



**Village of Itasca**  
**Community Development Department**

550 WEST IRVING PARK RD. ITASCA, IL 60143  
PHONE: 630/773-5568 FAX: 630/773-0852  
e-mail: smalikjarmusz@itasca.com  
www.itasca.com

**MEMORANDUM**

**TO:** President Jeff Pruyn  
Village Board of Trustees

**RE:** PC# 17-003  
RagingWire Data Centers  
Hamilton Lakes Dr. at Pierce Rd.

**FROM:** Kon Savoy, AICP  
Senior Planning Consultant

**COTW:** August 6, 2019

**CC:** Shannon Malik Jarmusz, AICP  
CD Director

**ENCL:** Plan Commission Staff report and  
associated final plan documents

**Background**

The petitioner received preliminary plan approvals and several zoning variances in the fall of 2017 to permit the construction of a data center to be located on a newly created lot, which is presently vacant, north of the terminus of Hamilton Lakes Dr. at Pierce Rd. The property is partially comprised of the former Hamilton Lakes wastewater treatment facility, which has been decommissioned and filled as a result of this redevelopment.

Over the past 1 ½ years the petitioner has been working on revised plans which now provide for less building area, and the development of two buildings in two phases, versus the one larger building, over three phases as previously approved. The developer now seeks final plan approvals and a planned development permit to construct two buildings on one lot.

**Requests Before the Village Board**

James Hattori of RagingWire Data Centers, petitioner and property owner, for the following:

- A. Amendment to the Chancellory at Hamilton Lakes Concept Plan to permit a 2-story data center
- B. Planned Development by Special Use to allow more than one principal building on a lot
- C. Class I Site Plan Review for the purpose of constructing a data center in the ROC district
- D. Final Plat of Subdivision

**Plan Commission Public Comment**

The Plan Commission held a public hearing on July 17, 2019 to consider the requests listed above. No written public comments were submitted, and no significant issues were raised by the public at the meeting.

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## Plan Commission Recommendation

As provided in the July 17, 2019 Plan Commission report (see attached), Staff identified several issues that were unresolved and recommended conditions of approval. The Plan Commission gave a favorable recommendation for this project after closing the public hearing. The motions related to the proposal were approved by a vote of 6-0, with one member absent.

The Commission adopted the Staff recommended conditions of approval, with the addition of a condition that the Village will work with RagingWire to prepare an updated Development Agreement to address the changes to the site and building plans. The conditions listed below must be resolved prior to building permit approval:

1. The 50-foot rear yard setback line on the landscape plan shall be revised. The minimum required setback lines should also be shown on the site geometric plan.
2. Provide an analysis of the audible noise levels at the rear (north property line) when the generators are in use, to ensure that levels comply with Section 11.02.5.a. Performance Standards – Noise.
3. The Plat of Subdivision must be revised to include all required access and utility easements.
4. Street trees are to be installed every 50' adjacent to the right-of-way for Lots 3 and 4 where such trees do not already exist.
5. Ordinarily, approval is conditioned to be valid for one year. Due to the phasing plan, it is anticipated that this development will occur over a +/- 3-year period. Therefore, project approvals pertaining to zoning entitlements shall be valid for a period of 5 years from the date of Village Board approval.
6. The petitioner must adhere to the following:
  - a. Recommendations provided in the May 5, 2017 Traffic Impact Study by Civiltech and July 3, 2019 addendum.
  - b. Engineering review memorandum dated June 21, 2019, and subsequent memos.
  - c. Itasca Fire District review memorandum dated June 19, 2019, and subsequent memos.
7. The project must comply with all Village Ordinances, Building Codes, Subdivision Regulations, Standards Specifications, and the DuPage County Stormwater Ordinance in place at the time of permit application.
8. All approvals are subject to final engineering approval.
9. The petitioner and Village must amend the Development Agreement before building permits are issued.

## RECOMMENDATION

Approval of the petition from RagingWire Data Centers for the construction of two data center buildings and associated office spaces pursuant to the above conditions.

**TO:** Shannon Malik Jarmusz, AICP, Director of Community Development

**FROM:** Mark Wesolowski, PE, Consulting Engineer

**DATE:** July 12, 2019

**RE:** RagingWire Data Center – Plan Commission Submittal  
Engineering Review #4  
REL# 16-R0675

We have received the following items:

- Exterior Perspectives, Floor Plans, Enlarged Part Plans, Elevations, Preliminary Landscape Plan, and Preliminary Site Lighting prepared by HED Design, dated 7/03/19
- Technical Memorandum prepared by Civiltech Engineering, Inc. dated 7/03/19
- Preliminary Engineering Plans prepared by RWG Engineering dated 7/03/19

Information had been submitted in 2017 for this development with a single building. This submittal is the same general layout revised to include two smaller buildings in place of the single building. Many of the comments below are a continuation of the previous review process that had not been completed.

Based on the information provided by the applicant and the available records, we offer the following comments and recommendations related to the civil engineering items.

1. Address the ultimate plan for Lot 1 which is the parcel north of the RagingWire Data Center site. The proposed development does not provide access to Lot 1. A driveway access was recently constructed from Lot 1 to the exiting parking lot east. The plat of subdivision (or separate document) should include an ingress/egress easement from Lot 1 to Devon Avenue, so the parcel is not land locked. Similarly, address the plan for Parcel 5D. **It is understood that access to Lot 1 will not be provided through the development; however proper ingress/egress easements are required for access to Lot 1 and will be coordinated with Hamilton Partners.**
2. Data centers require significant electrical and telecommunication infrastructure. Address how these utilities will be extended to the site. Pierce Road already has many utilities along the roadway, and it will be important to determine a feasible corridor for any new electrical and telecommunication facilities. It is our understanding that ComEd is handling the off-site utility route; however, the preliminary engineering plans need to reflect the on-site electric and duct bank locations.

The construction of electrical feeds to this site will impact local streets (including those in the vicinity of I-390 and Hamilton Lakes businesses. We recommend that the Village continue to communicate with ComEd about proposed plans to serve the RagingWire site. **Comment to be addressed with additional detail to be provided during Final Engineering.**

3. Final design and the requirements for access through the security gate (Opticom actuation) should be coordinated with the Itasca Fire Protection District. Appropriate access easements should be obtained from the property owner of the existing access drive east of the site. The preliminary engineering plans should indicate the type of emergency access at the southeast corner of the site (paved, Grasscrete, etc.). The emergency access shall be maintained and clear at all times (i.e. snow removal is required.) **Comment to be addressed with additional detail to be provided during Final Engineering.**

4. As final engineering plans are developed, the engineer should prepare exhibits showing the turning movements of the largest anticipated delivery vehicle and the diesel tanker trucks delivering fuel for generators through the parts of the site through which they'll travel. **Comment to be addressed with additional exhibits to be provided during Final Engineering.**
5. The proposed trail along Lake 5 is being relocated, a 15' easement is shown on the preliminary engineering plans. It shall also be shown on the plat of subdivision. All other proposed easements for utilities shall be added to the plat of subdivision. **All required easements shall be granted by the Final Plat of Subdivision.**
6. Although the current ADA guideline allow for shared access aisles, we recommend separate access aisles for each handicap parking space if possible. **Applicant requests to keep current layout utilizing shared access.**
7. ~~Provide a parking study for the revised layout, address Village code requirements for parking.~~ **Parking analysis provided is based on actual number of employees and visitors anticipated by the user. Parking provided should be adequate.**
8. The access road portion of the RagingWire site should be larger to accommodate utilities serving the RagingWire site and Lot 3 and to accommodate landscaping. We note that the trail along Pierce Road, to which the sidewalk is connecting, is 8 feet wide (Village standard bike path width), so it might make sense to match that width. The Plat of Subdivision should include access easements over the access road for vehicles/pedestrians accessing Parcel 5C and 5D in the future, along with proper utility easements. **The developer has indicated that proper easements shall be provided at part of the Final Plat.**
9. A traffic study had previously been provided with the prior submittal; however, an updated traffic study should be submitted with Final Engineering. Our previous comments listed below should be addressed accordingly. Additional comments may be forthcoming based on the updated traffic study. It is possible that physical improvements and/or financial contributions may be required to mitigate the impact of the proposed development on roadways and traffic. The following comments pertain to the previously submitted traffic study:
  - a. ~~We generally concur with the recommendations of Civiltech regarding the configuration of the intersection of the proposed access road and Pierce Road, with adjustments as follows. The site development engineer should adjust the site geometrics accordingly. To address item A.5 on page 8, the two through lanes into the site on the engineering plan should be striped to show one through lane (14-foot to 16-foot receptor width) with a striped shoulder that would accommodate truck movements.~~ **Will be provided at Final Engineering.**
  - b. ~~Clarify the employee presence on-site. Per Item D on page 5, maximum employee presence is 40, but the parking analysis cites 46 employees.~~
  - c. Civiltech states a few times in the text of the study that split phasing is needed for Hamilton Lakes Drive and the proposed site access drive. However, the diagrams in the HCS analysis are misleading and don't seem to show the split phasing for the NB and SB movements; verify that the split phasing has been included, as this could affect Levels of Service for the intersection. **We've confirmed with Civiltech that the split phase signal timing will be incorporated into the traffic signal plans as part of the Final Engineering review process.**
  - d. In Item A.3 on page 8, Civiltech mentions that a 200,000 square foot was assumed for Lot 3, but we do not see how this future development was addressed in the traffic volumes and analysis. Volumes assumed for the new access road appear to only be based on the RagingWire trips in Table 4. **We agree that the Technical Memorandum prepared by Civiltech accurately reflects**

**the updated site configuration and building size; including a conclusion that the recommendations in the prior Traffic Impact Study (May 5, 2017) are still valid. We also concur that the recommended 150-foot southbound turn bay length is appropriate and will be incorporated as part of the Final Engineering.**

- e. In item A.3 on page 8 Civiltech also discusses a possible access point for Lot 3 (south of RagingWire site) at Ketter Drive and Pierce Road. The Village defers any decision about the access until such time that that parcel develops. At that time, the developer would be expected to analyze and address any deficiencies. As Civiltech noted in this study (Item B — page 9), the queuing on Ketter and Pierce for vehicles accessing westbound I-390 is problematic and would likely influence the design of an access point for D-3 opposite Ketter Drive. **Defer to development stages of Hamilton Lakes Subdivision No. 2/Lot 3.**
  - f. The traffic study includes a recommendation to separate any access driveway for Lot 3 from Pierce. At such time that Lot 3 develops, that developer will also have to determine if there is a need for a right turn lane into Lot 3 to allow entry into the site if there is queuing behind the guard gate for RagingWire. **Defer to development stages of Hamilton Lakes Subdivision No. 2/Lot 3.**
10. The configuration of the guarded entry area to the RagingWire site limits the location of the access point for Lot 3. The driveway for this parcel should be separated as much as possible from Pierce Road (a minimum of 150 feet from Pierce Road per Section 6.03A.3.c. of the Village's Development Standards and Specifications). In addition, the Lot 3 development would likely be prohibited from having any gated access or any other site design elements that might cause traffic to stack on the access road and be backed up onto Pierce Road. The traffic study should consider whether future traffic volumes would require installation of auxiliary turn lanes on Pierce Road. **Will be addressed in Final Engineering.**
11. Work that occurs within the floodplain is reviewed by DuPage County Stormwater Management, while site detention and PCBMP facilities outside of the floodplain are reviewed by the Village. We note that there are General Stormwater Certifications for overhead or underground utility construction and for storm sewer outfalls that might apply to the type of floodplain construction associated with this project. These certifications, if applicable, are processed by the Village with email concurrence by DuPage County Stormwater Management (and not full tabular submittal to the County). **Will be addressed in Final Engineering.**
12. If Village Board approval is granted prior to January 1, 2020, the current Bulletin 70 rainfall data may be used for Final Engineering design. If Village Board approval is not granted prior to January 1, 2020, the revised Bulletin 70 rainfall data shall be utilized. **Comment understood by Developer.**
13. A development agreement between the Village and the developer will be required to address proposed public improvements, sanitary and water connections, fees, construction phasing, etc. **Comment understood by Developer.**
14. The developer should determine if the fire suppression system for the site is required to be connected to the Hamilton Partners non-potable water system or can be connected to the Village's water system. Coordinate with the Department of Public Works and Hamilton Partners. Any water connections to the Village system will be considered private, to be maintained by the developer.

15. Additional fire hydrants or relocation of hydrants may be needed to meet the spacing requirements of Section 6.06B.4. of the Village Development Standards and Specifications. Currently the hydrants appear to be greater than 120' from the rear of the buildings, which does not meet the requirements of Section 6.06B.4.b. **Partially Addressed. The Village may need to issue a variance for the hydrant locations based on the response from the Developer. This is generally acceptable to Engineering.**
16. The proposed phasing of the utility installations shall be shown on the preliminary engineering plan.
17. Preliminary rim and inverts of the storm sewer and sanitary sewer shall be shown on the preliminary engineering plan. **Partially Addressed. Grades were not provided for the sanitary sewer. Providing these grades with Final Engineering is acceptable.**
18. Preliminary grades shall be added to the preliminary engineering plan to ensure that proper drainage has been reviewed and proper overland flow paths have been considered in the design.

