



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

November 19, 2015

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board Minutes 11/02/2015

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 11/15/2015

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of November 9, 2015

Arlington Heights Memorial Library Budget Review

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board that the Board acknowledge with thanks the proposed 2016 Budget for the Arlington Heights Memorial Library Fund. The motion passed

unanimously.

- B. Report of the Committee-of-the-Whole Meeting of November 12, 2015

Meet Chicago Northwest Budget Review

Trustee Scaletta moved, seconded by Trustee Glasgow, that the Committee-of-the-Whole recommend to the Village Board that the Board approve a three-year budget agreement for the Meet Chicago Northwest Convention Bureau with each year being funded at 8% of the hotel tax receipts. The motion carried unanimously.

- C. Report of the Committee-of-the-Whole Meeting of November 12, 2015

Performing Arts at Metropolis Theater Budget Review

Trustee Glasgow moved, seconded by Trustee LaBedz, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the proposed 2016 budgeted operating contribution for the Performing Arts at Metropolis Theater. The motion carried unanimously.

- D. Report of the Committee-of-the-Whole Meeting of November 12, 2015

Trustee Sidor moved, seconded by Trustee Blackwood, that the Committee-of-the-Whole recommend to the Village Board that the \$5,000 for the Discover Arlington Website Upgrades and Improvements line item in the Arlington Economic Alliance's proposed 2016 budget be removed and put into the appropriate I.T. budget line item for the Village's website upgrade. Ayes: 7 Nays: 2 (Trustees Rosenberg and Scaletta). The motion carried.

- E. Report of the Committee-of-the-Whole Meeting of November 12, 2015

Final Recommendation of Committee-of-the-Whole to the Village Board for the 2015 Property Tax Levy payable in 2016

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2015 Tax Levy Ordinance reflecting an estimated total tax levy of \$46,738,802 or a 2.79% increase over the 2014 extended tax levy for the Village and Library portion of the levy. The motion carried unanimously.

- F. Report of the Committee-of-the-Whole Meeting of November 12, 2015

Final Recommendation of Committee-of-the-Whole to the Village Board for the 2016 Budget

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the proposed 2016 budget as amended through the review process. The motion carried unanimously.

- G. Report of the Committee of the Whole November 16, 2015
Trustee Scaletta moved to concur with the Mayor's appointment of Danielle Allaire to the Youth Commission with a term ending 4/30/2016. Trustee Glasgow seconded the motion. The motion carried.
- H. Report of the Committee of the Whole November 16, 2015
Trustee Scaletta moved to concur with the Mayor's appointment of Michelle Ramsey to the Citizens with Disabilities Commission with a term ending 4/30/17. Trustee LaBedz seconded the motion. The motion carried.

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Groves Ready Rack Hose Washer
- B. Asphalt Restoration Services
- C. Road Weather Information System
- D. 3/4 Ton Pickup Truck
- E. Downtown Streets: Engineering Consultant Feasibility Study

CONSENT LEGAL

- A. An Ordinance Approving a Preliminary Plat of Resubdivision and Granting a Variation from Chapter 28 of the Arlington Heights Municipal Code
(Drost-Hasche Resubdivision, 921/927/931 N. Highland Avenue)
- B. A Resolution Approving an Amended Employment Agreement

- C. A Resolution Approving the Salary of the Village Manager of the Village of Arlington Heights

CONSENT PETITIONS AND COMMUNICATIONS

- A. Permit Fee Waiver - Wheeling Township
- B. Permit Fee Waiver - Elk Grove Township

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Settlement - Workers' Compensation Claim - Cappitelli

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. 1510 E. Northwest Highway - PC#15-021
Density Variation
- B. Hillside Auto - 25 E. University Dr. - PC#15-004
Land Use Variation
- C. Arlington Downs - 3400 W. Euclid Ave. - PC#15-020
PUD Amendment

XIII. LEGAL

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

XVI. REPORT OF THE VILLAGE MANAGER

- A. Solid Waste RFP Discussion

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Village Board Minutes 11/02/2015

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Village Board Minutes 11/02/2015	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

November 2, 2015

8:00 PM

VIDEO I. CALL TO ORDER

VIDEO II. PLEDGE OF ALLEGIANCE

VIDEO III. ROLL CALL OF MEMBERS

The Village Clerk Called the roll with President Hayes the following Trustees responding: Sidor, Blackwood, LaBedz, Glasgow, Scaletta, Farwell and Tinaglia.

Trustee Rosenberg was absent.

Also in attendance were: Randy Recklaus, Robin Ward, Charles Perkins, Diana Mikula, Scott Shirley, Mark Burkland and Becky Hume.

VIDEO IV. APPROVAL OF MINUTES

VIDEO A. Committee of the Whole 10/05/2015 Approved

Trustee Joe Farwell moved to approve. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO B. Village Board Minutes 10/19/2015 Approved

Trustee Carol Blackwood moved to approve. Trustee Mike Sidor Seconded

the Motion.

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Sidor, Tinaglia

Abstain: Farwell, Scaletta

Absent: Rosenberg

VIDEO V. APPROVAL OF ACCOUNTS PAYABLE

VIDEO A. Warrant Register of 10/30/2015 **Approved**

Trustee Joe Farwell moved to approve the Warrant Register dated 10/30/2015 in the amount of \$635,153.11. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIDEO VIII. CITIZENS TO BE HEARD

VIDEO IX. OLD BUSINESS

VIDEO X. CONSENT AGENDA

CONSENT OLD BUSINESS

VIDEO CONSENT APPROVAL OF BIDS

VIDEO A. Holiday Lighting Contract **Approved**

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO B. Neighborhood Storm Sewer Improvements - Phase 2 **Approved**

The Motion: Passed

Absent: Rosenberg

The Motion: Passed

Absent: Rosenberg

The Motion: Passed

Absent: Rosenberg

The Motion: Passed

Absent: Rosenberg

VIDEO B. A Resolution Accepting a Plat of Easement for Approved

Public Storm Sewer Purposes
(20' easement located along the west 100' of the
south 20' of 1145 N. Belmont Avenue)

Trustee Thomas Glasgow moved to approve R15-038. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO	C.	A Resolution Accepting a Plat of Easement for Public Storm Sewer Purposes (3' easement located along the northern property line of 541 S. Mitchell)	Approved
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Trustee Thomas Glasgow moved to approve R15-039. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO	D.	A Resolution Accepting a Plat of Easement for Public Storm Sewer Purposes (4' easement located along the southern property line of 537 S. Mitchell Ave.)	Approved
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Trustee Thomas Glasgow moved to approve R15-040. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO	CONSENT REPORT OF THE VILLAGE MANAGER		
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VIDEO	A.	Approve destruction of the recordings from the Closed Session meetings of 10/7/2013, 11/04/2013, 12/02/2013, 12/16/2013 and 2/17/2014 according to State Statute.	Approved
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Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz

Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO B. TIF 4 Developer Designation Extension Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz

Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XI. APPROVAL OF BIDS

VIDEO **XII. NEW BUSINESS**

VIDEO A. Modification to the Zero Interest Loan Program Approved

Resident Keith Moens asked for this item to be removed from the Consent Agenda. It was discussed at this point in the meeting.

Mr. Recklaus said in 2014 the Board approved a Zero Interest Loan Program which was worked on by the Arlington Economic Alliance and the Village. Tonight, the request is to modify the program to increase the loan amount to \$20,000. The funding source is from the Cook County 6b Tax Incentive Program. Whenever a business receives a 6b rebate they agree to give 10% of that rebate to the Village to help small businesses locate or expand in the Village. The money doesn't come from General Fund revenues. In 18 months, three applications have been submitted and one approved. The Alliance would like to see more businesses apply for these funds. Potential applicants said the loan amount was not worth the trouble to go through the process, therefore, they recommend increasing the amount.

Trustee Glasgow said he was comfortable with the increase as it will make it more feasible for businesses to take advantage of the program.

Mr. Moens said the Zero Interest Loan Program is a supply side idea as it helps businesses get started. He said it will probably not be worth it for businesses at \$20,000 either. He suggested stimulating consumers to come to the businesses in town by creating a coupon program where a resident would save 10% at a qualified business, and the discount could be subsidized by the 6b funds. As a demand side idea, coupons stimulate

businesses that are here and have a multiplier effect. It's a more efficient use of the money. He said the Village does a lot of supply side allocation and he would like to see more demand side allocation.

President Hayes said he appreciated the out of the box thinking. He said the Village will take these thoughts into consideration.

Trustee Scaletta said the program was originally intended to retain businesses in town to help them reinvest or move into bigger spaces. The local businesses pay taxes too either through their landlord or directly. There are enough safe guards in place to protect the money. The concept was to promote economic impact throughout the Village. He said it could be arduous trying to reconcile how vouchers would be used. He suggested Mr. Moens take this idea to the Arlington Economic Alliance for further consideration. He supports the increase.

Trustee Sidor said competition for new businesses is fierce. It is a competitive market. He said this is one tool that may make a business open or stay in the Village versus another community. He was highly supportive of the increase.

