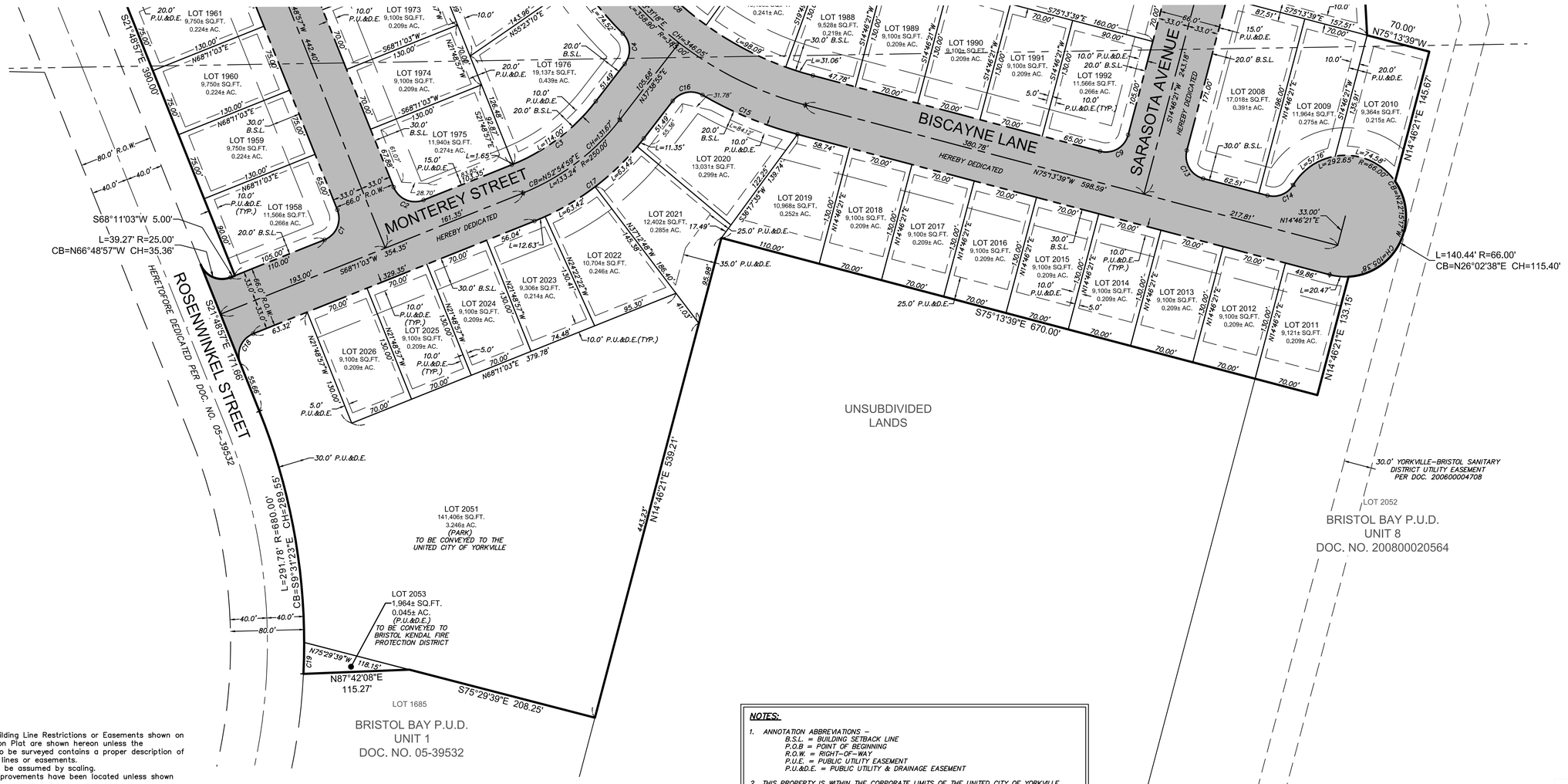
PINs: 02-04-400-015
02-09-200-014
02-09-200-016

SINGLE-FAMILY SETBACK AND EASEMENT DETAIL

NOTES:
1. *EASEMENT DIMENSIONS ARE TYPICAL UNLESS OTHERWISE NOTED. DIMENSIONS ARE APPLIED TO SINGLE FAMILY LOT EXCLUSIVELY.*
2. *SIDE YARD SETBACK OF 7.5' IS ALLOWED WITH 3 CAR GARAGE AND RANCH HOMES. SIDE YARD SETBACKS ADJACENT TO STREET SHALL BE 20' MINIMUM.*



GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.



NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

3/18/2022 2:10:17 PM
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NOTES:

1. *ANNOTATION ABBREVIATIONS -*
   B.S.L. = BUILDING SETBACK LINE
   P.O.B = POINT OF BEGINNING
   R.O.W. = RIGHT-OF-WAY
   P.U.E. = PUBLIC UTILITY EASEMENT
   P.U.&D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
2. *THIS PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE.*
3. *5/8" STEEL RODS SET @ ALL EXTERIOR CORNERS UNLESS OTHERWISE NOTED. 5/8" STEEL RODS WILL BE SET AT ALL INTERIOR CORNERS WITHIN 12 MONTHS OF RECORDATION.*
4. *DIMENSIONS ALONG CURVES ARE ARC DISTANCES UNLESS OTHERWISE NOTED.*
5. *PROPERTY ZONING IS R-2 (P.U.D.) IN THE UNITED CITY OF YORKVILLE.*
8. *BEARINGS ARE BASED ON LOCAL COORDINATE SYSTEM.*
9. *SEE COVENANTS AND RESTRICTIONS FOR EASEMENT PROVISIONS NOT SHOWN HEREON.*
10. *A PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY GRANTED OVER ALL OF LOT 2053.*

PREPARED ON [CURRENT DATE]
PREPARED BY:

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3799
LICENSE EXPIRES: 11/30/22

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EEI COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
t. 630.553.7560 f. 630.553.7646
www.hrgreen.com
HRGreen

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
3 OF 4

Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

PINs: 02-04-400-015
02-09-200-014
02-09-200-016

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D.
UNIT 13

A SUBDIVISION OF PART OF THE S 1/2 OF SEC 4-37-7,
AND PART OF THE NE 1/4 OF SECTION 9-37-7,
IN THE UNITED CITY OF YORKVILLE, BRISTOL TWP., KENDALL CO., ILLINOIS

OWNERSHIP CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____, AN ILLINOIS CORPORATION, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED FOREGOING SURVEYOR'S CERTIFICATE AND HAVE CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____, _____, THIS _____ DAY OF _____, 20____.

_____
CORPORATION NAME

_____
COMPLETE ADDRESS

BY: _____ _____
PRESIDENT SECRETARY

_____ _____
PRINTED NAME PRINTED NAME

NOTARY CERTIFICATE

STATE OF _____)
) S.S.
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, HEREBY CERTIFY THAT _____ AND _____, PERSONALLY KNOW TO ME TO THE PRESIDENT AND SECRETARY OF _____, AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20___.

_____
NOTARY PUBLIC

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

MODA TECH & INRASTRUCTURE

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

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Xrefs: dwg-171554-BASE; 060305FP Phase 3; 220051_FP_base

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CHAIRMAN

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20____.

_____
CITY ADMINISTRATOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No._____ AT A MEETING HELD THIS _____DAY OF_____, 20____.

_____
CITY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____ DAY OF_____, 20____.

_____
MAYOR

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, _____, CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS _____ DAY OF _____, 20____.

_____
CITY ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

WE, _____, REGISTERED PROFESSIONAL ENGINEER AND _____, OWNER (OR HIS ATTORNEY) SUBMIT THE TOPOGRAPHICAL AND PROFILE STUDIES AND, TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

DATED THIS _____ DAY OF _____,20___.