*This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff, and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal. The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.*

*Please note that this review does not include all site & landscaping issues per the Zoning Ordinance such as building setbacks, lot coverage, parking dimensions, etc. and the applicant shall refer to the Community Development Department for a complete review of such issues.*

**Should you have any questions or concerns, please do not hesitate to contact me at 815-412-2710 or [mwesolowski@reltd.com](mailto:mwesolowski@reltd.com).**



**ITASCA FIRE PROTECTION DISTRICT NO. 1**  
520 W. IRVING PARK ROAD, ITASCA, IL 60143

**James F. Burke, Jr**  
**Fire Chief**

**John G. Radzinski**  
**Deputy Chief**

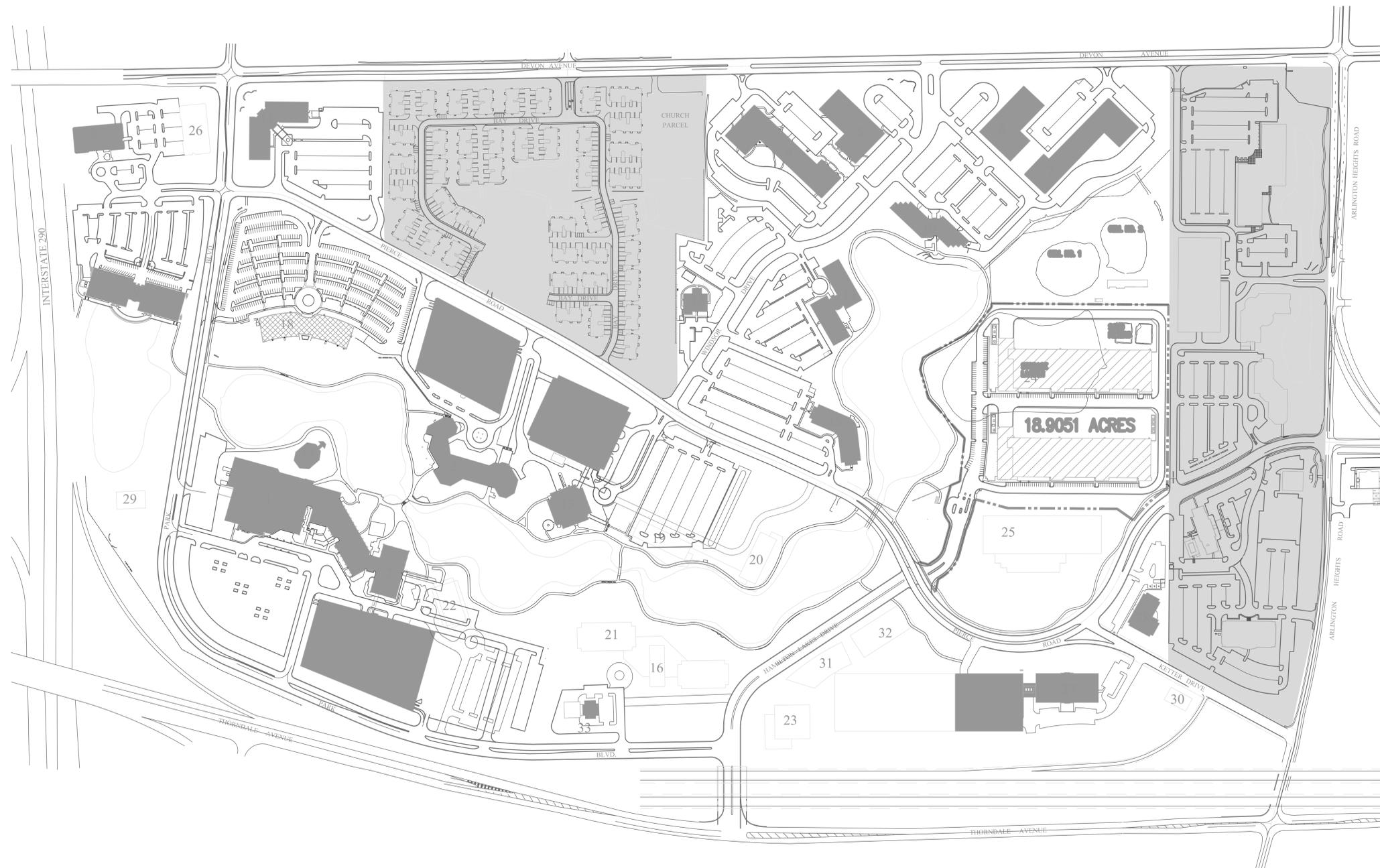
Administration: 630-773-1223  
Fire Prev. Bur: 630-773-1240  
Fax: 630-773-3381

June 19, 2019

To: Konstantine Savoy  
From: Michael Lisek *ML*  
Director of Fire Prevention  
Subject: Raging Wire 2019

The following comments are provided on behalf of the fire department based on the preliminary design for the proposed data center, Raging Wire.

- Provide details on the electrical rooms. Exterior. Cut sheets /details.
- Provide explanation regarding fire protection for entire project.
- A Knox Box will be required.
- Provide details of generator fuel storage and containment needs.
- Previous needs/comments submitted by Leigh Fabbri 2017 that included water system, hydrants, road needs, turning radius needs, traffic pre-emption gate needs and additional approvals.



Hamilton Partners

HAMILTON LAKES



Real Estate Development

| NO. | DEVELOPMENT                       | FLOORS | GROSS S.F. | FLOOR AREA | STATUS |
|-----|-----------------------------------|--------|------------|------------|--------|
| 1   | HAMILTON HOTEL                    | 12     | 300,000    | 288,000    | ●      |
| 2   | 500 PARK BOULEVARD                | 15     | 484,000    | 464,640    | ●      |
| 5   | PIERCE TOWER                      | 15     | 565,000    | 542,400    | ●      |
| 4   | SERVICE CENTER                    | 1      | 58,063     | 56,902     | ●      |
| 5   | SERVICE CENTER                    | 1      | 39,902     | 39,104     | ●      |
| 6   | SERVICE CENTER                    | 1      | 39,902     | 39,104     | ●      |
| 7   | SERVICE CENTER                    | 1      | 58,063     | 56,902     | ●      |
| 8   | CANON BUILDING PHASE 1            | 3      | 73,131     | 71,668     | ●      |
| 9   | 300 PARK BOULEVARD                | 5      | 225,259    | 216,248    | ●      |
| 10  | 450 DEVON                         | 3      | 80,000     | 78,400     | ●      |
| 11  | LIBERTY MUTUAL                    | 3      | 100,172    | 98,167     | ●      |
| 12  | 225 WINDSOR                       | 3      | 95,500     | 93,100     | ●      |
| 13  | TWO PIERCE                        | 25     | 529,097    | 502,642    | ●      |
| 14  | DAY CARE CENTER                   | 1      | 15,000     | 14,700     | ●      |
| 15  | 333 PIERCE                        | 4      | 105,000    | 102,900    | ●      |
| 16  | HOTEL, RETAIL, RESTAURANT         | 20     | 180,000    | 172,000    | ○      |
| 17  | WYNDAM HAMILTON HOTEL DECK / TENT | 1      | 11,222     | 11,222     | ●      |

CONCEPT PLAN  
ULTIMATE DEVELOPMENT

| NO. | DEVELOPMENT                  | FLOORS | GROSS S.F. | FLOOR AREA | STATUS |
|-----|------------------------------|--------|------------|------------|--------|
| 18  | 345 PARK BLVD.               | 5      | 550,000    | 528,750    | ●      |
| 19  | OFFICE BUILDING              | 10     | 250,000    | 240,000    | ○      |
| 20  | OFFICE BUILDING              | 20     | 475,000    | 456,000    | ○      |
| 21  | OFFICE BUILDING              | 15     | 400,000    | 380,000    | ○      |
| 22  | OFFICE BUILDING              | 15     | 473,000    | 450,000    | ○      |
| 23  | OFFICE BUILDING              | 25     | 468,836    | 434,984    | ○      |
| 24  | RAGING WIRE                  | 2      | 460,000    | 440,000    | ○      |
| 25  | OFFICE BUILDING              | 4      | 175,000    | 172,000    | ○      |
| 26  | CANON BUILDING PHASE II      | 3      | 73,200     | 71,736     | ○      |
| 27  | 150 PIERCE - OFFICE BUILDING | 6      | 191,500    | 183,012    | ●      |
| 28  | CDH - ITASCA                 | 1      | 16,064     | 16,064     | ●      |
| 29  | RESTAURANT                   | 1      | 8,000      | 8,000      | ●      |
| 30  | RESTAURANT                   | 1      | 6,000      | 6,000      | ○      |
| 31  | OFFICE BUILDING              | 15     | 314,100    | 305,400    | ○      |
| 32  | OFFICE BUILDING              | 10     | 220,000    | 203,600    | ○      |
| 33  | FIFTH THIRD BANK PHASE I     | 1      | 4,000      | 4,000      | ●      |
|     | FIFTH THIRD BANK PHASE II    | 1      | 16,000     | 16,000     | ○      |
|     |                              |        | 7,059,511  | 6,763,645  |        |

|   | NO.                            | GROSS S.F. | FLOOR AREA |           |
|---|--------------------------------|------------|------------|-----------|
| ● | EXISTING DEVELOPMENT           | 19         | 2,990,875  | 2,879,175 |
| ● | EXISTING OR UNDER CONSTRUCTION | 1          | 550,000    | 528,750   |
| ○ | PLANNED DEVELOPMENT            | 1          | 460,000    | 440,000   |
| ○ | ULTIMATE DEVELOPMENT           | 13         | 3,058,636  | 2,915,720 |

THE CONCEPT PLAN FOR HAMILTON LAKES ITASCA, ILLINOIS HEREBY MEETS THE REQUIREMENTS OF SECTION 10.01.H.2 CONCEPT PLAN (PAGES 101 - 102) OF THE ITASCA ZONING ORDINANCE (ORD #645-88, ADOPT. 1-5-88) RECOMMENDED BY THE VILLAGE BOARD OF TRUSTEES

CHAIRMAN PLAN COMMISSION

PRESIDENT, VILLAGE BOARD OF TRUSTEES

VILLAGE CLERK

PROJECT DATA

|                         |   |                |
|-------------------------|---|----------------|
| LAND AREA               | = | 278.74 AC      |
| F.A.R.                  | = | 0.6            |
| ALLOWABLE BUILDING AREA | = | 7,285,148 S.F. |
| PROPOSED BUILDING AREA  | = | 7,059,511 S.F. |

DATE

STATE OF ILLINOIS )  
COUNTY OF DUPAGE )

THIS INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, AFORESAID, ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. \_\_\_\_\_, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

RECORDER

PARKING FOR ALL PHASES SHALL COMPLY WITH VILLAGE OF ITASCA BUILDING CODE AND ZONING REQUIREMENTS

The Jenkins Group  
Bochenek/Jenkins/Olsen/Snoble

|        |                |
|--------|----------------|
| ISSUED | NOV. 14 1985   |
| REV.   | JUN. 21 1986   |
| REV.   | JAN. 02 1987   |
| REV.   | OCT. 07 1987   |
| REV.   | MAR. 16 1989   |
| REV.   | JUN. 15 1989   |
| REV.   | JUL. 18 1989   |
| REV.   | AUG. 10 1989   |
| REV.   | AUG. 11 1989   |
| REV.   | JAN. 17 1990   |
| REV.   | JUN. 20 1990   |
| REV.   | APR. 21 1993   |
| REV.   | OCT. 02 1998   |
| REV.   | OCT. 20 2000   |
| REV.   | OCT. 07 2003   |
| REV.   | SEPT. 23, 2015 |
| REV.   | APRIL 12, 2017 |
| REV.   | JUNE 7, 2019   |

# CH 1 Exterior Update

Address NTT Branding

07.12.2019

## Goals

- Update design and color scheme to address NTT branding
  - (no yellow)
- Maintain visual interest
- Be visually tech-y yet fit into traditional office park context