Trustee Farwell thanked Mr. Moens and said his idea was interesting. He agreed that it would be prudent to have staff and the Arlington Economic Alliance investigate it. He said the two ideas were not mutually exclusive. He suggested using the Zero Interest Loan Program to help new and existing businesses now and he looks forward to a day both programs could be promoted.

Trustee Blackwood agreed that bringing the program to the \$20,000 level makes it more meaningful. She said she liked the coupon idea. Lake Forest has a coupon program that uses money from retailers and larger companies to stimulate activity into their downtown. She said it was worth additional discussion.

Trustee Labedz agreed the programs were not mutually exclusive. She recalled that the Chamber of Commerce had a similar program called "My Town." She said that the idea could be explored with the Alliance.

Trustee John Scaletta moved to approve. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VIDEO	B.	Drost/Hasche Subdivision - 921/927/931 N. Highland Ave. - PC#15-017 Preliminary Plat of Subdivision	Approved
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Mr. Recklaus said the request is to re-subdivide three single family lots into two. The home at 921 N. Highland currently has a set back of 5.33 feet versus the required 7.5 feet if the re-subdivision is approved.

President Hayes noted the petition was unanimously approved by the Plan Commission.

Trustee Scaletta asked if there was a downside. Mr. Perkins said no, that two lots of 75 feet will fit in nicely on the block.

Trustee Glasgow asked for clarification of the variance request. Mr. Perkins said a 50 foot yard is required to have a five foot setback, however when the lot becomes 75 feet, the setback requirement increases to 7.5 feet as the Code requires a setback of 10% of the yard width.

Trustee Jim Tinaglia moved to approve. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XIII.LEGAL

XIV. APPOINTMENTS

VIDEO XV. PETITIONS AND COMMUNICATIONS

The Katie Project occurs on November 7th. Contact Nancy Kluz to volunteer or have the batteries in a home's smoke detector changed.

VIDEO XVI. REPORT OF THE VILLAGE MANAGER

- VIDEO A. Request for Closed Session per 5 ILCS 120/2(c) (21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes
- and -
- 5 ILCS 120/2(c)(1): Appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body or legal counsel

VIDEO XVIIADJOURNMENT

Trustee Joe Farwell moved to adjourn to Closed Session at 8:26 p.m.

Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor,
Tinaglia

Absent: Rosenberg



Item: Warrant Register of 11/15/2015

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Warrant Register of 11/15/2015

Type

Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

**WARRANT REGISTER FOR
CHECK DATE: 11 - 15 - 2015**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$279,533.22
211	Motor Fuel Tax Fund	\$5,195.41
215	CDBG Fund	\$58,424.00
227	Foreign Fire Ins Tax Fund	\$1,550.00
231	Criminal Investigation Fd	\$1,824.62
235	Municipal Parkg Opr Fund	\$4,897.32
251	TIF I South Fund	\$1,652.00
301	Debt Service Fund	\$318.00
401	Capital Projects Fund	\$155,922.02
426	Flood Control V Fund	\$4,218.50
435	EAB Fund	\$100,085.99
505	Water and Sewer Fund	\$234,914.87
515	Arts,Entert & Events Fund	\$12,143.60
611	General Liability Ins Fnd	\$40,102.57
615	Workers Compensation Ins	\$125,409.55
621	Fleet Operations Fund	\$14,710.42
625	Technology Fund	\$3,122.86
715	Guaranty Deposits Fund	\$1,500.00
TOTAL ALL FUNDS		\$1,045,524.95

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
196054	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$2,115.90	\$2,115.90
196058	101-0000-421.05-00	ARI FLEET LT	REFUND VEHICLE STICKERS	\$845.00	\$845.00
196063	101-0000-433.14-00	KATHLEEN BASS	REFUND AMBULANCE CLAIM	\$10.00	\$10.00
196071	101-0000-402.25-00	BUCHANAN ENERGY	REFUND OVERPAYMENT	\$239.42	\$239.42
196084	505-0000-452.42-00	DAVID CLEARY	REFUND FINAL WATERBILL	\$116.16	\$116.16
196098	101-0000-433.14-00	PHOEBE CONSTANTINE	REFUND AMBULANCE CLAIM	\$200.00	\$200.00
196100	101-0000-421.99-00	CONTINENTAL PAINTING & DEC	REFUND BUSINESS LICENSE	\$65.00	\$65.00
196105	715-0000-220.93-00	DANLEYS GARAGE WORLD	REFUND BOND	\$200.00	\$200.00
196106	715-0000-220.93-00	DANLEYS GARAGE WORLD	REFUND BOND	\$100.00	\$100.00
196107	101-0000-433.14-00	ARLENE DAUGHERTY	REFUND AMBULANCE CLAIM	\$80.00	\$80.00
196110	101-0000-433.14-00	MARIANNE DENAGY	REFUND AMBULANCE CLAIM	\$74.21	\$74.21
196114	715-0000-220.93-00	DURABLE PAVING CO	REFUND BOND	\$200.00	\$200.00
196117	101-0000-421.99-00	EDWARD JONES	REFUND BUSINESS LICENSE	\$65.00	\$65.00
196118	101-0000-421.99-00	EL REY MUSIC	REFUND BUSINESS LICENSE	\$2.00	\$2.00
196127	715-0000-220.93-00	FORTIS CONCRETE CO INC	REFUND BOND	\$200.00	\$200.00
196152	101-0000-421.99-00	HOGAN EXTERIORS	REFUND BUSINESS LICENSE	\$130.00	\$130.00
196155	101-0000-421.99-00	HOME GUARD HEATING AND AIR CON	REFUND BUSINESS LICENSE	\$26.00	\$26.00
196161	715-0000-220.93-00	HSU, JOHN	REFUND BOND	\$200.00	\$200.00
196169	715-0000-220.93-00	JAMES HARMON	REFUND BOND	\$200.00	\$200.00
196178	101-0000-421.99-00	KOOIKER TILE	REFUND BUSINESS LICENSE	\$26.00	\$26.00
196180	715-0000-220.93-00	SALLIE KREWER	REPLACE CK 193642	\$200.00	\$200.00
196181	235-0000-435.65-03	NAMRATA KRIPALANI	REFUND PARKING PERMIT	\$30.00	\$30.00
196191	505-0000-452.42-00	BRIAN MAHON	REFUND FINAL WATERBILL	\$47.36	\$47.36
196218	101-0000-433.14-00	ROBERT NIEMI	REFUND AMBULANCE CLAIM	\$60.00	\$60.00
196231	505-0000-452.42-00	YOUNG PARK	REFUND FINAL WATERBILL	\$57.76	\$57.76
196232	101-0000-421.99-00	PARKWAY CONSTRUCTION & ASSOCIA	REFUND BUSINESS LICENSE	\$65.00	\$65.00
196233	715-0000-220.93-00	PAVER DOCTOR	REFUND BOND	\$200.00	\$200.00
196254	235-0000-435.65-03	KIM ROGERS	REFUND PARKING PERMITS	\$60.00	\$60.00
196282	101-0000-421.05-00	STEVEN/PATRICIA TURNER	REFUND VEHICLE STICKER	\$30.00	\$30.00
801505	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	RTA TRANSIT PROGRAM	\$492.00	\$492.00

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Total Division:				\$6,336.81	
Total Department:				\$6,336.81	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	2	Village Manager			
Division:	1				
196311	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$85.00	
Total Department:				\$85.00	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002Date: Tuesday, November 10, 2015
Page 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
196131	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$16,771.65	\$32,157.16
			CLAIMS - MEDICAL LOSS	\$5,368.31	
			CLAIMS - MEDICAL LOSS	\$10,017.20	
	615-0301-552.42-80		CLAIMS - W/C LOSS	\$58,824.43	\$92,454.89
			CLAIMS - W/C LOSS	\$12,765.73	
			CLAIMS - W/C LOSS	\$20,864.73	
196219	615-0301-552.20-50	NORTHEASTERN IL PUBLIC SAFETY	DRIVER TRAINING RECERT	\$440.00	\$770.00
			DRIVER TRAINING RECERT	\$330.00	
196237	615-0301-552.20-50	PETTY CASH	SAFETY RECOG PROGRAM	\$20.00	\$27.50
			SAFETY RECOG PROGRAM	\$7.50	
196293	101-0301-503.21-65	VERIZON WIRELESS	INV 9754238716	\$121.99	\$121.99
196311	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$125,616.54	
Total Department:				\$125,616.54	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 5