_____ _____
OWNER (OR DULY AUTHORIZED ATTORNEY) REGISTERED PROFESSIONAL ENGINEER

EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY, AMERITECH ILLINOIS a.k.a. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS, SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. PRIVATE OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (or similar designation) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (or similar designation), WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF THE REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH MAY BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO SBC AMERITECH, NICOR, COM ED, COMCAST, OTHER PUBLIC UTILITIES, AND HOLDERS OF EXISTING FRANCHISES GRANTED BY THE CITY OF YORKVILLE, ILLINOIS, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT" (abbreviated P.U. & D.E.) TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES UNDER THE SURFACE OF THE "PUBLIC UTILITY & DRAINAGE EASEMENT", INCLUDING WITHOUT LIMITATION TO TELEPHONE CABLE, GAS MAINS, ELECTRIC LINES, CABLE TELEVISION LINES, AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON.

A NON-EXCLUSIVE EASEMENT IS ALSO HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE, ILLINOIS TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE AND INSPECT FACILITIES FOR THE TRANSMISSION AND DISTRIBUTION OF WATER, STORM SEWERS, SANITARY SEWERS AND ELECTRICITY, WITHIN THE AREAS SHOWN ON THE PLAT AS "PUBLIC UTILITY & DRAINAGE EASEMENT", TOGETHER WITH A RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE ABOVE NAMED ENTITIES ARE HEREBY GRANTED THE RIGHT TO ENTER UPON EASEMENTS HEREIN DESCRIBED FOR THE USES HEREIN SET FORTH AND THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THEIR UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO. NO PERMANENT BUILDINGS, STRUCTURES, OR OBSTRUCTIONS SHALL BE CONSTRUCTED IN, UPON, OR OVER ANY AREAS DESIGNATED AS "PUBLIC UTILITY & DRAINAGE EASEMENT", BUT SUCH AREAS MAY BE USED FOR GARDENS, SHRUBS, TREES, LANDSCAPING, DRIVEWAYS, AND OTHER RELATED PURPOSES THAT DO NOT UNREASONABLY INTERFERE WITH THE USES HEREIN DESCRIBED.

THE OCCUPATION AND USE OF THE NON-EXCLUSIVE EASEMENT HEREIN GRANTED AND RESERVED FOR THE ABOVE NAMED ENTITIES BY EACH OF SUCH ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH OR PRECLUDE THE OCCUPATION AND USE THEREOF BY OTHER ENTITIES FOR WHICH SUCH EASEMENTS ARE GRANTED AND RESERVED. THE CROSSING AND RECROSSING OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH, DAMAGE, OR DISTURB ANY TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO EXISTING WITHIN THE EASEMENTS BEING CROSSED OR RECROSSED. NO USE OR OCCUPATION OF SAID EASEMENTS BY THE ABOVE NAMED ENTITIES SHALL CAUSE ANY CHANGE IN GRADE OR IMPAIR OR CHANGE THE SURFACE DRAINAGE PATTERNS.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED, FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL, AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR – A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS. ON THIS _____ DAY OF _____, 20_____, AT _____O'CLOCK ____M.