## Strategies

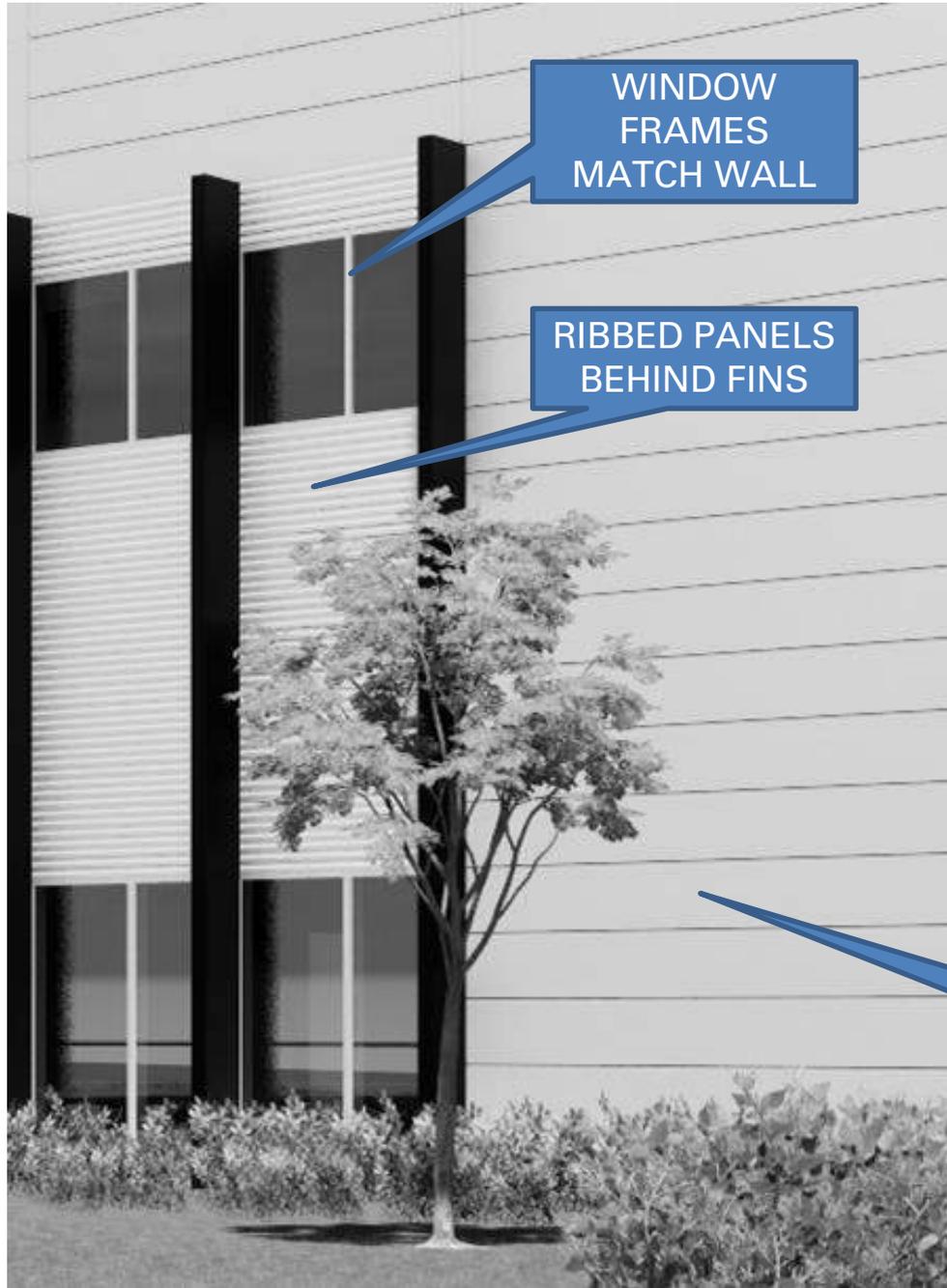
- Use neutral colors
- Provide simpler color and texture design moves
- Emphasize pattern of precast over pattern on metal panel
- Touch of color (optional)
- Contrast of dark/light, smooth/rough

# Current Design with Village Comments



# Current Design with Village Comments





WINDOW  
FRAMES  
MATCH WALL

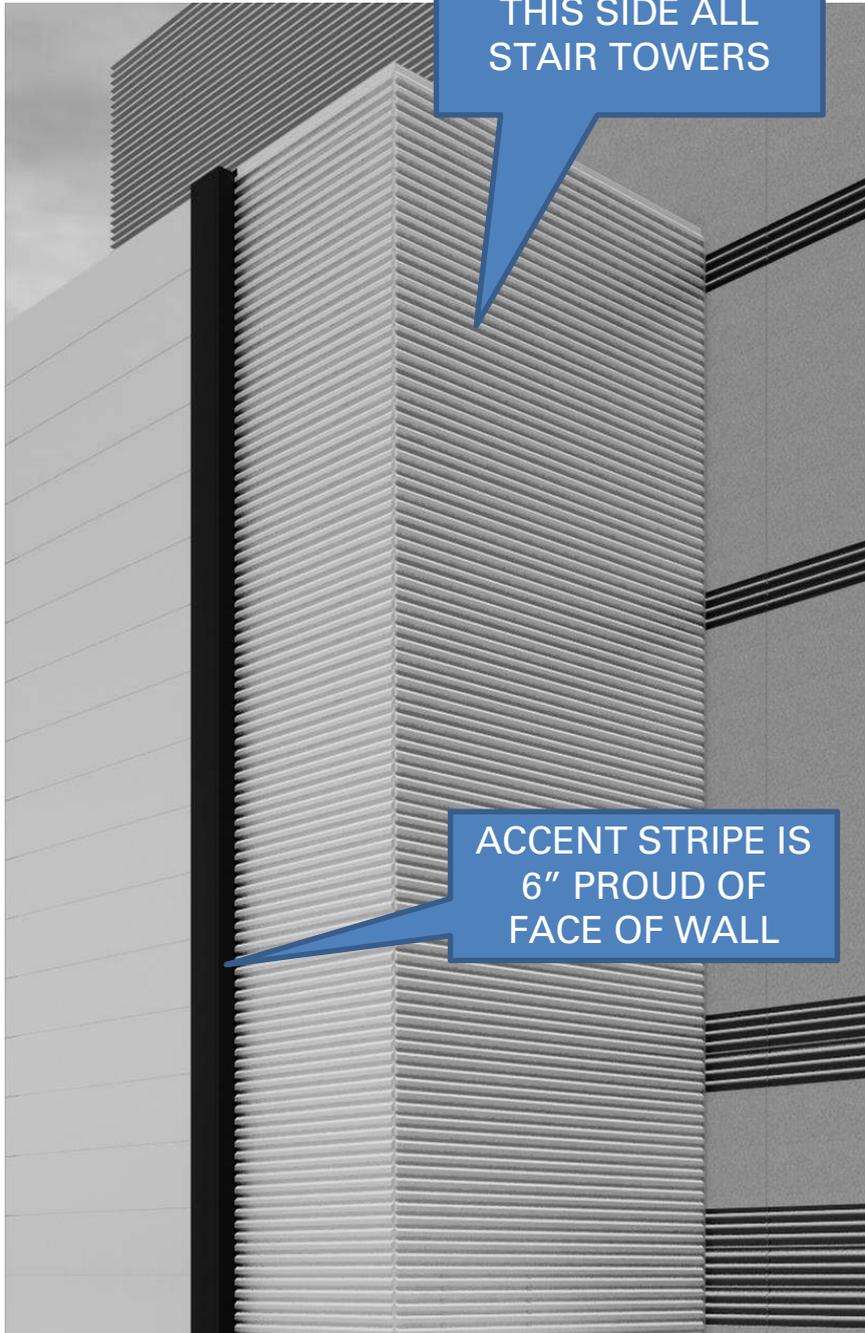
RIBBED PANELS  
BEHIND FIN'S

ALL SMOOTH  
PANELS IN FIELD  
(NO PATTERN)



ACCENT COLOR &  
STRIPE REMOVES  
THIS SIDE ALL  
STAIR TOWERS

ALL SMOOTH  
PANELS IN FIELD  
(NO PATTERN)



RIBBED PANELS  
THIS SIDE ALL  
STAIR TOWERS

ACCENT STRIPE IS  
6" PROUD OF  
FACE OF WALL

# 1. Bronze with Silver Accents



# 1. Bronze with Silver Accents



Blue

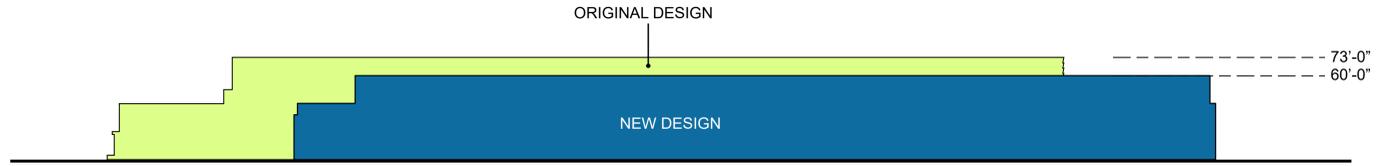
Silver

Bronze

Silver

Shallow ribbing  
cast into precast

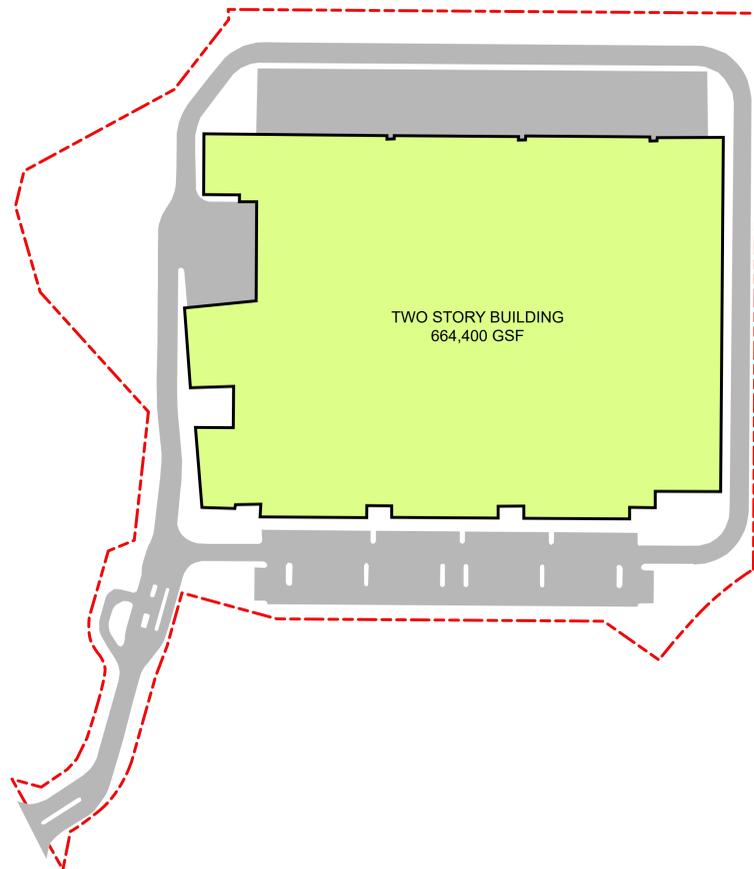
Bronze reveal/joint  
to be added



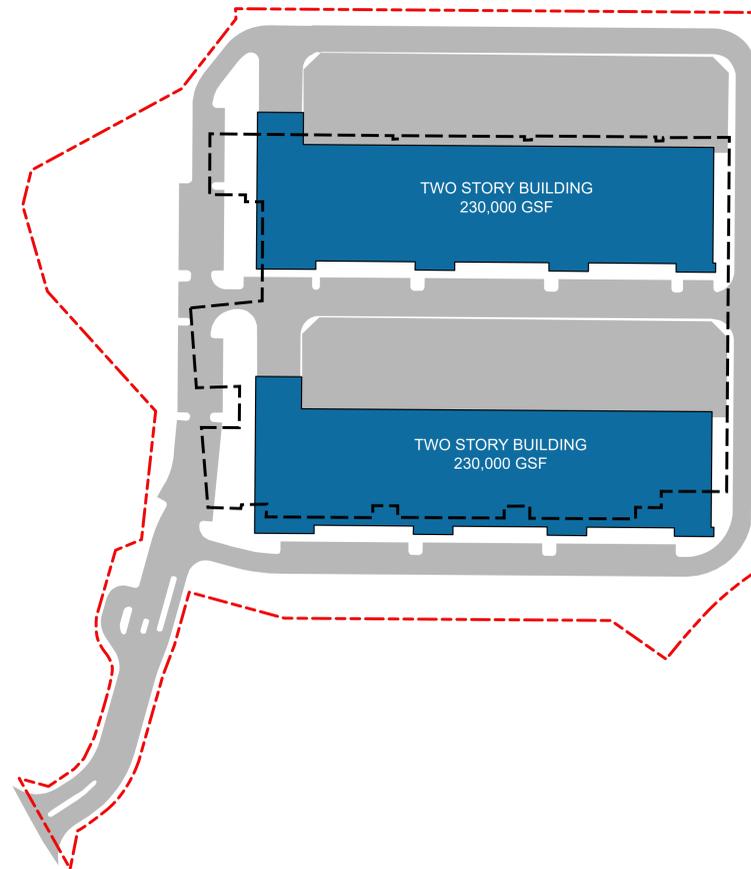
SOUTH ELEVATION



WEST ELEVATION



SITE PLAN ORIGINAL DESIGN 2017



SITE PLAN NEW DESIGN 2019

CH1 & CH2  
DATA CENTERS

755 Pierce Rd  
Itasca, IL 60143

| Date     | Issued For         |
|----------|--------------------|
| 06/07/19 | Site Plan Approval |