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
196067	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$10.96	\$10.96
196119	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$7,425.00	\$7,425.00
196144	101-0401-503.33-05	HARRIS TRUST & SAVINGS BANK	IICLE	\$189.00	\$189.00
196237	101-0401-503.21-65	PETTY CASH	TAX SEARCH	\$13.10	\$13.10
196255	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$595.00	\$595.00
196295	101-0401-503.21-65	VERIZON WIRELESS	INV 9754496407	\$95.72	\$95.72
196305	101-0401-503.22-03	WARD ROBIN	CONFERENCE	\$276.00	\$276.00
196311	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$140.90	\$140.90
Total Division:				\$8,745.68	
Total Department:				\$8,745.68	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
196054	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE MISCELLANEOUS	\$713.22	\$713.22
196131	611-0501-552.42-53	GALLAGHER BASSETT SERVICES INC	CLAIMS - VEHICLE LOSS	\$22,411.88	\$25,783.52
			CLAIMS - VEHICLE LOSS	\$3,371.64	
	611-0501-552.42-60		CLAIMS - LIABILITY LOSS	\$6,393.00	\$14,319.05
			CLAIMS - LIABILITY LOSS	\$7,926.05	
196134	101-0501-503.30-05	GAYLORD BROS INC	OFFICE SUPPLIES	\$115.30	\$115.30
196144	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	HILTON HOTELS SPRING	\$336.00	\$336.00
196163	101-0501-503.22-02	IL ASSOC OF PUBLIC PROCUREMENT OFF	MEMBERSHIP DUES	\$45.00	\$45.00
196173	101-0501-503.30-01	JOURNAL & TOPICS NEWSPAPERS	LEGAL NOTICE PUBLICATION	\$1,050.00	\$1,050.00
196204	101-0501-503.22-02	MIDWEST ASSOC OF PUB PROCURE	MEMBERSHIP DUES	\$45.00	\$45.00
196216	101-0501-503.21-02	NEOPOST USA INC	POSTAGE METER MAINT	\$1,571.66	\$1,571.66
196230	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$58.05	\$58.05
196237	101-0501-503.33-05	PETTY CASH	SUPPLIES	\$15.99	\$15.99
196253	101-0501-503.20-05	ROBB PAMELA	BUDGET COORDINATOR ASSISTANCE	\$2,160.00	\$2,160.00
196291	505-0501-503.40-87	JULIE VALENTINE	SEWER REBATE PROGRAM	\$3,281.50	\$3,281.50
196299	101-0501-503.21-65	VERIZON WIRELESS	INV 9754451326	\$55.48	\$55.48
196311	101-0501-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$49,634.77	
Total Department:				\$49,634.77	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
196077	625-0601-553.22-03	MICHAEL CARDENAS	TRAINING	\$121.00	\$121.00
196168	401-0601-572.50-15	INSIGHT PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	\$8,535.38	\$8,535.38
196226	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$19.99	\$119.67
			OFFICE SUPPLIES	\$99.68	
196292	625-0601-553.21-65	VERIZON WIRELESS	INV 9754151783	\$414.89	\$414.89
196296	625-0601-553.21-65	VERIZON WIRELESS	INV 9754543511	\$440.59	\$440.59
196297	625-0601-553.21-65	VERIZON WIRELESS	INV 9754496406	\$1,444.42	\$1,444.42
801502	625-0601-553.21-65	AT & T	83100002604	\$571.38	\$571.38
Total Division:				\$11,647.33	
Total Department:				\$11,647.33	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	7	GIS			
Division:	1				
196226	625-0701-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$10.91	\$10.91
Total Division:				\$10.91	
Total Department:				\$10.91	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 13					
196142	101-1013-502.22-03	HANSEN KAREN	CONFERENCE	\$20.00	\$20.00
	101-1013-502.30-05		OFFICE SUPPLIES	\$33.35	\$33.35
	101-1013-502.33-05		SUPPLIES	\$177.31	\$177.31
Total Division:				\$230.66	
Division: 17					
196237	101-1017-502.20-24	PETTY CASH	SUPPLIES	\$32.97	\$64.99
			SUPPLIES	\$7.48	
			SUPPLIES	\$24.54	
Total Division:				\$64.99	
Division: 18					
196278	515-1018-525.40-55	THROWN ELEMENTS POTTERY	AUTUMN HARVEST	\$200.00	\$200.00
Total Division:				\$200.00	
Division: 21					
196237	101-1021-502.40-40	PETTY CASH	ECONO ALLIANCE	\$28.98	\$28.98
Total Division:				\$28.98	
Total Department:				\$524.63	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 20 Special Events					
Division: 5					
196312	515-2005-525.50-55	YESMEDIA MARKETING	SERVICE PROFESSIONAL	\$4,375.00	\$4,375.00
Total Division:				\$4,375.00	
Total Department:				\$4,375.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
196048	101-3001-511.21-65	AFTERMATH	BIO-CLEANING	\$105.00	\$105.00
196049	101-3001-511.30-35	JEFFREY C AIELLO	CLOTHING	\$23.93	\$23.93
196057	101-3001-511.22-03	VALERIE ANDREWS	TRAINING	\$60.00	\$60.00
196068	101-3001-511.22-03	JESSICA BLANCO	TRAINING	\$60.00	\$60.00
196069	101-3001-511.22-03	BLAND WESLEY	TRAINING	\$30.00	\$30.00
196072	101-3001-511.22-03	BUCZYNSKI CHARLES	TRAINING	\$45.00	\$95.00
			REGISTRATION	\$50.00	
196074	101-3001-511.22-03	NELSON CALZADILLA	TRAINING	\$30.00	\$30.00
196075	101-3001-511.30-35	CAPRIOTTI GERALD	CLOTHING	\$40.00	\$40.00
196081	101-3001-511.22-03	PATRICK CHOJNOWSKI	TRAINING	\$15.00	\$105.00
			TRAINING	\$75.00	
			TRAINING	\$15.00	
196083	101-3001-511.22-03	BRIAN CLARKE	TRAINING	\$15.00	\$150.00
			TRAINING	\$60.00	
			TRAINING	\$30.00	
			TRAINING	\$30.00	
			TRAINING	\$15.00	
196087	101-3001-511.22-03	EDWARD COMMERS	TRAINING	\$15.00	\$120.00
			TRAINING	\$15.00	
			TRAINING	\$75.00	
			TRAINING	\$15.00	
196104	101-3001-511.22-03	GRZEGORZ J CZERNECKI	TRAINING	\$15.00	\$15.00
196109	101-3001-511.30-35	MARK DEL BOCCIO	CLOTHING	\$238.30	\$238.30
196113	101-3001-511.22-03	COREY DUGAN	TRAINING	\$60.00	\$60.00
196120	101-3001-511.22-03	FELSER MARK	TRAINING	\$60.00	\$60.00
196121	101-3001-511.30-35	FINNERTY RAYMOND	CLOTHING	\$493.99	\$493.99
196124	101-3001-511.22-03	ANDREW FLENTGE	TRAINING	\$15.00	\$15.00
196130	101-3001-511.30-35	PIOTR GACEK	CLOTHING	\$135.30	\$135.30
196133	101-3001-511.22-03	GAUSSELIN RICHARD	TRAINING	\$15.00	\$90.00
			TRAINING	\$15.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196133...	101-3001-511.22-03...	GAUSSELIN RICHARD...	TRAINING	\$45.00	\$90.00...
			TRAINING	\$15.00	
196135	101-3001-511.22-03	DOUGLAS GLANZ	TRAINING	\$60.00	\$60.00
196141	101-3001-511.22-03	GYORKE SHAWN	TRAINING	\$15.00	\$15.00
196144	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$36.91	\$58.26
			ETRAILER	\$21.35	
196148	101-3001-511.22-03	HENDERSON THOMAS	TRAINING	\$15.00	\$60.00
			TRAINING	\$15.00	
			TRAINING	\$30.00	
196150	101-3001-511.22-03	HERNANDEZ MIGUEL	TRAINING	\$45.00	\$45.00
196151	101-3001-511.30-35	HESS ROBERT	CLOTHING	\$413.00	\$413.00
196165	101-3001-511.21-65	IL SECRETARY OF STATE	PROCESSING FEE	\$400.00	\$400.00
196166	101-3001-511.22-03	IL TACTICAL OFFICERS ASSOC	REGISTRATION	\$1,770.00	\$2,065.00
			REGISTRATION	\$295.00	
196171	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$907.50	\$1,257.50
			CLOTHING	\$350.00	
196172	101-3001-511.22-03	JOHN REID & ASSOCIATES	REGISTRATION	\$505.00	\$505.00
196175	101-3001-511.21-65	JP MORGAN CHASE	PROCESSING FEE	\$23.16	\$23.16
196177	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$129.98	\$419.27
			OFFICE MACHINES & ACCESS	\$289.29	
196179	101-3001-511.22-03	KOSTKA ROBERT	CONFERENCE	\$210.00	\$210.00
196182	101-3001-511.22-03	KRYCA JAMES	TRAINING	\$60.00	\$60.00
196183	101-3001-511.21-65	LAW OFFICE OF JOAN VASQUEZ	SERVICE PROFESSIONAL	\$1,093.75	\$1,093.75
196190	101-3001-511.22-03	MACK STEPHANIE	TRAINING	\$15.00	\$15.00
	101-3001-511.30-35		CLOTHING	\$119.72	\$119.72
196192	101-3001-511.22-03	MANDEL, RUSSELL	TRAINING	\$15.00	\$15.00
196194	101-3001-511.30-35	MAY SCOTT	CLOTHING	\$393.56	\$393.56
196196	101-3001-511.22-03	MC GRATH JAMES	TRAINING	\$45.00	\$150.00
			TRAINING	\$30.00	
			TRAINING	\$75.00	
196197	101-3001-511.30-35	MC GUIRE BRIAN	CLOTHING	\$40.00	\$40.00
196207	101-3001-511.22-03	PETAR MILUTINOVIC	TRAINING	\$15.00	\$15.00
196210	101-3001-511.30-35	GERALD MOURNING	CLOTHING	\$142.01	\$142.01
196213	101-3001-511.22-02	NATL ASSOC OF SCHOOL RESOURCE	DUES	\$40.00	\$40.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196214	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$250.00	\$1,216.96
			REGISTRATION	\$291.96	
			REGISTRATION	\$250.00	
			REGISTRATION	\$200.00	
			REGISTRATION	\$225.00	
196215	101-3001-511.22-03	NELSON ALEXANDRA	TRAINING	\$60.00	\$60.00
196220	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	MORGUE TRANSPORT	\$375.00	\$750.00
			MORGUE TRANSPORT	\$375.00	
196223	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 12-2015	\$64,519.40	\$64,519.40
196226	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$75.86	\$1,245.66
			OFFICE SUPPLIES	\$938.36	
			OFFICE SUPPLIES	\$171.99	
			OFFICE SUPPLIES	\$59.45	
196227	101-3001-511.22-03	ALEXANDRA OVINGTON	TRAINING	\$15.00	\$15.00
196234	101-3001-511.22-03	PECORA JR, NICHOLAS	TRAINING	\$45.00	\$45.00
196236	101-3001-511.22-03	KIM PETERSON	TRAINING	\$30.00	\$30.00
196238	101-3001-511.22-03	PETTY CASH/POLICE	TRAINING	\$57.00	\$57.00
	101-3001-511.30-05		OFFICE SUPPLIES	\$25.99	\$25.99
	101-3001-511.33-25		SUPPLIES	\$135.60	\$245.04
			SUPPLIES	\$109.44	
196248	401-3001-572.50-15	R A ADAMS ENTERPRISES INC	POLICE EQUIPMENT & SUPPLY	\$3,247.50	\$3,247.50
196250	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$689.40	\$2,369.38
			CLOTHING	\$149.00	
			CLOTHING	\$320.90	
			CLOTHING	\$126.00	
			CLOTHING	\$84.99	
			CLOTHING	\$11.99	
			CLOTHING	\$482.95	
			CLOTHING	\$185.90	
			CLOTHING	\$318.25	
	101-3001-511.33-25		CLOTHING	\$558.95	\$558.95
	101-3001-511.40-67		CLOTHING	\$1,011.03	\$1,056.53
			CLOTHING	\$45.50	
	401-3001-572.50-15		RIFLE ACCESSORY	\$429.99	\$429.99