_____
KENDALL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003799, AT THE REQUEST OF THE OWNER(S) THEREOF, HAVE SURVEYED, SUBDIVIDED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 4, AND PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1685 OF BRISTOL BAY P.U.D. UNIT 1, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005 AS DOCUMENT NO. 200500039532; THENCE NORTH 87 DEGREES 42 MINUTES 08 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1685, 115.27 FEET TO A BEND IN SAID NORTH LINE; THENCE SOUTH 75 DEGREES 29 MINUTES 39 SECONDS EAST, ALONG SAID NORTH LINE, 208.25 FEET TO THE NORTHEAST CORNER OF SAID LOT 1685 AND THE EASTERLY LINE OF THE LANDS DESCRIBED IN DOC. 200500015019; THENCE NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 539.21 FEET TO A CORNER OF SAID LANDS; THENCE SOUTH 75 DEGREES 13 MINUTES 39 SECONDS EAST, ALONG A SOUTHERLY LINE OF SAID LANDS, SAID SOUTHERLY LINE BEING PARALLEL WITH THE NORTHERLY RIGHT OF WAY LINE OF GALENA ROAD, 670.00 FEET; THENCE ALONG THE FOLLOWING TWELVE (12) COURSES, BEING ALONG THE EASTERLY LINE OF SAID LANDS: (1) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 133.15 FEET; (2) NORTHEASTERLY ALONG A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 66.00 FEET AND A CHORD BEARING OF NORTH 26 DEGREES 02 MINUTES 38 SECONDS EAST, AN ARC LENGTH OF 140.44 FEET; (3) NORTH 14 DEGREES 46 MINUTES 21 SECONDS EAST, 145.67 FEET; (4) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 70.00 FEET; (5) NORTH 02 DEGREES 56 MINUTES 50 SECONDS WEST, 79.37 FEET; (6) NORTH 09 DEGREES 46 MINUTES 58 SECONDS EAST, 77.05 FEET; (7) NORTH 05 DEGREES 56 MINUTES 12 SECONDS EAST, 77.05 FEET; (8) NORTH 02 DEGREES 05 MINUTES 26 SECONDS EAST, 77.05 FEET; (9) NORTH 01 DEGREES 45 MINUTES 20 SECONDS WEST, 77.05 FEET; (10) NORTH 05 DEGREES 36 MINUTES 06 SECONDS WEST, 77.05 FEET; (11) NORTH 09 DEGREES 26 MINUTES 52 SECONDS WEST, 77.05 FEET; (12) NORTH 13 DEGREES 17 MINUTES 38 SECONDS WEST, 77.05 FEET TO THE SOUTHEAST CORNER OF LOT 1041 OF BRISTOL BAY P.U.D. UNIT 7, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 2005, AS DOCUMENT NUMBER 200500039538; THENCE ALONG THE FOLLOWING THIRTY-THREE (33) COURSES BEING ALONG THE SOUTHERLY LINE AND WESTERLY LINE OF SAID BRISTOL BAY P.U.D. UNIT 7; (1) SOUTH 74 DEGREES 46 MINUTES 59 SECONDS WEST, 135.00 FEET; (2) SOUTH 64 DEGREES 37 MINUTES 29 SECONDS WEST, 93.85 FEET; (3) SOUTH 73 DEGREES 45 MINUTES 42 SECONDS WEST, 36.17 FEET; (4) SOUTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1028.00 FEET AND A CHORD BEARING OF SOUTH 75 DEGREES 41 MINUTES 46 SECONDS WEST, AN ARC LENGTH OF 69.41 FEET; (5) SOUTH 12 DEGREES 22 MINUTES 10 SECONDS EAST, 83.52 FEET; (6) SOUTH 05 DEGREES 51 MINUTES 51 SECONDS EAST, 67.52 FEET; (7) SOUTH 01 DEGREES 06 MINUTES 59 SECONDS EAST, 67.52 FEET; (8) SOUTH 03 DEGREES 37 MINUTES 13 SECONDS WEST, 67.52 FEET; (9) SOUTH 08 DEGREES 21 MINUTES 24 SECONDS WEST, 67.52 FEET; (10) SOUTH 26 DEGREES 14 MINUTES 21 SECONDS WEST, 140.66 FEET; (11) NORTH 75 DEGREES 13 MINUTES 39 SECONDS WEST, 140.00 FEET; (12) NORTH 74 DEGREES 29 MINUTES 33 SECONDS WEST, 67.35 FEET; (13) NORTH 62 DEGREES 11 MINUTES 15 SECONDS WEST, 61.67 FEET; (14) NORTH 46 DEGREES 13 MINUTES 13 SECONDS WEST 61.67 FEET; (15) NORTH 30 DEGREES 15 MINUTES 12 SECONDS WEST, 61.67 FEET; (16) NORTH 21 DEGREES 49 MINUTES 17 SECONDS WEST, 61.26 FEET; (17) NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 87.01 FEET; (18) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 159.96 FEET; (19) SOUTH 88 DEGREES 43 MINUTES 57 SECONDS WEST, 66.00 FEET; (20) NORTHERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 278.00 FEET AND A CHORD BEARING OF NORTH 00 DEGREES 42 MINUTES 15 SECONDS WEST, AN ARC LENGTH OF 5.47 FEET; (21) THENCE NORTH 00 DEGREES 08 MINUTES 26 SECONDS WEST, 100.83 FEET; (22) NORTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 45 DEGREES 08 MINUTES 26 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET; (23) SOUTH 89 DEGREES 51 MINUTES 34 SECONDS WEST, 244.84 FEET; (24) SOUTHWESTERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF SOUTH 42 DEGREES 55 MINUTES 25 SECONDS WEST, AN ARC LENGTH OF 40.96 FEET; (25) THENCE SOUTHERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 884.00 FEET AND CHORD BEARING OF SOUTH 04 DEGREES 37 MINUTES 14 SECONDS EAST, AN ARC LENGTH OF 18.78 FEET; (26) SOUTH 84 DEGREES 46 MINUTES 15 SECONDS WEST, 197.00 FEET; (27) SOUTH 07 DEGREES 16 MINUTES 34 SECONDS EAST, 77.21 FEET; (28) SOUTH 11 DEGREES 45 MINUTES 02 SECONDS EAST, 91.58 FEET; (29) SOUTH 16 DEGREES 22 MINUTES 16 SECONDS EAST, 82.73 FEET; (30) SOUTH 21 DEGREES 17 MINUTES 25 SECONDS EAST, 80.72 FEET; (31) SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, 390.00 FEET; (32) SOUTH 68 DEGREES 11 MINUTES 03 SECONDS WEST, 5.00 FEET; (33) NORTHWESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 66 DEGREES 48 MINUTES 57 SECONDS WEST, AN ARC LENGTH OF 39.27 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF ROSENWINKEL ROAD, PER SAID BRISTOL BAY P.U.D. UNIT 1; THENCE, SOUTH 21 DEGREES 48 MINUTES 57 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, 171.66 FEET; THENCE CONTINUING SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 680.00 FEET AND A CHORD BEARING OF SOUTH 09 DEGREES 31 MINUTES 23 SECONDS EAST, AN ARC LENGTH OF 291.78 FEET TO SAID POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT AND ACCURATE REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT NO PART OF THE ABOVE DESCRIBED PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY BASED ON FIRM MAP NO. 17093C0035H, BEARING AN EFFECTIVE DATE OF JANUARY 8, 2014. ALL OF THE PROPERTY IS LOCATED IN ZONE "X" (UNSHADED), AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