FOR REFERENCE ONLY NOT FOR CONSTRUCTION

**HED**

133 Federal Street  
Floor 5  
Boston, Massachusetts  
02110 USA  
(617) 338-1177  
WWW.HED.DESIGN

2019-05109-000

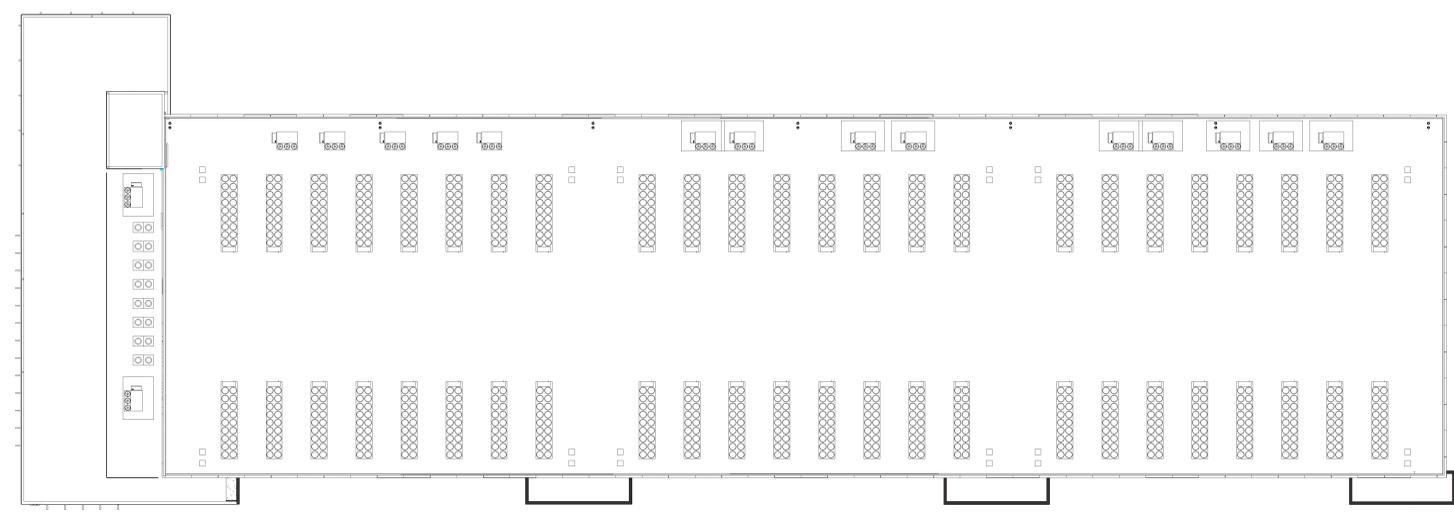
Building  
Comparison

**A-904**

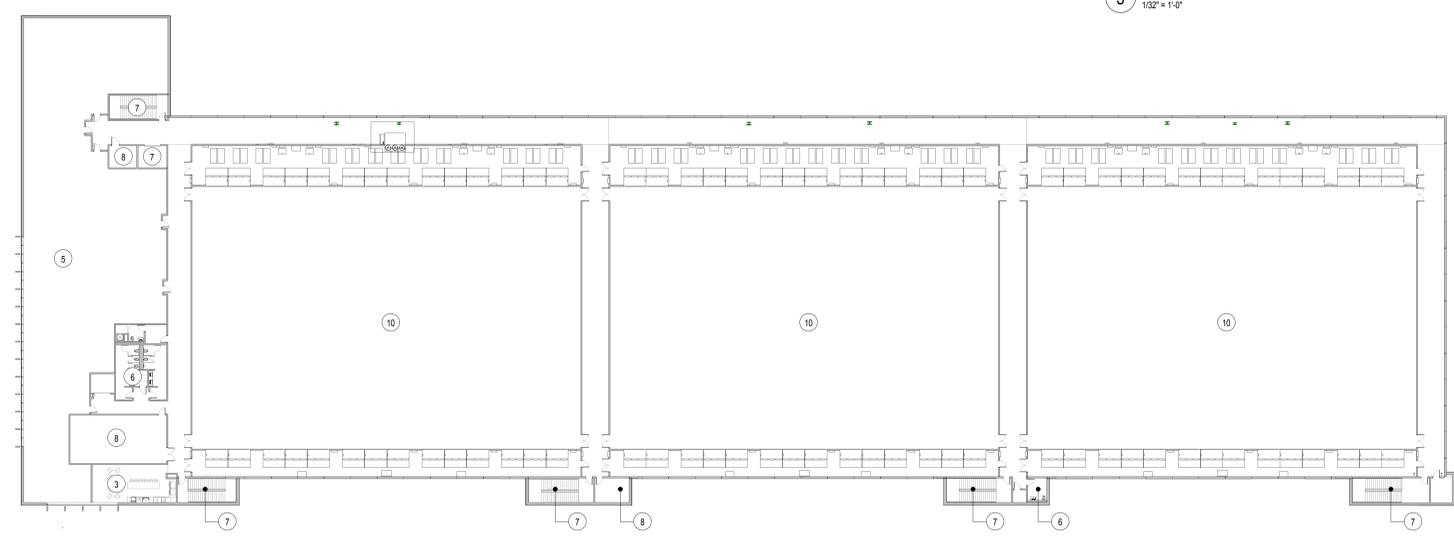


This document contains information that is proprietary to RagingWire and its consultants and is furnished for permitting, design or construction of the project identified above and shall not be used for any other purpose without the written consent of RagingWire. Information contained herein is an illustration of preliminary services and shall remain the property of RagingWire and its consultants. All rights reserved. Copyright © 2019.

**Date** Issued For  
06/07/19 Site Plan Approval  
07/03/19 Site Plan Resubmittal



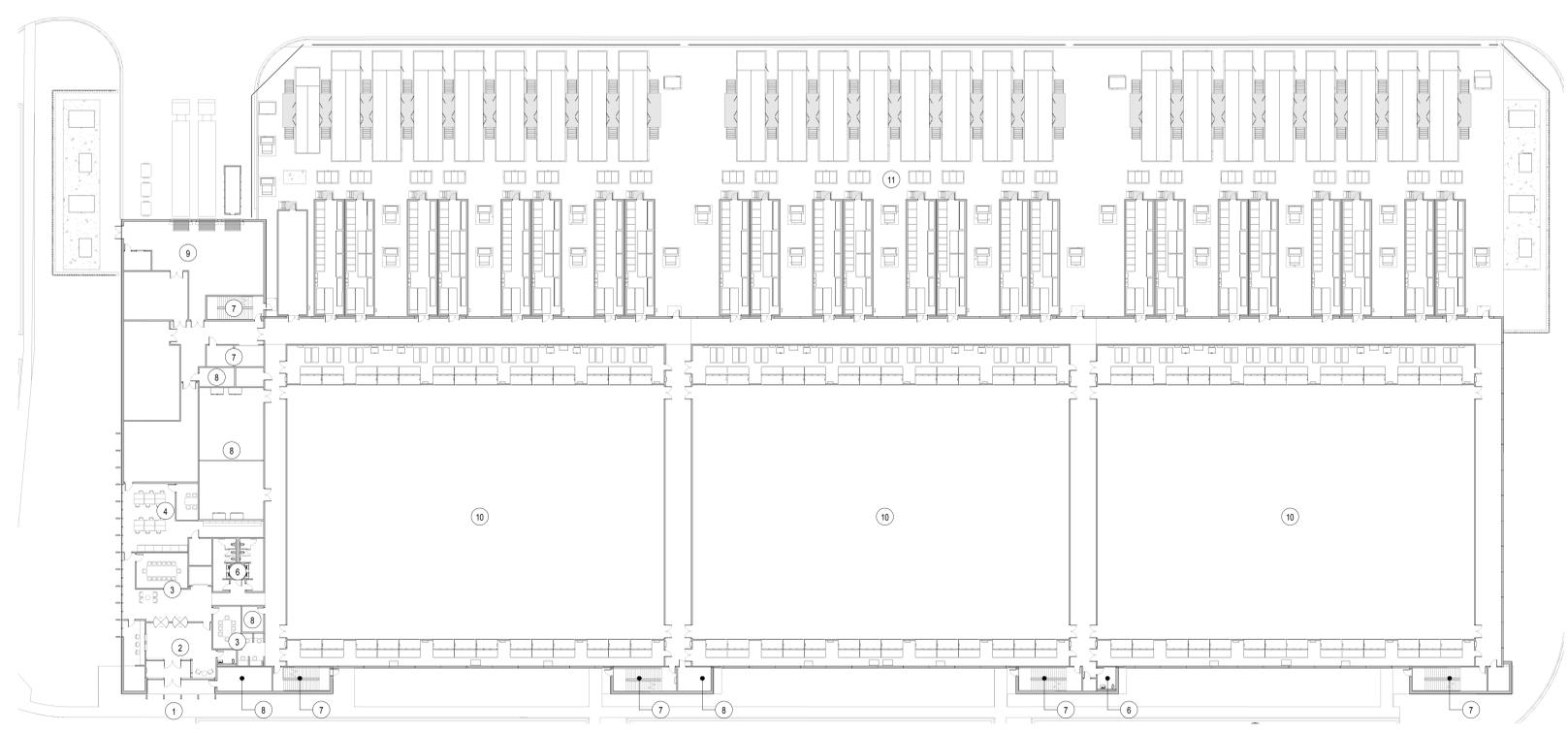
3 ROOF PLAN  
1/32" = 1'-0"



2 SECOND FLOOR PLAN  
1/32" = 1'-0"

- 1 BUILDING ENTRANCE
- 2 LOBBY
- 3 CLIENT AMENITIES
- 4 FACILITY OPERATIONS
- 5 CLIENT OFFICES
- 6 RESTROOMS
- 7 VERTICAL CIRCULATION
- 8 INFRASTRUCTURE
- 9 LOADING DOCK
- 10 COMPUTER ROOM
- 11 EQUIPMENT YARD

|                |           |
|----------------|-----------|
| FIRST FLOOR    | 113,900SF |
| BUSINESS -     | 14,900SF  |
| STORAGE -      | 99,000SF  |
| SECOND FLOOR   | 114,000SF |
| BUSINESS -     | 15,000SF  |
| STORAGE -      | 99,000SF  |
| BUILDING TOTAL | 227,900SF |



1 FIRST FLOOR PLAN  
1/32" = 1'-0"

FOR REFERENCE ONLY NOT FOR CONSTRUCTION

**HED**

133 Federal Street  
Floor 5  
Boston, Massachusetts  
02110 USA  
(617) 338-1177  
WWW.HEDDESIGN

© 2019  
2019-ID144-001

Floor Plans

**A-101**



**Civiltech Engineering, Inc.**  
www.civiltechinc.com

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Two Pierce Place, Suite 1400  
Itasca, IL 60143  
Phone: 630.773.3900  
Fax: 630.773.3975

30 N LaSalle Street, Suite 2624  
Chicago, IL 60602  
Phone: 312.726.5910  
Fax: 312.726.5911

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## Transportation

## Civil

## Construction

## Environmental

## Water Resources

## Structural

## Appraisal

# Technical Memorandum

**Date:** July 3, 2019

**To:** Mr. Carl Lubawy, AIA  
Director of Critical Facilities Design and Development  
RagingWire Data Centers

**From:** James R. Woods, P.E., PTOE  
Steven A. Pautsch, P.E., PTOE  
Civiltech Engineering, Inc.

**Re:** Proposed RagingWire Data Center  
Updated Development Plan  
Traffic Impact Review

This document follows up on the May 5, 2017 Traffic Impact Study (TIS) for a proposed RagingWire data center facility located north and east of the intersection of Hamilton Lakes Drive and Pierce Road in Itasca, Illinois. The original proposal was approved by both the Village of Itasca's Plan Commission and Village Board, but RagingWire Data Centers is now proposing a smaller 466,000 square foot facility with 224 parking spaces, as compared to a site with 665,820 square feet and 219 parking spaces as previously proposed. This memorandum evaluates the number of vehicular trips anticipated to be generated compared to the originally approved plan and discusses the parking supply associated with this development.

The 18.81-acre site proposed for development is currently vacant, with office, hotel, and restaurant uses in the area surrounding the proposed site. Based on the site plan and project requirements, the RagingWire site will provide 224 parking spaces to accommodate both employees and client visitors. Access to the site is currently proposed to be provided via one access driveway that will form a new northeast approach of the existing Pierce Road/Hamilton Lakes Drive "T"-intersection. Closer to the facility, this driveway will be regulated by a gated security checkpoint.

## I. TRIP GENERATION

The number of vehicular trips anticipated to be generated by this data center development proposal was estimated using anticipated client and employee information provided by RagingWire based on their other active data center sites. For a conservative estimate of trips generated by the proposed development, the following assumptions were made:

- The maximum RagingWire employee presence on-site consists of 44 employees and 2 visiting sales staff.
- Client space is fully leased.

- At 466,000 square feet, the current project is approximately 30% smaller than the previously approved plan. Therefore for this update, the number of client trips was reduced by 30% compared to the original plan.

**Table 1** below summarizes the anticipated morning and evening peak hour vehicular trips of the proposed site based on data provided by RagingWire and the assumptions listed above. These volumes are compared to the total number of trips that would have been generated by the plan that was approved in 2017. As can be seen, the amount of traffic anticipated to be generated by the proposed site is less than the amount of traffic that would be generated by the previous proposal. This trip generation estimate is likely the maximum number of rush hour trips that would be generated by the proposed development, and the actual volumes generated will be lower for typical business days.

The projected traffic volumes were also compared with data provided in the *Trip Generation-10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (ITE). This manual provides average trip generation rates representing weighted averages of traffic counts and studies from various land uses throughout the United States and Canada since the 1960's. Because data centers are a fairly new use, the data available in *Trip Generation* is somewhat limited, so this methodology (shown in **Appendix A**) was not used for the official traffic projections. However, as the final row on the table shows, the amount of traffic generated by other data centers sampled by ITE is considerably less during the peak hours when compared to the projections for the RagingWire site, but the total traffic entering and existing throughout the day is higher. This confirms that the majority of data center employees and clients typically enter and exit the sites outside the rush hours, lessening the burden on the street system.