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196258	101-3001-511.22-03	MARK J RUGE	TRAINING	\$15.00	\$15.00
196260	101-3001-511.33-25	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$34.99	\$34.99
196262	101-3001-511.30-05	SOFTMART INC	OFFICE SUPPLIES	\$634.22	\$634.22
196263	101-3001-511.22-03	SPERANDO, RICHARD	TRAINING	\$30.00	\$30.00
196281	101-3001-511.22-03	MICHAEL TURANO	TRAINING	\$170.00	\$245.00
			TRAINING	\$75.00	
196285	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT INSTALLATION	\$67.95	\$67.95
196288	101-3001-511.22-15	UPS STORE #4073	UPS CHARGES	\$115.26	\$115.26
196290	101-3001-511.30-35	UTTERBACK BENJAMIN	CLOTHING	\$20.00	\$20.00
196297	101-3001-511.21-65	VERIZON WIRELESS	INV 9754467631	\$239.62	\$239.62
196298	101-3001-511.21-65	VERIZON WIRELESS	INV 9754497833	\$2,360.33	\$2,360.33
196302	101-3001-511.33-25	VILLAGE CYCLESPORT	SUPPLIES	\$53.94	\$53.94
196303	101-3001-511.22-03	JONATHAN VINSON	TRAINING	\$15.00	\$15.00
196304	101-3001-511.21-65	WALGREEN COMPANY	DRUGS,PHARM & BIOLOGICALS	\$46.67	\$46.67
196309	101-3001-511.22-03	WHOWELL ANDREW	TRAINING	\$30.00	\$30.00
Total Division:				\$89,322.13	
Division: 3					
196096	231-3003-511.40-11	COMMUNICATION REVOLVING FUND	SERVICE MISCELLANEOUS	\$186.08	\$186.08
196144	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	DT HILTON PORTLAND-FD	\$546.18	\$1,638.54
			DT HILTON PORTLAND-FD	\$546.18	
			DT HILTON PORTLAND-FD	\$546.18	
Total Division:				\$1,824.62	
Total Department:				\$91,146.75	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
196144	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	EMBASSY SUITES E PEORIA	\$153.44	\$633.81
			EMBASSY SUITES E PEORIA	\$153.44	
			PANERA BREAD #3287	\$20.05	
			EMBASSY SUITES E PEORIA	\$306.88	
	101-3501-512.31-65		OCEAN TECHNOLOGY SYSTEM	\$99.64	\$99.64
	101-3501-512.33-05		SAMSClub #8198	\$319.71	\$402.99
			GFS STORE #0204	\$42.87	
			SAMS CLUB #8198	\$12.86	
			JEWEL #3422	\$16.32	
			GFS STORE #0204	\$11.23	
196154	101-3501-512.31-45	HOME DEPOT CREDIT SERVICES	JANITORIAL SUPPLIES	\$59.60	\$59.60
	101-3501-512.31-55		BUILDER'S SUPPLIES	\$265.67	\$265.67
196159	101-3501-512.21-02	HONEYWELL ANALYTICS INC	SERVICE EQUIPMENT	\$625.00	\$625.00
196223	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 12-2015	\$21,506.46	\$21,506.46
196260	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$10.48	\$10.48
196272	101-3501-512.21-02	SUBURBAN SERVICE INC	REPAIR SERVICE HOUSEHOLD	\$183.30	\$183.30
196284	101-3501-512.33-05	ULINE INC	SUPPLIES	\$38.20	\$38.20
196300	101-3501-512.21-65	VERIZON WIRELESS	INV 9754461204	\$779.36	\$779.36
196311	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$22.07	\$173.28
			OFFICE MACHINES & ACCESS	\$22.07	
			OFFICE MACHINES & ACCESS	\$85.00	
			OFFICE MACHINES & ACCESS	\$22.07	
			OFFICE MACHINES & ACCESS	\$22.07	
Total Division:				\$24,777.79	
Total Department:				\$24,777.79	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
196046	227-3701-512.50-15	ABT ELECTRONICS	FURNITURE, NON OFFICE	\$665.00	\$1,550.00
			SHIPPING/DELIVERY SERVICE	\$179.00	
			FURNITURE, NON OFFICE	\$542.93	
			SHIPPING/DELIVERY SERVICE	\$163.07	
Total Division:				\$1,550.00	
Total Department:				\$1,550.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
196102	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SERVICE PROFESSIONAL	\$209.00	\$755.76
			SERVICE PROFESSIONAL	\$546.76	
196144	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APLITUNES.COM/BILL	\$0.99	\$0.99
	101-4001-521.40-40		METRA ARLINGTON HEIGHT	\$54.00	\$57.00
			WENDELLA SIGHTSEEINGBO	\$3.00	
196153	251-4001-571.20-05	HOLLAND & KNIGHT LLP	PROFESSIONAL SERVICES	\$1,062.00	\$1,652.00
			PROFESSIONAL SERVICES	\$590.00	
196186	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	\$879.15	\$1,340.15
			TRANSCRIPTS	\$295.95	
			TRANSCRIPT S	\$165.05	
196226	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$70.22	\$70.22
196230	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$120.15	\$367.20
			ADVERTISING	\$153.90	
			ADVERTISING	\$93.15	
196237	101-4001-521.40-40	PETTY CASH	SUPPLIES	\$44.00	\$44.00
196296	101-4001-521.21-65	VERIZON WIRELESS	INV 9754560828	\$115.24	\$115.24
Total Division:				\$4,402.56	
Total Department:				\$4,402.56	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
196160	215-4101-522.41-72	HOUSING AUTHORITY OF COOK COUNTY	CDBG PROGRAM	\$58,400.00	\$58,400.00
196237	215-4101-522.41-02	PETTY CASH	TRAIN TICKETS	\$24.00	\$24.00
Total Division:				\$58,424.00	
Total Department:				\$58,424.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building & Health Service					
Division: 1					
196054	101-4501-523.22-05	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$1,500.00	\$1,500.00
	101-4501-523.22-10		PRINTING	\$1,750.18	\$1,750.18
196177	101-4501-523.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$224.14	\$224.14
196201	101-4501-523.21-65	MICROSYSTEMS	SCANNING FICHE	\$350.00	\$350.00
196217	101-4501-523.21-65	NEXTEL COMMUNICATIONS	ACCT 874139132	\$469.86	\$469.86
196222	101-4501-523.22-03	NORTHWEST BOCA FALL SCHOOL DAYS	NWBOCA FALL SEMINARS	\$400.00	\$400.00
196237	101-4501-523.22-03	PETTY CASH	TRAINING	\$12.00	\$12.00
	101-4501-523.30-05		SUPPLIES	\$13.06	\$57.79
			OFFICE SUPPLIES	\$44.73	
196277	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$190.00	\$228.00
			SERVICE BLDG MAINT	\$38.00	
196311	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$107.07
			OFFICE MACHINES & ACCESS	\$22.07	
Total Division:				\$5,099.04	
Division: 2					
196144	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.40-53		COMED	\$65.50	\$65.50
196174	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$160.00	\$160.00
196176	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$130.00	\$130.00
196198	101-4502-523.33-10	MC KESSON GENERAL MEDICAL	CLINIC SUPPLIES	\$109.26	\$109.26
196226	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$6.76	\$240.29
			OFFICE SUPPLIES	\$233.53	
196237	101-4502-523.22-03	PETTY CASH	TRAINING	\$13.80	\$13.80
	101-4502-523.33-10		SUPPLIES	\$13.96	\$52.44
			SUPPLIES	\$38.48	
196270	101-4502-523.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICES	\$90.00	\$90.00
196280	101-4502-523.33-05	TUNDRA SPECIALTIES	EH SUPPLIES	\$154.15	\$154.15
196301	101-4502-523.21-65	VERIZON WIRELESS	INV 9754681855	\$197.22	\$197.22