I FURTHER CERTIFY THAT I HAVE SET ALL EXTERIOR SUBDIVISION MONUMENTS AND DESCRIBED THEM ON THIS FINAL PLAT, AND THAT ALL INTERIOR MONUMENTS SHALL BE SET AS REQUIRED BY STATUTE (ILLINOIS REVISED STATUTES 1989, CHAPTER 109 SECTION 1).

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE UNITED CITY OF YORKVILLE, ILLINOIS, WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS WITH THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS, THIS _____ DAY OF _____, 2022.

_____
BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 035-003799
LICENSE EXPIRATION DATE: 11/30/2022

NO.	DATE	BY	REVISION DESCRIPTION
1	03/15/22	BJB	PER EEI COMMENTS DATED 03/07/2022

Illinois Professional Design Firm # 184-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60506
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HRGreen

FINAL PLAT OF SUBDIVISION
BRISTOL BAY P.U.D. UNIT 13
UNITED CITY OF YORKVILLE
KENDALL, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: MD
JOB DATE: 02/16/2022
JOB NO: 220051

SHEET
4 OF 4

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #5

Tracking Number

CC 2021-04

Agenda Item Summary Memo

Title: City Buildings Updates

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None

Council Action Requested: Informational

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

If new information is available at the time of the meeting, then a discussion will be held.

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #6

Tracking Number

CC 2021-38

Agenda Item Summary Memo

Title: Water Study Update

Meeting and Date: City Council – April 26, 2022

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None

Council Action Requested: Informational

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council