**Table 1. Trip Generation of Proposed Site**

| Source of Trip  | Anticipated Trips Generated |            |            |                |           |            |                |            |            |
|---|-----------------------------|------------|------------|----------------|-----------|------------|----------------|------------|------------|
|   | Weekday                     |            |            | A.M. Peak Hour |           |            | P.M. Peak Hour |            |            |
|   | In                          | Out        | Total      | In             | Out       | Total      | In             | Out        | Total      |
| RagingWire Staff  | 45                          | 45         | 90         | 35             | 10        | 45         | 10             | 35         | 45         |
| Clients On-Site   | 65                          | 65         | 130        | 65             | 0         | 65         | 0              | 65         | 65         |
| <b>Totals</b>   | <b>110</b>                  | <b>110</b> | <b>220</b> | <b>100</b>     | <b>10</b> | <b>110</b> | <b>10</b>      | <b>100</b> | <b>110</b> |
| <i>2017 Proposal Totals</i>                                   | <i>135</i>                  | <i>135</i> | <i>270</i> | <i>125</i>     | <i>10</i> | <i>135</i> | <i>10</i>      | <i>125</i> | <i>135</i> |
| <i>ITE Trip Generation<br/>10<sup>th</sup> Edition Totals</i> | <i>230</i>                  | <i>230</i> | <i>460</i> | <i>30</i>      | <i>25</i> | <i>55</i>  | <i>15</i>      | <i>30</i>  | <i>45</i>  |

Note: Trip generation volumes shown are rounded to the nearest five vehicles.

## II. PARKING SUPPLY

224 parking spaces will be provided as part of this project. This quantity was developed based on the maximum number of staff that will be employed by the data center as well as the client Service Lease Agreements (SLA). The Itasca Municipal Code contains no requirements that apply to this type of use. While it is anticipated that the amount of parking supplied will easily meet demand, it should be noted that plenty of parking spaces are available in nearby Hamilton Partners developments, which could be leased to RagingWire if necessary. The breakdown of the spaces provided is as follows:

- 44 parking spaces will be provided for the RagingWire data facility. The staff count for the data center will be 22 for each of the two buildings for a total of 44 employees. Of these, two spaces are reserved for visiting sales staff.

- Based on the Service Lease Agreement, five parking stalls will be provided for every two megawatt IT load leased. The maximum amount of power anticipated to be leased is 72 megawatts, which equates to 180 client parking spaces. However, it should be noted that clients are not expected to be at the site full-time, and will enter and exit the parking lot as they please. Therefore, the number of client parking spaces supplied is conservative.

### III. CONCLUSION

RagingWire's revised proposal for 466,000 square foot data center is substantially smaller than the 665,820 square foot facility that was reviewed and approved by the Village of Itasca's Plan Commission and Village Board in 2017. Due to its reduced size, the current plan will generate fewer vehicle trips and have less impact on the roadway network than the previously approved project. Additionally, the trip generation projections calculated using ITE's *Trip Generation Manual-10<sup>th</sup> Edition* indicate that the peak hour traffic projected for this site is higher when compared to other similarly sized data centers throughout the country, indicating that the actual amount of rush hour traffic will likely be significantly less than projected. Furthermore, the parking supplied as part of this project will be adequate to accommodate the needs of the staff and clients. Therefore, the analyses, conclusions, and recommendations in Civiltech Engineering's traffic study dated May 5, 2017, which is attached to this memorandum in **Appendix B**, are conservative but still valid and apply to this current proposal.

## GENERAL PROJECT DESCRIPTION (REVISIONS FROM 10/2017 APPROVALS)

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### SITE ACREAGE

18.91 Acres (823,508 sq. ft.)

### BUILDING FOOTPRINT

**CH1** Data Center, aka IL1, will be constructed in two phases as follows:

Phase One – 230,000 sq. ft. (IT Load Supported 36 MW)

Phase Two – 230,000 sq. ft. (IT Load Supported 36 MW)

(Phase Three deleted; Project will be constructed in Two Phases)

**Total Building – 460,000 sq. ft.**

**(This is a reduction in area of ~ 200,000 SF)**

Floor Area Ratio (FAR) = **0.56**

(This is a reduction from 0.81 FAR)

The functional uses of the building include those of a typical data center and as briefly outlined below:

**Phase 1 Building** includes the first 36-MW Data Hall comprised of Vault Spaces and Mechanical Galleries; Phase 1 also will include exterior Loading Dock, Shipping and Receiving component with RagingWire and Client Storage spaces, RagingWire Offices and Client Offices. Client Offices will be constructed as a warm Shell and Core Space until leased by Clients.

Electrical Rooms will be prefabricated and shipped to the site fully assembled within a prefabricated metal container. All electrical equipment within the Module will be factory tested prior to delivery and their placement on the site.

Loading Dock complies with Itasca Zoning Codes requiring (3) truck bays and also includes access to cardboard compactor and (3) trash bins.

The Data Center, including Office component, will be a two-story structure.

The exterior is primarily precast architectural wall panels, low-e glazing with metal frames, and decorative (colored) metal accent panels. Please refer to the Building Elevations for a more detailed description of exterior finishes. All rooftop equipment and Service Yard Equipment will be architecturally screened as required by the Village's Ordinance.

**Phase 1 Construction** includes site work related to Phase 1 with the exception that the entire site will be graded including Pierce Road improvements, entry drive and perimeter fencing, site utility underground of main utilities will be installed. Utility stub-outs for Phase 2 will also be installed and all PCBMP measures set in place. Additionally the project will have the first phase of the Service Yard, comprised of

**Electrical /UPS Modules**, generators and transformers, complete with architectural equipment screening elements as required by Village ordinances, and entire site's perimeter and Phase 1 landscaping. **Landscape immediately adjacent to Phase 2 build-out will not be installed however, Phase Two pad will be hydro-seeded until its construction.**

**Hours of Use:** RagingWire office space will, and Customer office space could be occupied at any time as well as the amenity spaces - lobbies, lounge, etc. which could be occupied at any time by on-site client requirements. Customers will normally have unlimited access to vaults containing their equipment.

**Site Security:** To provide both actual and visible security to the facility, *a variance has been previously approved under our 10/2017 Approvals for the perimeter fencing.* Please note though that the perimeter fencing does not have curved finials; all finials will be straight pickets. The Project has deleted the "crash" arm at the vehicular entry.

**The Guardhouse has been deleted and is no longer included in the design.**

**Parking:** The parking area will be secure and ample to accommodate employees, clients, and visitors. The facility will accommodate parking for 150 vehicles at full buildout. *A variance for the number of parking spaces has been previously approved under our 10/2017 Approvals.* A Traffic Report *was previously prepared* by Civiltech. *Upon discussions with both the Village Planning Staff and Civiltech, because of the decrease in office space, employee count, and reduction of the FAR, no further Traffic Analysis was deemed necessary. However, Civiltech is preparing a letter confirming that there is NO requirement for making any changes to the previous Traffic Analysis approval. Civiltech representative will be in attendance at the Planning Commission Meeting if any questions or concerns are raised by the Commissioners.* A revised Parking Narrative, is included with this Description.

Electric underground conduits will be extended to a location within the parking area for the potential of adding Electric Vehicle Charging stations (EVC).

## **FACILITY OPERATION**

Owner operated; 24/7/365

For further Project Description, please refer to the Civil, Landscaping, and Architectural Exhibits.

## **Parking Analysis**

Revised June 6, 2019

**(Revisions from 10/2019 Approval)**

The following data **has now been verified and** is used by RagingWire to determine its facilities'/campus parking requirements:

- RagingWire Employees  
Staffing to be on-site at full build-out
- Client required parking spaces **based on Service Lease Agreements**  
On-site clients having leased space within the facility  
Off-site clients coming to the site to service equipment
- Visitor parking  
Visitors require a scheduled appointment with a specific RagingWire staff

## **General**

### **Site Access / Security**

The front lobby is the primary entrance for all RagingWire Data Centers and all persons access the interiors via this primary entrance. Access through the rear entry (Shipping/Receiving) is limited to deliveries. Both the primary entrance and the Shipping/Receiving areas are manned 24/7/365 by RagingWire Security.

All access to the Data Centers is through controlled, electronic perimeter card scanning and biometric devices. These devices are programmed, managed, and monitored 24 x 7 by our onsite security team. A RagingWire issued photo ID badge controls access throughout the building, and in conjunction with the biometric readers, will only allow entry into those areas to which individuals have been authorized. If at any time a person exits without using their security badge, an alarm will sound, and Security will visually verify their presence is authorized.

All individuals requiring access to the Data Centers must first be properly registered and biometrically enrolled.

~~Guardhouse~~ **The Guardhouse has been deleted from the Project.**

### **Site Access**

Site entry is through the use of camera and speaker directly connecting the visitor to RagingWire's Security Office in the Entry Lobby of the Data Center. Security remotely allows access at all hours and requires the visitor to then proceed to the Entry Lobby's Security Office for proper identification and badging noted above.

Front entry allows for a vehicle to exit back to Pierce Road without passing through the gate if access is denied or vehicle is at the wrong address. **Trucks inadvertently approaching the entry gates cannot be provided with a rejection lane due to site constraints. In these instances, trucks will be allowed access into, around, and back off-site by RagingWire's onsite security staff.**

### Shipping/Receiving -Dock

The dock has the ability to handle palletized loads arriving via a step van, flatbed, and 53'-0" trailers.

- Deliveries are accepted Monday through Friday between 8 AM and 5 PM local time.
- Special arrangements must be made for weekend deliveries.
- Special arrangements must be made for heavy equipment or large deliveries.
- Semi-trailers principally arrive during the initial stages of leasing vault space to customers when the bulk of the customers' equipment arrives for initial set-up of the vault space. These type of deliveries are pre-scheduled.

- Normal daily deliveries are by step-van, straight body 33'-0" truck, or passenger vehicle.
- Articulated trailer trucks are not allowed.

**Parking**

RagingWire's existing Data Centers are constructed in phases, with the first phase containing all RagingWire office requirements, and shipping/receiving/loading dock components. The number of employees scheduled for CH1 (Project) totals 21 full-time employees for each Phase. Please note that the data center will be operational 24/7/365. During business hours, only nine to twelve are actively in the office; however, Security and Critical Facilities Operations (CFOps) employ additional staff to be on-site after business hours.

Additionally, one to four of our Executives from Sacramento will visit the facility at least once a month for a period of two to four days. When more than one, they will travel together, flying into ORD and using Uber, taxi, or leased car to the site.

Clients are of two profiles: the first are those clients that lease available Client Office space. In accordance with our Service Lease Agreement (SLA) that is executed between the Client and RagingWire, for every 2MW IT Load leased the Client is allowed access to five parking spaces. The second client profile are those clients who lease power needs but only wish to access their vault space to service their equipment. In this instance, historically we have found that a maximum of twelve parking spaces are required for every 26MW of IT load are required.

All visitors require a scheduled appointment. RagingWire does not allow cold calls from vendors nor solicitation of any kind. In our existing facilities, six non-designated spaces have proven to be ample for visitor parking.

**Parking Analysis:**

**Phase 1 –**

- Clients - 36MW/2 x 5 = 90
- RagingWire Employee (any one shift) = 12
- Visitor Parking = 6

**Total required for Phase 1 = 108**

**Phase 2 -**

- Clients 36MW/2 x 5 = 90
- RagingWire Employee (any one shift) = 12
- Visitor Parking = 6