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196311	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$1,307.66	
Division: 3					
196142	101-4503-523.22-05	HANSEN KAREN	POSTAGE	\$7.89	\$7.89
	101-4503-523.31-65		SUPPLIES	\$12.98	\$12.98
196143	101-4503-523.21-65	HARPER COLLEGE	HARPER PROGRAM	\$40.00	\$40.00
196144	101-4503-523.21-65	HARRIS TRUST & SAVINGS BANK	GIVING DUPAGE	\$45.00	\$45.00
196242	101-4503-523.22-05	POSTMASTER ARLINGTON HEIGHTS	POSTAGE PERMIT 2594	\$511.20	\$511.20
196310	401-4503-572.50-10	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$5,196.00	\$5,196.00
196311	101-4503-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$18.60	\$18.60
Total Division:				\$5,831.67	
Total Department:				\$12,238.37	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
196056	401-5001-571.50-30	MIKE ANDREWS	SIDEWALK REIMBURSEMENT	\$143.75	\$143.75
196062	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$86,447.40	\$86,447.40
196099	401-5001-571.50-30	CONSTRUCTION & GEOTECHNICAL	SERVICE PROFESSIONAL	\$5,583.80	\$37,365.55
			SERVICE PROFESSIONAL	\$19,057.55	
			SERVICE PROFESSIONAL	\$12,724.20	
196132	401-5001-571.50-30	ALLEN GARBYS	SIDEWALK REIMBURSEMENT	\$143.75	\$143.75
196237	101-5001-524.22-03	PETTY CASH	TRAINING	\$1.50	\$1.50
196269	401-5001-571.50-30	JEFFERY STANWYCK	SIDEWALK REIMBURSEMENT	\$318.75	\$318.75
196291	426-5001-571.50-25	JULIE VALENTINE	REFUND PERMIT 15-3361	\$4,218.50	\$4,218.50
196294	101-5001-524.21-65	VERIZON WIRELESS	INV 9754170555	\$471.31	\$471.31
196311	101-5001-524.22-15	XEROX CORPORATION	RENTAL/LEASE EQUIPMENT	\$85.00	\$170.00
			RENTAL/LEASE EQUIPMENT	\$85.00	
Total Division:				\$129,280.51	
Total Department:				\$129,280.51	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
196047	101-7101-531.31-65	ADAMS GLENN	REIMB - SUPPLIES	\$130.80	\$130.80
196051	101-7101-531.21-02	ALEXANDER EQUIPMENT CO INC	EQUIPMENT MAINTENANCE	\$750.80	\$750.80
196052	401-7101-572.50-15	ALL TRAFFIC SOLUTIONS	SIGNS, SIGN MATERIAL	\$7,980.00	\$7,980.00
196053	101-7101-531.21-11	ALL WINDOW CLEANING SERV INC	WINDOW WASHING	\$790.00	\$1,450.00
			WINDOW WASHING	\$660.00	
196055	101-7101-531.21-36	AMERIGAS-PALATINE	MONTHLY SERVICE	\$24.77	\$24.77
196062	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	\$438.58	\$1,857.98
			STREET/SIDEWALK SUPPLIES	\$320.00	
			STREET/SIDEWALK SUPPLIES	\$409.37	
			STREET/SIDEWALK SUPPLIES	\$152.46	
			STREET/SIDEWALK SUPPLIES	\$537.57	
196065	101-7101-531.22-03	BELLANGER SCOTT	TRAINING	\$477.86	\$477.86
196066	101-7101-531.31-55	BERKHEIMER CO INC	HVAC EQUIPMENT SUPPLIES	\$2,012.20	\$2,012.20
196073	101-7101-531.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$2,516.30	\$2,516.30
	101-7101-531.21-62		SERVICE DISPOSAL	\$3,019.56	\$3,019.56
196082	101-7101-531.30-35	CINTAS CORP	CLOTHING	\$36.82	\$73.64
			CLOTHING	\$36.82	
196085	101-7101-531.31-40	CLESEN ARTHUR INC	AGRICULTURAL SUPPLIES	\$928.00	\$928.00
196086	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$2.11	\$2.11
196094	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	1851137062	\$65.73	\$65.73
196097	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$2,630.00	\$2,630.00
196101	211-7101-571.50-40	COOK COUNTY HIGHWAY DEPT	SERVICE PROFESSIONAL	\$5,195.41	\$5,195.41
196103	101-7101-531.21-11	COYNE TEXTILE SERVICES	MAT CLEANING	\$73.12	\$135.88
			MAT CLEANING	\$29.38	
			MAT CLEANING	\$15.07	
			MAT CLEANING	\$18.31	
196108	101-7101-531.31-40	DE VROOMEN GARDEN PRODUCTS	AGRICULTURAL SUPPLIES	\$315.00	\$315.00
196111	101-7101-531.22-70	DEX ONE	MONTHLY CHARGES	\$80.00	\$80.00
196115	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	DEFLECTOR	\$425.00	\$1,166.00
			EQUIPMENT MAINTENANCE	\$741.00	

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196122	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$8,932.00	\$11,822.00
			SERVICE MISCELLANEOUS	\$2,140.00	
			SERVICE MISCELLANEOUS	\$700.00	
			SERVICE MISCELLANEOUS	\$50.00	
	435-7101-571.50-55		SERVICE MISCELLANEOUS	\$344.00	\$462.50
			SERVICE MISCELLANEOUS	\$118.50	
196125	101-7101-531.21-11	FOLDING PARTITION SERVICES INC	SERVICE BLDG MAINT	\$2,520.00	\$2,520.00
196128	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	EQUIPMENT MAINTENANCE	\$425.00	\$425.00
196138	101-7101-531.21-11	GREAT LAKES FIRE AND SAFETY	SPRINKLER REPAIR	\$562.50	\$562.50
196139	101-7101-531.21-62	GROOT INDUSTRIES	MONTHLY CHARGE	\$303.88	\$303.88
196140	101-7101-531.21-11	GSF USA INC	SERVICE BLDG MAINT	\$11,249.00	\$11,249.00
196144	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$26.99	\$879.07
			JEWEL #3461	\$26.16	
			GFS STORE #1913	\$111.84	
			ARLINGTON CAKE BOX	\$192.00	
			FRESH THYME #101	\$46.22	
			THURINGER GOURMET MEAT	\$475.86	
196145	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$667.90	\$4,686.56
			REPAIR DUCTWORK	\$530.28	
			SERVICE BLDG MAINT	\$3,488.38	
196149	101-7101-531.31-55	HENNING BROTHERS INC	BUILDING SUPPLIES	\$37.34	\$37.34
196162	101-7101-531.33-05	IDVILLE INC	SUPPLIES	\$109.50	\$109.50
196167	101-7101-531.31-55	INDUSTRIAL STEEL SERVICE INC	BUILDING SUPPLIES	\$350.00	\$350.00
196170	101-7101-531.31-55	JC LICHT	PAINT	\$73.86	\$73.86
196184	101-7101-531.30-39	LEAHY WOLF CO	HYDRAULIC OIL	\$416.86	\$696.76
			FUEL	\$279.90	
196188	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$7.99	\$64.95
			ELECTRICAL EQUIP & SUPPLY	\$56.96	
	101-7101-531.31-65		PAINT & EQUIPMENT	\$139.09	\$222.99
			HARDWARE SUPPLIES	\$31.59	
			HARDWARE SUPPLIES	\$52.31	
	101-7101-531.31-80		PAINT & EQUIPMENT	\$124.19	\$124.19
	101-7101-531.33-05		DECORATIONS	\$227.75	\$227.75
196193	101-7101-531.30-39	MANSFIELD OIL COMPANY	FUEL,OIL,GREASE, & LUBES	\$13,274.12	\$13,274.12

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196195	101-7101-531.31-55	MC CANN INDUSTRIES	BUILDING SUPPLIES	\$387.61	\$1,114.36
			BUILDING SUPPLIES	\$19.20	
			BUILDING SUPPLIES	\$258.40	
			BUILDING SUPPLIES	\$261.05	
			BUILDING SUPPLIES	\$188.10	
	101-7101-531.31-85		TOOLS	\$319.95	\$319.95
196203	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	EQUIPMENT MAINTENANCE	\$632.00	\$632.00
196205	101-7101-531.31-40	MIDWEST GROUNDCOVERS	FLOWERS	\$890.85	\$890.85
196206	101-7101-531.21-62	MIDWEST MATERIAL MANAGEMENT	SERVICE DISPOSAL	\$7,525.35	\$14,772.15
			SERVICE DISPOSAL	\$7,246.80	
196219	101-7101-531.22-03	NORTHEASTERN IL PUBLIC SAFETY	DRIVER TRAINING	\$165.00	\$330.00
			DRIVER TRAINING	\$165.00	
196224	401-7101-571.50-30	NUTOYS LEISURE PRODUCTS	FURNITURE, NON OFFICE	\$6,046.00	\$6,046.00
196226	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$35.75	\$92.92
			OFFICE SUPPLIES	\$25.00	
			OFFICE SUPPLIES	\$32.17	
196229	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	PAY PHONES FEE	\$153.00	\$153.00
196235	101-7101-531.21-11	PETE THE PAINTER INC	SERVICE BLDG MAINT	\$5,310.00	\$5,310.00
196237	101-7101-531.22-03	PETTY CASH	TRAINING	\$38.33	\$57.98
			TRAINING	\$19.65	
196239	101-7101-531.21-11	PF CONSTRUCTION	SERVICE BLDG MAINT	\$7,325.00	\$7,325.00
196241	101-7101-531.31-65	PLASTIC TECHNIQUES INC	SUPPLIES	\$477.85	\$477.85
	101-7101-531.31-85		TOOLS	\$222.07	\$222.07
196243	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$2,725.00	\$14,528.55
			SERVICE TREES	\$6,911.25	
			SERVICE TREES	\$4,892.30	
196245	101-7101-531.33-05	PRO SAFETY INC	MARKING PAINT	\$180.00	\$180.00
196247	101-7101-531.21-65	QT SIGNS	SERVICE MISCELLANEOUS	\$6,708.00	\$6,708.00
196249	101-7101-531.21-11	RAINCOAT ROOFING SYSTEMS	BUILDING MAINTENANCE	\$600.00	\$600.00
196252	101-7101-531.21-15	NEIL RIFFER	CURB REIMBURSEMENT	\$642.00	\$642.00
196256	101-7101-531.21-15	GREGORY ROTH	CURB REIMBURSEMENT	\$380.10	\$380.10
196257	101-7101-531.31-65	ROWADER SCOTT M	EVENT SUPPLIES	\$84.35	\$84.35
196260	101-7101-531.30-39	SHERWIN ACE HARDWARE	VEH MAINTENANCE SUPPLY	\$8.98	\$8.98
	101-7101-531.31-45		JANITORIAL SUPPLIES	\$25.98	\$25.98

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196260	101-7101-531.31-55	SHERWIN ACE HARDWARE	PAINT & EQUIPMENT	\$12.97	\$301.20
			PAINT & EQUIPMENT	\$25.98	
			PAINT & EQUIPMENT	\$26.48	
			PAINT & EQUIPMENT	\$32.74	
			HARDWARE SUPPLIES	\$130.35	
			PAINT & EQUIPMENT	\$10.47	
			HARDWARE SUPPLIES	\$29.67	
			ELECTRICAL EQUIP & SUPPLY	\$32.54	
	101-7101-531.31-65		HARDWARE SUPPLIES	\$8.49	\$189.88
			HARDWARE SUPPLIES	\$40.95	
			HARDWARE SUPPLIES	\$12.33	
			HARDWARE SUPPLIES	\$20.47	
			HARDWARE SUPPLIES	\$85.94	
			HARDWARE SUPPLIES	\$21.70	
	101-7101-531.31-70		ELECTRICAL EQUIP & SUPPLY	\$9.99	\$9.99
	101-7101-531.31-75		STREET LIGHT SUPPLIES	\$25.97	\$25.97
	101-7101-531.31-85		HAND TOOLS-POWER/NON POW	\$24.77	\$99.47
			BUILDER'S SUPPLIES	\$57.93	
			HAND TOOLS-POWER/NON POW	\$16.77	
	101-7101-531.33-05		HARDWARE SUPPLIES	\$2.49	\$4.98
			HARDWARE SUPPLIES	\$2.49	
	435-7101-531.31-85		HARDWARE SUPPLIES	\$16.99	\$16.99
196261	101-7101-531.21-15	GEORGE SMOLAK	CURB REIMBURSEMENT	\$562.50	\$562.50
196265	101-7101-531.22-70	SPRINT	840280811	\$197.38	\$197.38
196266	101-7101-531.22-70	SPRINT	352372920	\$21.23	\$21.23
196268	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	CLOSING UNITS	\$61.20	\$262.29
			BUILDING SUPPLIES	\$201.09	
196273	435-7101-571.50-55	SXI	SERVICE DISPOSAL	\$900.00	\$7,800.00
			SERVICE DISPOSAL	\$3,000.00	
			SERVICE DISPOSAL	\$3,900.00	
196283	101-7101-531.21-65	TYCO INTEGRATED SECURITY	ALARM SERVICE	\$90.00	\$260.58
			ALARM SERVICE	\$170.58	
196287	101-7101-531.22-03	UNIV OF WISCONSIN EXTENSION	REGISTRATION	\$300.00	\$300.00
196307	435-7101-571.50-55	WEST CENTRAL MUNICIPAL CONF	AGRICULTURAL SUPPLIES	\$38,040.50	\$91,806.50

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196307	435-7101-571.50-55	WEST CENTRAL MUNICIPAL CONF	AGRICULTURAL SUPPLIES	\$53,766.00	\$91,806.50
196308	101-7101-531.21-36	WEST SIDE TRACTOR SALES CO	RENTAL/LEASE EQUIPMENT	\$8,000.00	\$8,000.00
196311	101-7101-531.22-15	XEROX CORPORATION	SERVICE MISCELLANEOUS	\$22.07	\$22.07
196315	101-7101-531.20-05	RYAN ZIMMERMAN	WINTER WEATHER SERVICE	\$618.75	\$618.75
801501	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4643388009	\$616.58	\$1,355.65
			3973144001	\$114.84	
			4286290000	\$592.68	
			0002031003	\$31.55	
801502	101-7101-531.22-70	AT & T	827259612409	\$79.22	\$3,446.10
			847590600009	\$1,640.31	
			847255350510	\$1,647.35	
			847342153610	\$79.22	
801503	101-7101-531.21-50	NICOR	5561672610	\$1,091.76	\$5,633.36
			28178600004	\$256.90	
			73488600005	\$1,558.12	
			95407400001	\$568.14	
			38096400007	\$87.20	
			72489260108	\$146.02	
			06802945268	\$24.55	
			97034457784	\$560.10	
			25422686599	\$1,274.30	
			36178600003	\$38.50	
			40178600009	\$27.77	
Total Division:				\$260,740.99	
Total Department:				\$260,740.99	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
196050	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	REFUND DRUM DEPOSIT	(\$500.00)	\$335.00
			CHLORINE GAS	\$1,335.00	
			REFUND DEPOSIT	(\$500.00)	
196073	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$4,277.71	\$24,911.37
			RENTAL/LEASE EQUIPMENT	\$9,058.68	
			RENTAL/LEASE EQUIPMENT	\$11,574.98	
	505-7201-561.21-62		SERVICE DISPOSAL	\$2,990.00	\$4,095.00
			SERVICE DISPOSAL	\$1,105.00	
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	\$626.36	\$5,321.64
			STREET/SIDEWALK SUPPLIES	\$4,695.28	
196088	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	\$96.97	\$96.97
196089	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0441087047	\$2,420.85	\$2,420.85
196090	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0081080033	\$2,305.17	\$2,305.17
196091	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	\$148.53	\$148.53
196092	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1257044037	\$727.17	\$727.17
196093	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0528113037	\$2,631.74	\$2,631.74
196095	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	\$62.61	\$62.61
196116	505-7201-561.31-07	EAST JORDAN USA INC	WATER SEWER SYSTEM SUPPLY	\$4,637.37	\$4,924.05
			WATER SEWER SYSTEM SUPPLY	\$286.68	
196126	505-7201-561.31-07	FOREMAN JOSEPH D AND CO	SUPPLIES	\$1,472.20	\$1,472.20
196129	505-7201-561.31-07	FOX SPRINKLER SUPPLY CORP	SUPPLIES	\$46.21	\$46.21
196137	505-7201-561.31-65	GRAINGER W W INC	SUPPLIES	\$80.92	\$80.92
196144	505-7201-561.21-65	HARRIS TRUST & SAVINGS BANK	IPASS AUTOREPLENISH #5	\$40.00	\$40.00
	505-7201-561.31-65		AMAZON MKTPLACE PMTS	\$12.39	\$12.39
196146	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$4,347.18	\$4,347.18
	505-7201-561.31-02		SUPPLIES	\$732.78	\$1,446.89
			TRU-READ REMOTE REGISTER	\$318.78	
			TAILPIECE	\$306.72	
			SUPPLIES	\$88.61	
196147	505-7201-561.31-55	HELLER LUMBER CO	FORMBOARD LUMBER	\$59.76	\$59.76