**Total required for Phase 2 = 108**

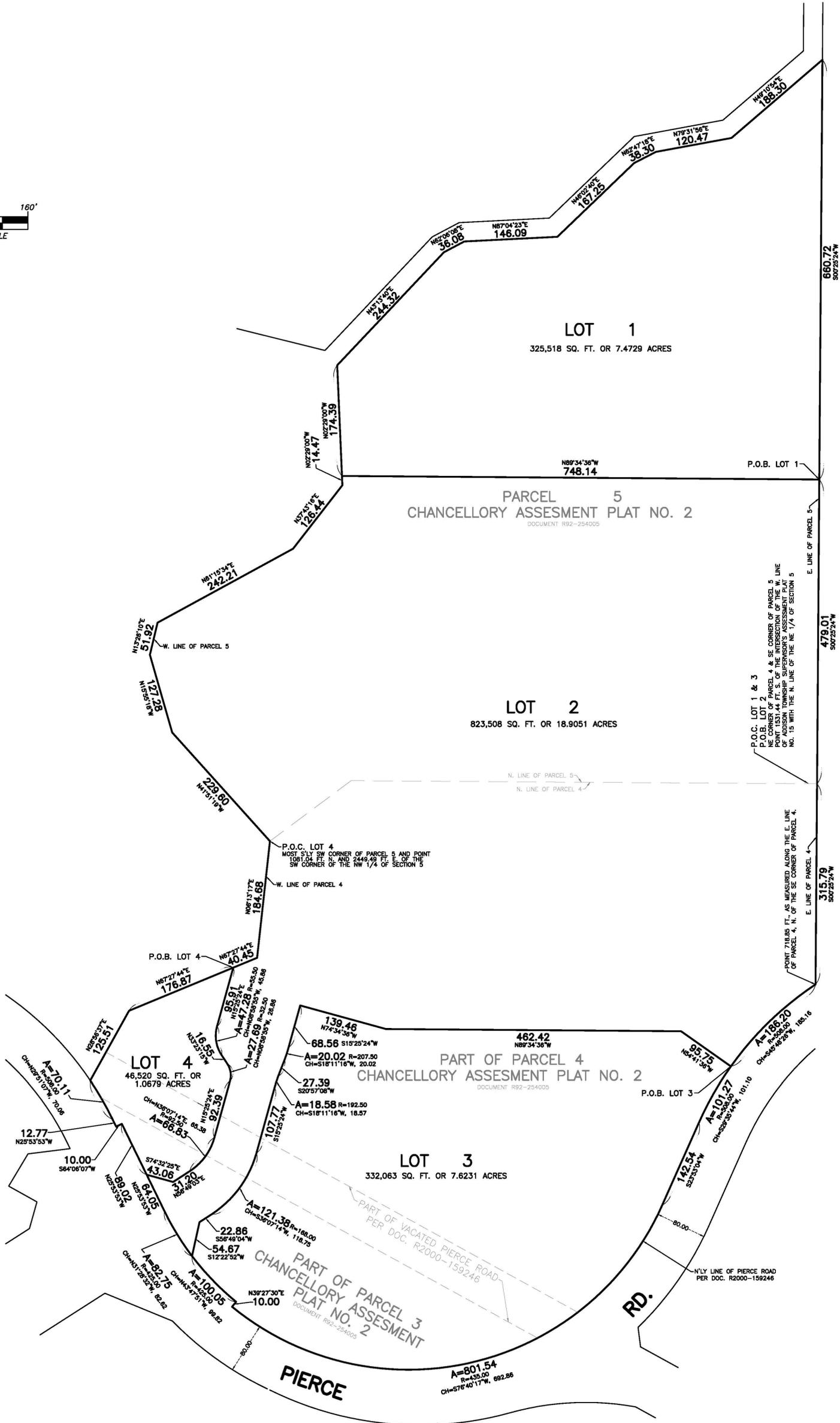
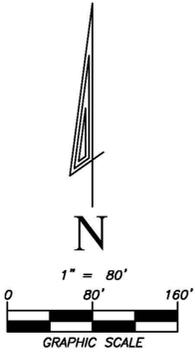
**Total Campus Buildout = 216**

**Parking Provided = 224**

In summary and as shown on our Phasing Plan Exhibit, Phase 1 will provide 185 parking spaces; Phase 2 will provide the remaining 39 spaces.

# HAMILTON LAKES SUBDIVISION NO. 2

IN SECTION 5, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE, THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS



FINAL SUBDIVISION PLAT

HAMILTON LAKES SUBDIVISION NO. 2

IN SECTION 5, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE, THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

HAMILTON LAKES LAND, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, DOES HEREBY CERTIFY THAT IT IS THE OWNER OF PART OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED SAID PROPERTY TO BE SURVEYED AND PLATTED FOR THE PURPOSE OF CONSOLIDATING SAME INTO ONE LOT AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON SHOWN. IT FURTHER CERTIFIES TO THE BEST OF ITS KNOWLEDGE, THAT THE LAND INCLUDED HEREIN FALLS WITHIN THE FOLLOWING SCHOOL DISTRICTS: ITASCA SCHOOL DISTRICT 10, 200 NORTH MAPLE STREET, ITASCA, IL 60143, (630) 773-1232. HIGH SCHOOL DISTRICT 108, 590 S. MEDINAH ROAD, ROSELLE, IL 60172, (630) 529-4500, ILLINOIS PUBLIC COMMUNITY COLLEGE DISTRICT NO. 502.

SIGNED AT ITASCA, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017

HAMILTON LAKES LAND, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

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

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, \_\_\_\_\_ A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT OF HAMILTON LAKES LAND, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID LIMITED LIABILITY COMPANY FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS \_\_\_ DAY OF \_\_\_, A.D. 2017

MY COMMISSION EXPIRES: \_\_\_\_\_

NOTARY PUBLIC

DRAINAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH RESUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, THE REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DISCHARGE OF SURFACE WATERS INTO PUBLIC OR PRIVATE AREAS AND/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 SUBSTANTIVE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE RESUBDIVISION.

DATED THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

OWNER OR ATTORNEY

DATED THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

DESIGN ENGINEER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, PAUL HINDS, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

COUNTY CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT THE MEMBERS OF THE PLAN COMMISSION OF THE VILLAGE OF ITASCA, DUPAGE COUNTY, ILLINOIS, HAVE REVIEWED AND RECOMMEND APPROVAL OF THIS PLAT, DATED AT ITASCA, DUPAGE COUNTY, ILLINOIS THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

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

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

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, \_\_\_\_\_ VILLAGE ENGINEER OF THE VILLAGE OF ITASCA, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE PLAT, AND THE PLANS AND SPECIFICATIONS THEREOF, MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT ITASCA, DUPAGE COUNTY, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

VILLAGE ENGINEER

VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, \_\_\_\_\_ VILLAGE TREASURER FOR THE VILLAGE OF ITASCA, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPOINTED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT ITASCA, DUPAGE COUNTY, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

VILLAGE TREASURER

VILLAGE BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT THE VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF ITASCA, DUPAGE COUNTY, ILLINOIS, HAVE REVIEWED AND APPROVED THIS PLAT.

DATED AT ITASCA, DUPAGE COUNTY, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

BY: \_\_\_\_\_ VILLAGE PRESIDENT

ATTEST: \_\_\_\_\_ VILLAGE CLERK

VILLAGE CLERK CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, JODY CONDI, VILLAGE CLERK OF THE VILLAGE OF ITASCA, ILLINOIS, DO HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE VILLAGE BOARD OF SAID VILLAGE AT ITS MEETING HELD ON \_\_\_ 2014, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND OF THE VILLAGE OF ITASCA, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_, A.D. 2017.

VILLAGE CLERK

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE \_\_\_ DAY OF \_\_\_, A.D. 2017 AT \_\_\_ O'CLOCK \_\_\_ M. IN BOOK \_\_\_ OF PLATS, PAGE \_\_\_\_\_

COUNTY RECORDER

PROFESSIONAL AUTHORIZATION

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, THOMAS A. MOLLOY, A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, LICENSE NUMBER 35-3409, DO HEREBY AUTHORIZE THE VILLAGE OF ITASCA, DUPAGE COUNTY, ILLINOIS, ITS STAFF OR AUTHORIZED AGENT, TO PLACE THIS DOCUMENT OF RECORD IN THE COUNTY RECORDERS OFFICE IN MY NAME AND IN COMPLIANCE WITH ILLINOIS STATUTES CHAPTER 109 PARAGRAPH 2, AS AMENDED.

SIGNED AT BENSENVILLE, ILLINOIS, THIS 13TH DAY OF JUNE, A.D. 2017.

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM - LICENSE NO. 184-004840

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
(EXPIRES NOVEMBER 30, 2018 AND IS RENEWABLE)

LAND SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SURVEYED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY FOR THE PURPOSE OF SUBDIVIDING SAME INTO A FOUR LOT SUBDIVISION:

PARCEL 5 IN CHANCELLORY ASSESSMENT PLAT NO. 2 IN SECTION 5 AND THE EAST 1/2 OF SECTION 5, ALL IN TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO SAID PLAT RECORDED DECEMBER 30, 1992 AS DOCUMENT R92-254005, IN DUPAGE COUNTY, ILLINOIS.

ALSO

THAT PART OF SECTION 5, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WEST LINE OF ADDISON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NO. 15, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1948 AS DOCUMENT 507682, SAID POINT BEING 1531.44 FEET SOUTH OF THE INTERSECTION OF SAID WEST LINE WITH THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 5 (THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 5 HAVING AN ASSUMED BEARING OF NORTH 00 DEGREES 00 MINUTES 10 SECONDS EAST FOR THIS LEGAL DESCRIPTION); THENCE SOUTH 00 DEGREES 25 MINUTES 24 SECONDS WEST ALONG THE WEST LINE OF SAID ADDISON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NO. 15, 315.79 FEET TO A POINT ON SAID WEST LINE OF ADDISON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NO. 15, SAID POINT BEING 718.85 FEET (AS MEASURED ALONG SAID WEST LINE) NORTH OF THE INTERSECTION OF SAID WEST LINE WITH THE NORTHEASTERLY LINE OF PIERCE ROAD ACCORDING TO THE PLAT OF DEDICATION RECORDED DECEMBER 2, 1981 AS DOCUMENT R81-63577; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY AND HAVING A RADIUS OF 508.00 FEET, AN ARC DISTANCE OF 287.47 FEET TO A POINT OF TANGENCY (THE CHORD OF SAID ARC BEARS SOUTH 40 DEGREES 05 MINUTES 48 SECONDS WEST, 283.65 FEET); THENCE SOUTH 23 DEGREES 53 MINUTES 04 SECONDS WEST ALONG A LINE TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, 142.54 FEET TO A POINT OF TANGENCY (THE CHORD OF SAID ARC BEARS SOUTH 88 DEGREES 59 MINUTES 36 SECONDS WEST, 789.18 FEET); THENCE NORTH 25 DEGREES 53 MINUTES 53 SECONDS WEST ALONG A LINE TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, 165.84 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY, HAVING A RADIUS OF 435.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, 142.54 FEET TO A POINT OF TANGENCY (THE CHORD OF SAID ARC BEARS SOUTH 88 DEGREES 59 MINUTES 36 SECONDS WEST, 789.18 FEET); THENCE NORTH 25 DEGREES 53 MINUTES 53 SECONDS WEST ALONG A LINE TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, 165.84 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY, HAVING A RADIUS OF 508.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 70.11 FEET (THE CHORD OF SAID ARC BEARS NORTH 29 DEGREES 51 MINUTES 07 SECONDS WEST, 70.08 FEET); THENCE NORTH 29 DEGREES 59 MINUTES 37 SECONDS EAST, 125.11 FEET; THENCE NORTH 67 DEGREES 27 MINUTES 44 SECONDS EAST, 217.32 FEET; THENCE NORTH 06 DEGREES 13 MINUTES 17 SECONDS EAST, 184.88 FEET; THENCE NORTH 53 DEGREES 13 MINUTES 26 SECONDS EAST, 158.90 FEET; THENCE SOUTH 89 DEGREES 37 MINUTES 17 SECONDS EAST, 730.37 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM A PARCEL OF LAND BEING THAT PART PARCEL 3 IN CHANCELLORY ASSESSMENT PLAT NO. 2, IN SECTION 5 AND THE EAST 1/2 OF SECTION 5, ALL IN TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 30, 1992 AS DOCUMENT R92-254005, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE WESTERLY LINE OF PARCEL 4 OF SAID CHANCELLORY ASSESSMENT PLAT NO. 2 WITH THE NORTHERLY RIGHT OF WAY LINE PER DOCUMENT NUMBER R2000-152923 BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83 (2007 ADJUSTMENT); THENCE SOUTHEASTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, AN ARC DISTANCE OF 70.21 FEET ON A CURVE TO THE RIGHT HAVING A RADIUS OF 508.00 FEET AND THE LONG CHORD OF SAID CURVE BEARS SOUTH 29 DEGREES 59 MINUTES 59 SECONDS EAST, A CHORD DISTANCE OF 70.20 FEET; THENCE SOUTH 25 DEGREES 59 MINUTES 37 SECONDS EAST ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 12.33 FEET TO THE POINT OF BEGINNING; THENCE NORTH 64 DEGREES 00 MINUTES 23 SECONDS EAST, PERPENDICULAR TO SAID NORTHERLY RIGHT OF WAY LINE, 10.00 FEET; THENCE SOUTH 25 DEGREES 59 MINUTES 37 SECONDS EAST, PARALLEL WITH SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 153.07 FEET; THENCE SOUTHEASTERLY PARALLEL WITH SAID NORTHERLY RIGHT OF WAY LINE, AN ARC DISTANCE OF 182.80 FEET ON A CURVE TO THE LEFT HAVING A RADIUS OF 425.00 FEET AND THE LONG CHORD OF SAID CURVE BEARS SOUTH 38 DEGREES 18 MINUTES 55 SECONDS EAST, A CHORD DISTANCE OF 181.39 FEET; THENCE SOUTH 38 DEGREES 21 MINUTES 50 SECONDS WEST, A DISTANCE OF 10.00 FEET TO SAID NORTHERLY RIGHT OF WAY LINE OF PIERCE ROAD; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, AN ARC DISTANCE OF 187.10 FEET ON A CURVE TO THE RIGHT HAVING A RADIUS OF 435.00 FEET AND THE LONG CHORD OF SAID CURVE BEARS NORTH 38 DEGREES 18 MINUTES 55 SECONDS WEST, A CHORD DISTANCE OF 185.66 FEET; THENCE NORTH 25 DEGREES 59 MINUTES 37 SECONDS WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 153.07 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. I FURTHER CERTIFY THAT AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NO. 1704300301H WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004, SHOWS THAT NO PART OF THE PROPERTY FALLS WITHIN A SPECIAL FLOOD HAZARD AREA AND THAT SAID PROPERTY DOES FALL WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN. I FURTHER CERTIFY THAT SAID SURVEY IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ITASCA, DUPAGE COUNTY, ILLINOIS WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN. I FURTHER CERTIFY THAT THE MONUMENTS AND SURVEY STAKES NOTED ON THE ANNEXED PLAT HAVE BEEN ESTABLISHED ON THE SITE.