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196156	505-7201-561.21-50	HOMEFIELD ENERGY	0528113037	\$1,836.54	\$1,836.54
196157	505-7201-561.21-50	HOMEFIELD ENERGY	01590278139	\$354.44	\$354.44
196158	505-7201-561.21-50	HOMEFIELD ENERGY	0159027139	\$354.44	\$354.44
196185	505-7201-561.31-85	LEE AUTO PARTS	TOOLS	\$3.48	\$3.48
196187	505-7201-561.21-36	LO VERDE CONSTRUCTION CO INC	RENTAL/LEASE EQUIPMENT	\$8,255.00	\$8,255.00
196188	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HAND TOOLS-POWER/NON POW	\$115.34	\$115.34
196199	505-7201-561.30-30	MCM ELECTRONICS	VIDEO CABLES	\$43.95	\$43.95
196202	505-7201-561.31-05	MID AMERICA WATER	PUMPING SYSTEM SUPPLIES	\$4,316.00	\$4,316.00
196219	505-7201-561.22-03	NORTHEASTERN IL PUBLIC SAFETY	DRIVER TRAINING RECERT	\$165.00	\$330.00
			DRIVER TRAINING	\$165.00	
196226	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$35.75	\$92.91
			OFFICE SUPPLIES	\$24.99	
			OFFICE SUPPLIES	\$32.17	
196228	505-7201-561.31-90	OZINGA READY MIX CONCRETE INC	STREET/SIDEWALK SUPPLIES	\$776.00	\$2,131.75
			STREET/SIDEWALK SUPPLIES	\$827.75	
			STREET/SIDEWALK SUPPLIES	\$528.00	
196237	505-7201-561.22-03	PETTY CASH	TRAINING	\$39.10	\$94.10
			TRAINING	\$20.00	
			TRAINING	\$35.00	
196240	505-7201-561.31-02	PILGRIM PLASTICS	WATER RULER	\$1,878.70	\$1,878.70
196245	505-7201-561.30-35	PRO SAFETY INC	CLOTHING	\$14.75	\$14.75
196251	505-7201-561.30-35	RED WING SHOE STORE	CLOTHING	\$169.95	\$169.95
196260	505-7201-561.31-65	SHERWIN ACE HARDWARE	VEH MAINTENANCE SUPPLY	\$6.49	\$27.03
			HARDWARE SUPPLIES	\$7.07	
			HARDWARE SUPPLIES	\$8.98	
			PAINT & EQUIPMENT	\$4.49	
196268	505-7201-561.21-02	STANDARD PIPE & SUPPLY INC	ADAPTER	\$41.58	\$41.58
	505-7201-561.31-07		SUPPLIES	\$51.51	\$492.75
			SUPPLIES	\$441.24	
	505-7201-561.31-55		BUILDING SUPPLIES	\$56.13	\$56.13
	505-7201-561.31-85		TOOL	\$36.49	\$36.49
196271	505-7201-561.21-02	STEINER ELECTRIC	GENERATOR SERVICE	\$887.34	\$1,789.55
			EQUIPMENT MAINTENANCE	\$902.21	
	505-7201-561.31-85		TOOLS	\$74.42	\$74.42

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196276	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	REDUCE PRESSURE ASSEMBLY	\$1,162.99	\$7,698.86
			REDUCE PRESSURE ASSEMBLY	\$1,021.68	
			METER DEVICES	\$1,773.38	
			METER DEVICES	\$1,967.43	
			METER PRESSURE ASSEMBLY	\$1,773.38	
196279	505-7201-561.30-30	TIGERDIRECT	VISIONTEK RADEON	\$193.93	\$193.93
801501	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1284169036	\$84.61	\$171.40
			0087155164	\$54.60	
			0368380009	\$32.19	
801502	505-7201-561.22-70	AT & T	847590808509	\$244.93	\$1,178.36
			8475902105109	\$933.43	
801503	505-7201-561.21-50	NICOR	04055600003	\$104.33	\$104.33
801504	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1-109311	\$142.14	\$142.14
Total Division:				\$87,483.97	
Total Department:				\$87,483.97	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 1					
801501	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	5231622008	\$70.25	\$91.72
			4643715006	\$21.47	
Total Division:				\$91.72	
Division: 2					
196156	235-7302-532.21-50	HOMEFIELD ENERGY	4874331007	\$3,392.13	\$3,392.13
196203	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	EQUIPMENT MAINTENANCE	\$172.00	\$172.00
Total Division:				\$3,564.13	
Division: 3					
801503	235-7303-532.21-50	NICOR	12690400002	\$26.70	\$26.70
Total Division:				\$26.70	
Division: 4					
196289	235-7304-532.21-11	US FIRE PROTECTION INC	BUILDING MAINTENANCE	\$1,046.03	\$1,046.03
801503	235-7304-532.21-50	NICOR	92296400002	\$78.74	\$78.74
Total Division:				\$1,124.77	
Total Department:				\$4,807.32	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
196059	621-7501-551.31-51	ARLINGTON HTS FORD INC	SHAFT ASSY	\$304.13	\$857.22
			PLUG - OIL DRAIN	\$90.72	
			VEH MAINTENANCE SUPPLY	\$82.40	
			VEH MAINTENANCE SUPPLY	\$75.84	
			SHAFT/BEARING ASSY	\$304.13	
196060	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	STARTER GRIP ASSY	\$21.99	\$21.99
196061	621-7501-551.21-07	ARLINGTON SIGNS & BANNERS	FLEET VEHICLE DECALS	\$300.00	\$300.00
196064	621-7501-551.21-02	BATTERIES PLUS LLC	BATTERY	\$119.98	\$119.98
	621-7501-551.31-51		FLOOD LIGHTS	\$300.31	\$300.31
196070	621-7501-551.31-51	BRISTOL HOSE & FITTING INC	VEH MAINTENANCE SUPPLY	\$347.07	\$347.07
196076	621-7501-551.31-51	CAR QUEST	BEAM BLADES	\$28.78	\$1,296.57
			BRAKE PAD/ROTOR	\$111.17	
			OIL DRAIN PLUG	\$3.21	
			AIR DOOR ACTUATOR	\$125.25	
			BRAKE ROTOR	\$61.58	
			BRAKE PAD	\$49.29	
			VEH MAINTENANCE SUPPLY	\$56.60	
			BRAKE PAD	\$48.44	
			FILTERS	\$216.16	
			DRYER 12V	\$296.66	
			BRAKE PADS	\$57.71	
			CERAMIC BRAKE PAD	\$58.49	
			SWITCH	\$15.29	
			DISC CALIPER PIN WHEEL	\$17.92	
			BRAKE PAD, BR HDW KT	\$54.24	
			FILTERS	\$188.78	
			CORE RETURN	(\$93.00)	
196078	621-7501-551.31-51	CASSIDY TIRE & SERVICE	GEN ALTIMAX	\$100.00	\$100.00
196079	621-7501-551.31-51	CASTLE CHEVROLET NORTH	HANDLE SEAL	\$3.82	\$130.94
			HANDLE	\$23.76	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196079	621-7501-551.31-51	CASTLE CHEVROLET NORTH	SHIELD, CAP	\$103.36	\$130.94
196080	621-7501-551.31-51	CHICAGO PARTS AND SOUND	MOTOR ASSY	\$47.81	\$383.59
			BRAKE SHOE KITS	\$335.78	
196082	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$36.82	\$73.64
			CLOTHING	\$36.82	
196112	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$219.84	\$219.84
196123	621-7501-551.31-51	FLEETPRIDE	SOLENOID	\$338.58	\$338.58
196136	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$28.00	\$408.48
			REGULATOR MANUAL LH FRONT	\$380.48	
196164	621-7501-551.21-07	IL SECRETARY OF STATE	VEHICLE REGISTRATIION-(4)	\$404.00	\$404.00
196185	621-7501-551.31-51	LEE AUTO PARTS	R GUIDE PIN	\$19.58	\$19.58
196189	621-7501-551.31-85	MAC TOOLS	TOOLS	\$24.99	\$24.99
196208	621-7501-551.31-85	MORRELL INC	TOOLS	\$467.56	\$467.56
196209	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	STARTER	\$110.00	\$110.00
196211	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	BOLTS	\$8.38	\$14.37
			BRACKET	\$5.99	
	621-7501-551.31-65		SUPPLIES	\$35.99	\$35.99
196212	621-7501-551.31-51	NAPCO STEEL INC	STRUCTURAL REC TUBING	\$164.00	\$164.00
196219	621-7501-551.22-03	NORTHEASTERN IL PUBLIC SAFETY	DRIVER TRAINING	\$110.00	\$110.00
196221	621-7501-551.21-07	NORTHWEST AUTO WASH	CAR WASHES	\$668.70	\$1,412.25
			CAR WASHES	\$743.55	
196225	621-7501-551.21-07	ODOCK INC	CAR WASHES	\$72.00	\$72.00
196237	621-7501-551.22-03	PETTY CASH	TRAINING	\$50.00	\$50.00
196244	621-7501-551.31-51	PRECISION SERVICE PARTS	HUB	\$612.02	\$645.73
			HARNES	\$33.71	
196246	621-7501-551.31-51	PRO VISION INC	NIGHT VISION CAMERA	\$658.01	\$658.01
196251	621-7501-551.30-35	RED WING SHOE STORE	CLOTHING	\$200.00	\$330.49
			CLOTHING	\$130.49	
196259	621-7501-551.31-51	RUSH TRUCK CENTERS OF ILLINOIS INC	VALVE KIT	\$77.95	\$77.95
196260	621-7501-551.31-51	SHERWIN ACE HARDWARE	PAINT & EQUIPMENT	\$17.97	\$17.97
196264	621-7501-551.31-51	SPRING ALIGN	VEH MAINTENANCE SUPPLY	\$528.50	\$528.50
196267	621-7501-551.21-07	STANDARD EQUIPMENT CO	SERVICE VEHICLE PARTS	\$2,381.25	\$2,381.25
	621-7501-551.31-51		HYDRAULIC FILTER KIT	\$602.98	\$602.98
196275	621-7501-551.31-51	TERMINAL SUPPLY CO	VEH MAINTENANCE SUPPLY	\$35.67	\$165.07