SIGNED AT BENSENVILLE, ILLINOIS, THIS 13TH DAY OF JUNE, A.D. 2017.

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM - LICENSE NO. 184-004840

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
(EXPIRES NOVEMBER 30, 2018 AND IS RENEWABLE)

TAX PARCEL PERMANENT INDEX NUMBERS:
PART OF 03-05-200-023
PART OF 03-05-200-038

AFTER RECORDING RETURN TO:
HAMILTON PARTNERS
300 PARK BOULEVARD
SUITE 201
ITASCA, IL 60143

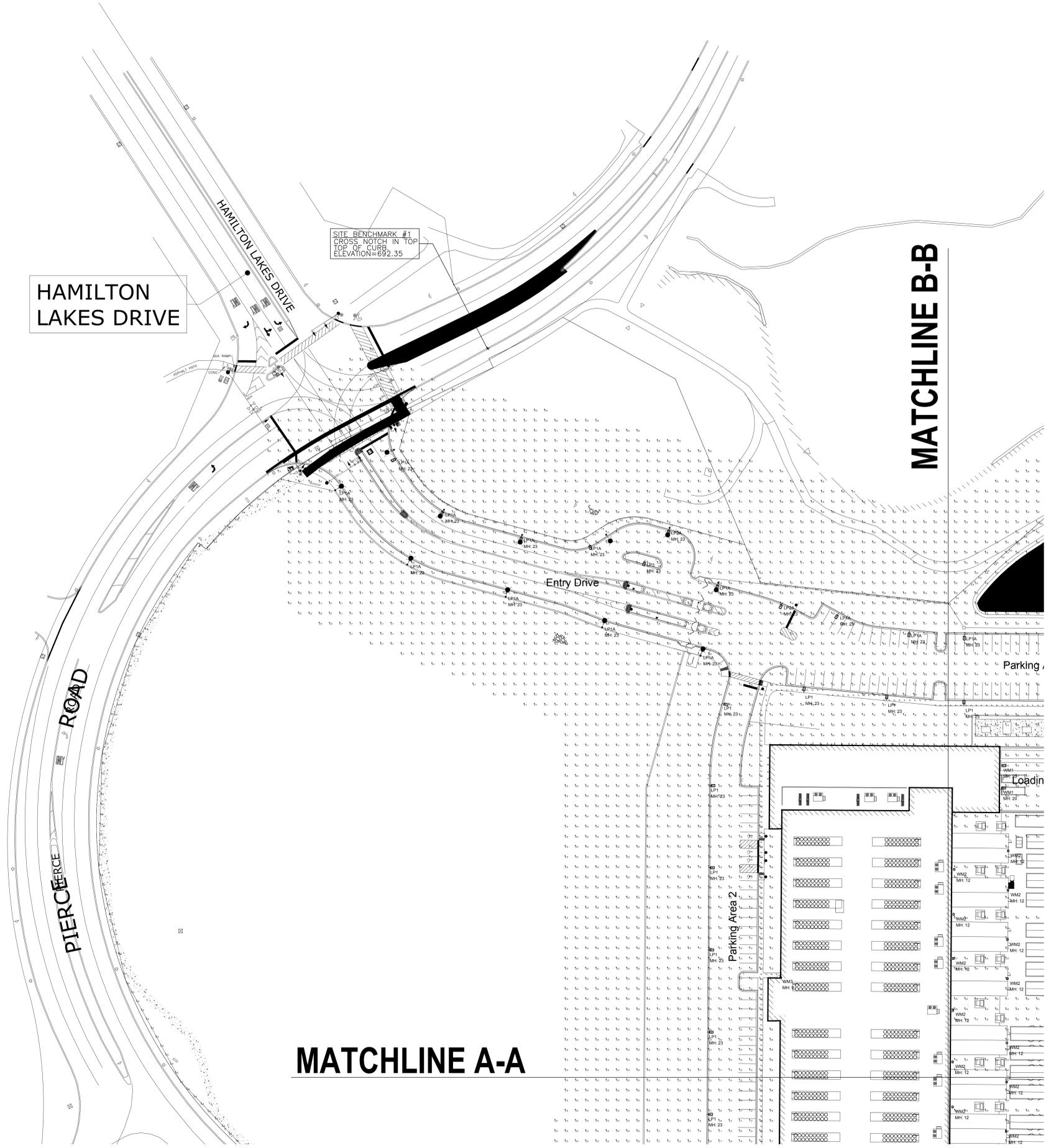
PLAT SUBMITTED BY AND SEND FUTURE TAX BILLS TO:
HAMILTON PARTNERS
300 PARK BOULEVARD
SUITE 201
ITASCA, ILLINOIS 60143

DRAFTED BY: BJE
PAGE: 2 OF 2
ORDER NO.: 170096
FILE: 5-40-11
PROJECT NO.: 133

PREPARED BY:
EDWARD J. MOLLOY & ASSOCIATES
A DIVISION OF THOMAS A. MOLLOY, LTD. - PROFESSIONAL LAND SURVEYING
1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2800 FAX: (630) 595-4700
E-MAIL: TMOLLOY@EJ.MOLLOY.COM

VALID ONLY WITH EMBOSSED SEAL





HAMILTON LAKES DRIVE

SITE BENCHMARK #1  
CROSS NOTCH IN TOP  
TOP OF CURB  
ELEVATION=692.35

MATCHLINE B-B

MATCHLINE A-A

| LEGEND  |
|---|
|   |
| GENERAL NOTES   |
| A. CALCULATION POINTS INDICATED ARE BASED ON MAINTAINED FOOTCANDLE (FC) LEVELS AFTER A LIGHT LOSS FACTOR (LLF) IS APPLIED TO FIXTURE. REFER TO SCHEDULES FOR LLF AND LUMEN INFORMATION. |
| B. CALCULATION POINTS TAKEN AT GRADE  |
| C. REFER TO DRAWING E-1130 FOR LIGHTING SCHEDULE  |
| WORK NOTES  |
|   |



### CH1 DATA CENTER

755 Pierce Rd  
Issaquah, IL 60143  
Sacramento, CA 95831 (916) 286-3000

| Date     | Issued For            |
|----------|-----------------------|
| 06/07/19 | Site Plan Approval    |
| 07/03/19 | Site Plan Resubmittal |

FOR REFERENCE ONLY NOT FOR CONSTRUCTION



133 Federal Street  
Floor 5  
Boston, Massachusetts  
02110 USA  
(617) 338-1177  
WWW.HED.DESIGN

2019-05109-000  
SITE LIGHTING PLAN  
PART PLAN A

E-1130A

**CH1 DATA CENTER**

755 Pierce Rd  
Itasca, IL 60143  
Sacramento, CA 95831 (916) 286-3000

**Date** 06/07/19  
**Issued For** Site Plan Approval  
07/03/19 Site Plan Resubmittal

LEGEND

GENERAL NOTES

- A. CALCULATION POINTS INDICATED ARE BASED ON MAINTAINED FOOTCANDLE (FC) LEVELS AFTER A LIGHT LOSS FACTOR (LLF) IS APPLIED TO FIXTURE. REFER TO SCHEDULES FOR LLF AND LUMEN INFORMATION.
- B. CALCULATION POINTS TAKEN AT GRADE
- C. REFER TO DRAWING E-1130 FOR LIGHTING SCHEDULE

WORK NOTES

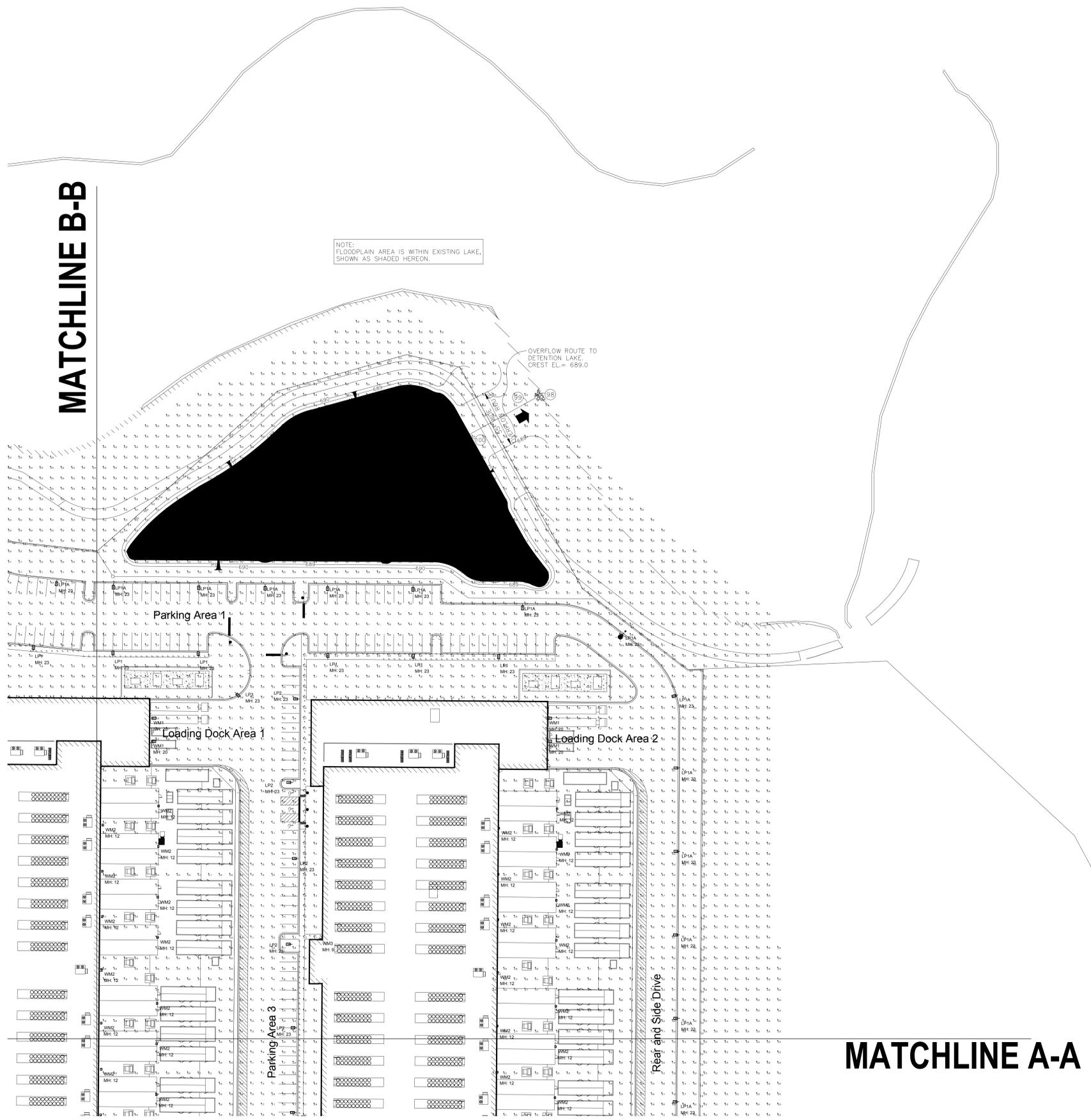
**FOR REFERENCE ONLY NOT FOR CONSTRUCTION**



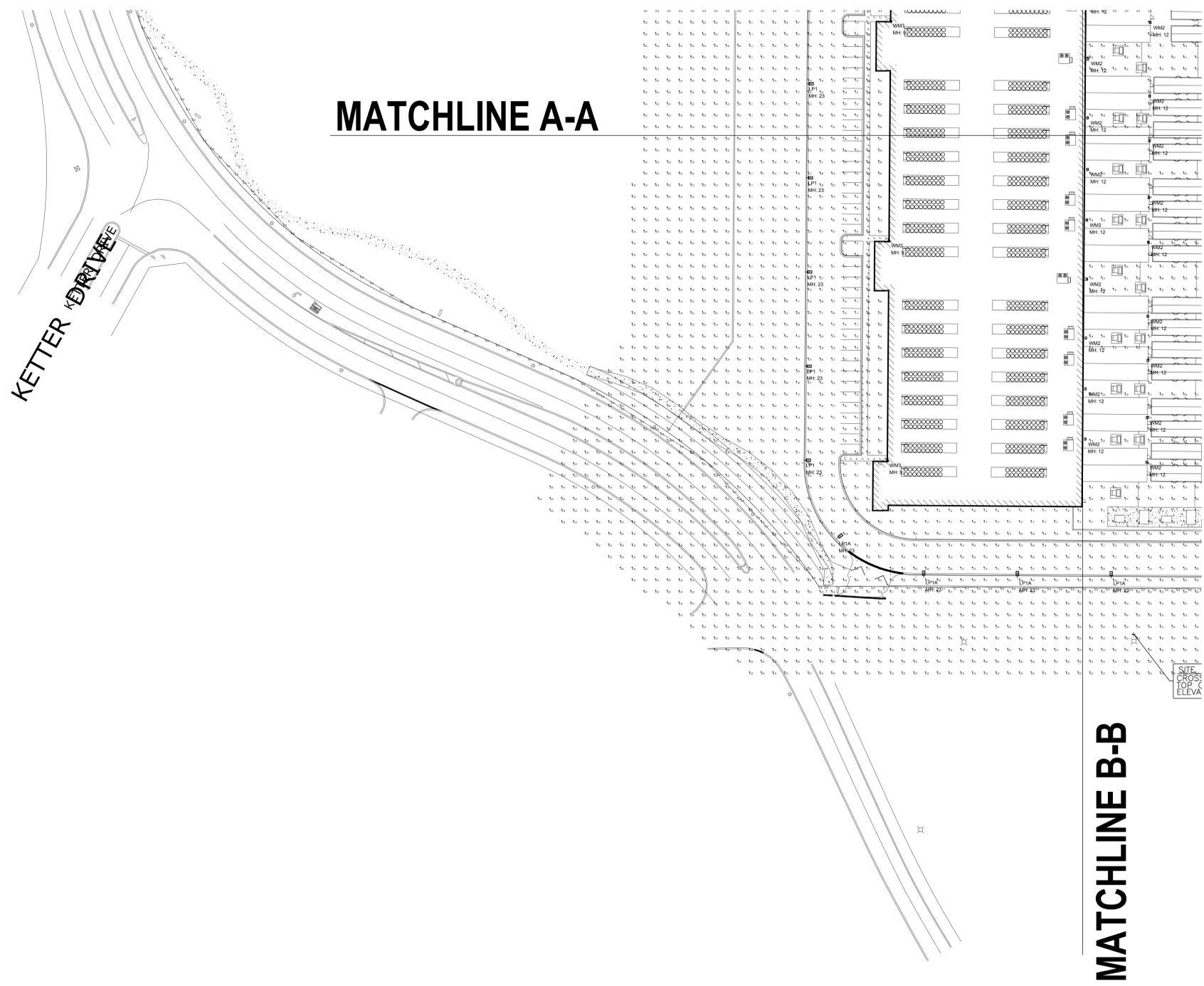
133 Federal Street  
Floor 5  
Boston, Massachusetts  
02110 USA  
(617) 338-1177  
WWW.HED-DESIGN

2019-05109-000  
SITE LIGHTING PLAN  
PART PLAN B

**E-1130B**



**1 SITE LIGHTING - AREA B**  
1"=30'-0"



LEGEND

GENERAL NOTES

- A. CALCULATION POINTS INDICATED ARE BASED ON MAINTAINED FOOTCANDLE (FC) LEVELS AFTER A LIGHT LOSS FACTOR (LLF) IS APPLIED TO FIXTURE. REFER TO SCHEDULES FOR LLF AND LUMEN INFORMATION.
- B. CALCULATION POINTS TAKEN AT GRADE
- C. REFER TO DRAWING E-1130 FOR LIGHTING SCHEDULE

WORK NOTES

CH1 DATA CENTER

755 Pierce Rd  
 Issaquah, IL 60143  
 Sacramento, CA 95631 (916) 286-3000

**Date** 06/07/19 **Issued For** Site Plan Approval  
 07/03/19 Site Plan Resubmittal

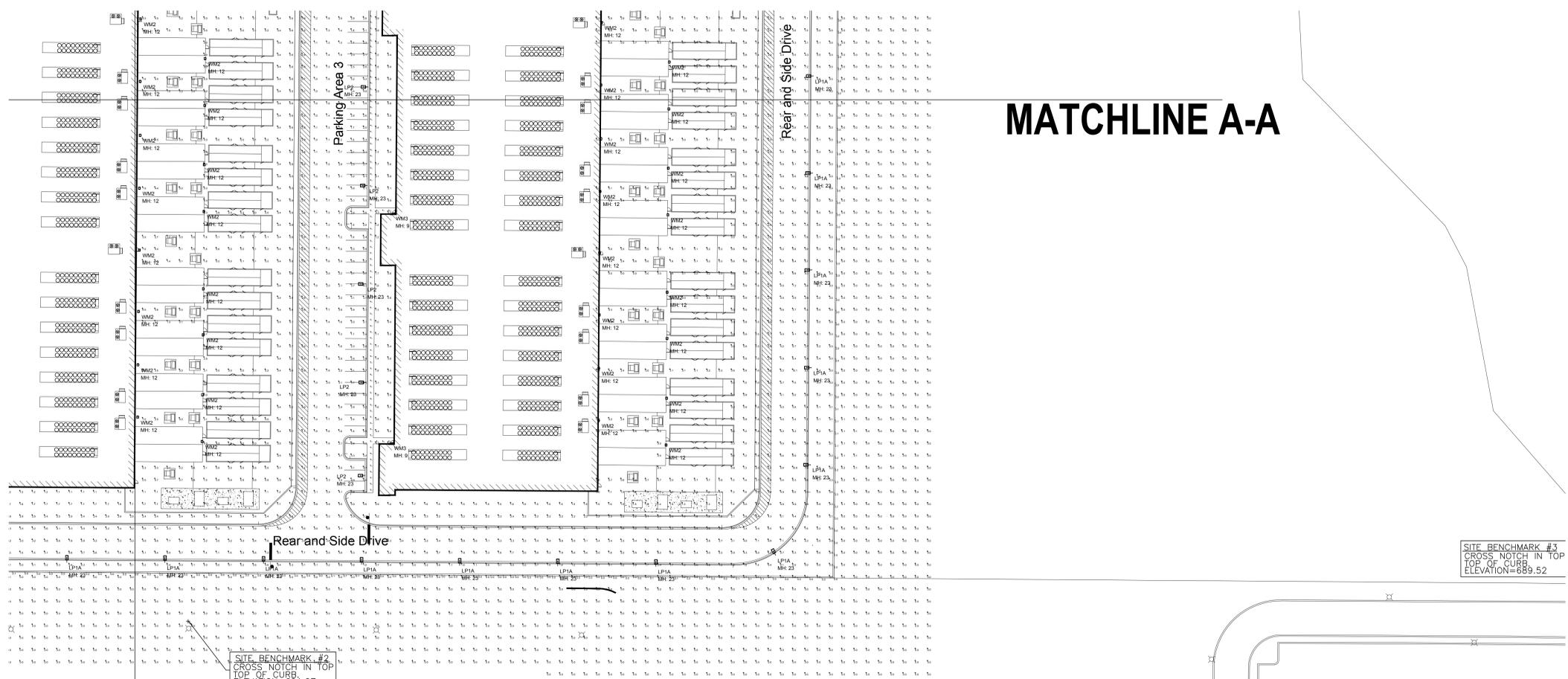
FOR REFERENCE ONLY NOT FOR CONSTRUCTION



133 Federal Street  
 Floor 5  
 Boston, Massachusetts  
 02110 USA  
 (617) 338-1177  
 WWW.HED.DESIGN

2019-05109-000  
 SITE LIGHTING PLAN  
 PART PLAN C

E-1130C



**MATCHLINE A-A**

**MATCHLINE B-B**

EXISTING PARKING DECK

|  |
|--|
| LEGEND   |
| GENERAL NOTES  |
| <p>A. CALCULATION POINTS INDICATED ARE BASED ON MAINTAINED FOOTCANDLE (FC) LEVELS AFTER A LIGHT LOSS FACTOR (LLF) IS APPLIED TO FIXTURE. REFER TO SCHEDULES FOR LLF AND LUMEN INFORMATION.</p> <p>B. CALCULATION POINTS TAKEN AT GRADE</p> <p>C. REFER TO DRAWING E-1130 FOR LIGHTING SCHEDULE</p> |
| WORK NOTES   |

**CH1 DATA CENTER**

755 Pierce Rd  
Itasca, IL 60143  
Sacramento, CA 95831 (916) 286-3000

**Date** 06/07/19  
**Issued For** Site Plan Approval  
07/03/19 Site Plan Resubmittal

**FOR REFERENCE ONLY NOT FOR CONSTRUCTION**

**HED**

133 Federal Street  
Floor 5  
Boston, Massachusetts  
02110 USA  
(617) 338-1177  
WWW.HED.DESIGN

2019-05109-000  
SITE LIGHTING PLAN  
PART PLAN D

**E-1130D**

**ORDINANCE NO. 1920-19**

**AN ORDINANCE APPROVING AN AMENDMENT TO THE CHANCELLORY AT HAMILTON LAKES CONCEPT PLAN, A PLANNED DEVELOPMENT BY SPECIAL USE, CLASS I SITE PLAN AND FINAL PLAT OF SUBDIVISION FOR THE VACANT LOT NORTH OF THE TERMINUS OF HAMILTON LAKES DRIVE AT PIERCE ROAD (RAGINGWIRE)**

WHEREAS, RagingWire Data Centers, Inc. (hereinafter “Petitioner”) received preliminary plan approvals and several zoning variances in the fall of 2017 (Ordinance No. 1852-17) to permit the construction of a data center to be located on a newly created lot, which is presently vacant, north of the terminus of Hamilton Lakes Dr. at Pierce Road, in the Village of Itasca (hereinafter “Subject Property”) in the ROC Regional Office Center District; and

WHEREAS, over the past 1.5 years the Petitioner has been working on revised plans which now provide for less building area, and the development of two buildings in two phases, versus the one larger building over three phases as previously approved; and

WHEREAS, the Petitioner now requests the following:

1. Amendment to the Chancellory at Hamilton Lakes Concept Plan to permit a 2-story data center;
2. Planned Development by Special Use to allow more than one principal building on a lot;
3. Class I Site Plan Review for the purpose of constructing a data center in the ROC district; and
4. Final Plat of Subdivision, attached hereto as Exhibit A.

WHEREAS, Petitioner has submitted an application in support of its petition, attached hereto as Exhibit B, and a public hearing was held by the Itasca Plan Commission on July 17, 2019, pursuant to public notice as required by law, with respect to Petitioner’s application; and

WHEREAS, the Plan Commission made the following findings of fact with respect to the request for a planned development by special use:

1. The approval of the special use is in the public interest and not solely for the interest of the applicant.
2. The proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

3. Such use will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity.
4. The proposed use will comply with the regulations and conditions specified in the Zoning Ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

WHEREAS, the Plan Commission recommended to the Village Board of Trustees that the Petitioner's requests be approved and the special use granted subject to the following conditions:

1. The 50-foot rear yard setback line on the landscape plan shall be revised. The minimum required setback lines should also be shown on the site geometric plan.
2. Provide additional architectural detail along the north elevation of the building.
3. Provide an analysis of the audible noise levels at the rear (north property line) when the generators are in use, to ensure that levels comply with Section 11.02.5.a. Performance Standards – Noise.
4. The Plat of Subdivision must be revised to include all required access and utility easements.
5. Street trees are to be installed every 50' adjacent to the right-of-way for Lots 3 and 4 where such trees do not already exist.
6. Project approvals pertaining to zoning entitlements shall be valid for a period of 5 years from the date of Village Board approval.
7. The petitioner must adhere to the following:
  - a. Recommendations provided in the May 5, 2017 Traffic Impact Study by Civiltech and July 3, 2019 addendum.
  - b. Engineering review memorandum dated June 21, 2019, and subsequent memos.
  - c. Itasca Fire District review memorandum dated June 19, 2019, and subsequent memos.
8. The project must comply with all Village Ordinances, Building Codes, Subdivision Regulations, Standards Specifications, and the DuPage County Stormwater Ordinance in place at the time of permit application.
9. All approvals are subject to final engineering approval.
10. The petitioner and Village must amend the Development Agreement before building permits are issued.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Itasca, DuPage County, Illinois, as follows:

SECTION ONE: The corporate authorities accept the findings of fact and recommendation of the Itasca Plan Commission concerning Petitioner's application for Amendment to the Chancellory at Hamilton Lakes Concept Plan to permit a 2-story data center; Planned Development by Special Use to allow more than one principal building on a lot; Class I Site Plan Review for the purpose of constructing a data center in the ROC district; and Final Plat of Subdivision, Exhibit A, subject to the following conditions:

1. The 50-foot rear yard setback line on the landscape plan shall be revised. The minimum required setback lines should also be shown on the site geometric plan.
2. Provide additional architectural detail along the north elevation of the building.
3. Provide an analysis of the audible noise levels at the rear (north property line) when the generators are in use, to ensure that levels comply with Section 11.02.5.a. Performance Standards – Noise.
4. The Plat of Subdivision must be revised to include all required access and utility easements.
5. Street trees are to be installed every 50' adjacent to the right-of-way for Lots 3 and 4 where such trees do not already exist.
6. Project approvals pertaining to zoning entitlements shall be valid for a period of 5 years from the date of Village Board approval.
7. The petitioner must adhere to the following:
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  - b. Engineering review memorandum dated June 21, 2019, and subsequent memos.
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8. The project must comply with all Village Ordinances, Building Codes, Subdivision Regulations, Standards Specifications, and the DuPage County Stormwater Ordinance in place at the time of permit application.
9. All approvals are subject to final engineering approval.
10. The petitioner and Village must amend the Development Agreement before building permits are issued.

SECTION TWO: All other aspects of the Subject Property are to be in compliance with all Village ordinances, including but not limited to the Itasca Zoning Ordinance, unless otherwise modified by ordinance.

SECTION THREE: SEVERABILITY. The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION FOUR: REPEAL OF PRIOR ORDINANCES. All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

SECTION FIVE: EFFECTIVE DATE. This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

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

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

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

ABSTAIN: \_\_\_\_\_

APPROVED and ADOPTED by the Village President and Board of Trustees of the Village of Itasca this 20<sup>th</sup> day of August, 2019.

APPROVED:

\_\_\_\_\_  
Village President Jeffery J. Pruyn

ATTEST:

\_\_\_\_\_  
Village Clerk Jody Conidi