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 33

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
196275	621-7501-551.31-51	TERMINAL SUPPLY CO	LIGHT, MINIATURE LAMPS	\$129.40	\$165.07
	621-7501-551.31-65		SUPPLIES	\$92.66	\$167.15
			BUSHING KIT	\$74.49	
196306	621-7501-551.31-51	WENTWORTH TIRE SERVICE	TIRES	\$459.12	\$459.12
196313	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$805.50	\$805.50
196314	621-7501-551.31-51	ZEIGLER OF SCHAUMBURG	VEH MAINTENANCE SUPPLY	\$87.75	\$87.75
Total Division:				\$14,710.42	
Total Department:				\$14,710.42	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 34

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
196212	505-9001-571.50-25	NAPCO STEEL INC	BAR GRATING	\$789.00	\$789.00
196274	505-9001-571.50-25	TECORP INC	SERVICE BLDG MAINT	\$140,310.00	\$140,310.00
Total Division:				\$141,099.00	
Total Department:				\$141,099.00	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
Page 35

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 95 Debt Service					
Division: 54					
196286	301-9554-582.60-20	UMB BANK NA	AGENT FEE G.O. BOND02014	\$318.00	\$318.00
Total Division:				\$318.00	
Total Department:				\$318.00	

Check Date: 2015 - 11 - 15

WARRANT REGISTER - GM0002

Date: Tuesday, November 10, 2015
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99 Non Operating					
Division: 1					
196200	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE FUND	\$1,199.90	\$7,568.60
			CAM CHARGE	\$6,368.70	
Total Division:				\$7,568.60	
Total Department:				\$7,568.60	
TOTAL ALL FUNDS:				\$1,045,524.95	



Item: Report of the Committee-of-the-Whole Meeting of November 9, 2015

Department: Village Manager's Office

Arlington Heights Memorial Library Budget Review

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board that the Board acknowledge with thanks the proposed 2016 Budget for the Arlington Heights Memorial Library Fund. The motion passed unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 12, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 12, 2015

Meet Chicago Northwest Budget Review

Trustee Scaletta moved, seconded by Trustee Glasgow, that the Committee-of-the-Whole recommend to the Village Board that the Board approve a three-year budget agreement for the Meet Chicago Northwest Convention Bureau with each year being funded at 8% of the hotel tax receipts. The motion carried unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 12, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 12, 2015

Performing Arts at Metropolis Theater Budget Review

Trustee Glasgow moved, seconded by Trustee LaBedz, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the proposed 2016 budgeted operating contribution for the Performing Arts at Metropolis Theater. The motion carried unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 12, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 12, 2015

Trustee Sidor moved, seconded by Trustee Blackwood, that the Committee-of-the-Whole recommend to the Village Board that the \$5,000 for the Discover Arlington Website Upgrades and Improvements line item in the Arlington Economic Alliance's proposed 2016 budget be removed and put into the appropriate I.T. budget line item for the Village's website upgrade. Ayes: 7 Nays: 2 (Trustees Rosenberg and Scaletta). The motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 12, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 12, 2015

Final Recommendation of Committee-of-the-Whole to the Village Board for the 2015 Property Tax Levy payable in 2016

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2015 Tax Levy Ordinance reflecting an estimated total tax levy of \$46,738,802 or a 2.79% increase over the 2014 extended tax levy for the Village and Library portion of the levy. The motion carried unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 12, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 12, 2015

Final Recommendation of Committee-of-the-Whole to the Village Board for the 2016 Budget

Trustee Glasgow moved, seconded by Trustee Scaletta, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the proposed 2016 budget as amended through the review process. The motion carried unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Groves Ready Rack Hose Washer

Department: Fire

Bids for a Groves Ready Rack 240 Volt Hose Washer were duly advertised and publicly opened on the date indicated.

TABULATION OF BIDS:

	<u>Total Price</u>
Equipment Management Company, Channahon, IL	\$11,480
W.S. Darley & Company, Itasca, IL	\$11,500
Air One Equipment, Inc., South Elgin, IL	\$11,995

COMMENTS

While Equipment Management Company of Channahon, Illinois provided the lowest bid. However, they failed to deliver on a purchase order in 2009 and the Fire Department has had no recent experience with the company. Also, Staff was not able to reach any references with the contact information provided by the company. The second lowest bidder, W.S. Darley, is well known to Staff and has been a reliable vendor. The company also provided good, current references.

RECOMMENDATION

It is recommended that the Board reject the bid of Equipment Management Company as not being in the best interests of the Village and authorize the purchase of a Groves Ready Rack 240 Volt Hose Washer from W.S. Darley and Company for a total of \$11,500. The vendor has been determined to be a responsible vendor and meets specifications.

Bid Section

Item:	Groves Ready Rack 240 Volt Hose Washer
Bid Opening Date:	October 14, 2015
Account Numbers:	401-3501-572.50-15
Total Budget for Specific Item:	\$14,000

Bid Amount:

\$11,500



Item: Asphalt Restoration Services

Department: Public Works

BACKGROUND

Each year the Public Works Department contracts for asphalt roadway patching for utility repairs and other maintenance needs. Roadway patching typically occurs in two phases during the construction season, in the spring and in the late summer. This year, staff has identified enough maintenance issues to justify a third phase for this fall. Public Works feels this work is necessary in order to best prepare our roadways for the upcoming winter season.

Staff is requesting to increase the value of the contract with Schroeder Asphalt to accommodate this extra phase. The total cost of the additional phase would not exceed \$120,000. This extra work will raise the total value of the contract from \$325,000 to \$445,000. There are sufficient funds in the Water and Sewer Fund for this additional phase. Schroeder Asphalt is currently midway through a three year contract which was approved by the Village Board on May 19, 2014. To date, Schroeder Asphalt has satisfactorily completed a total of five phases of asphalt patching.

RECOMMENDATION

It is recommended that the Village Board increase the value of the contract with Schroeder Asphalt of Huntley, Illinois to \$445,000 in order to perform additional roadway asphalt restoration.

Bid Section

Item:	Street and Sidewalk Maintenance
Bid Opening Date:	May 19, 2014
Account Numbers:	101-7101-531.21-15, 505-7201-561.21-30
Total Budget for Specific Item:	\$469,000
Bid Amount:	\$325,000



Item: Road Weather Information System

Department: Public Works

BACKGROUND

The approved FY15b Capital Projects Fund – Operational Equipment Budget includes \$22,000 for the purchase of a Road Weather Information System (RWIS). In October, bid specifications were prepared and sent out to several vendors with three submitting bids as outlined in the bid tabulation.

BIDDER PRICE

BID

Traffic Control, Corp. Woodridge, IL	\$23,454
Hoosier Company Indianapolis, IN	\$34,336
Vaisala, Inc. Louisville, CO	No Bid

The purpose of RWIS is to assist with snow and ice control operations. This system will be installed at Wilke Road and the Bob Rorhman entrance located north of Dundee Road. The system includes a camera and will provide valuable weather data such as pavement and air temperature, and senses if the pavement is wet, dry or icy. This is the third year of a four-year program approved through the Capital Budget planning process. This installation will give us a third camera and weather station. All of the phases can be independent of each other, allowing the program to start and stop at any time. Similar systems are currently in use by the Illinois Tollway Authority, Illinois Department of Transportation and the McHenry County Highway Department. The implementation of this program will increase our ability to dispatch crews in a more efficient manner during winter snow and ice control operations.

The low bidder, Traffic Control Corporation of Woodridge, Illinois has installed similar systems and Staff has received positive comments from their reference checks. Although the bid is slightly over budget, our Capital Budget has enough unspent funds to cover this overage.

RECOMMENDATION

It is recommended that the Village Board award the bid to Traffic Control Corporation of Woodridge, IL in the amount of \$23,454 for the Road Weather

Information System and authorize Staff to execute the necessary documents.

Bid Section

Item:	Road Weather Information System
Bid Opening Date:	November 4, 2015
Account Numbers:	401-7101-572.50-15 (EQ 9401)
Total Budget for Specific Item:	\$22,000
Bid Amount:	\$23,454



Item: 3/4 Ton Pickup Truck

Department: Public Works

BACKGROUND

The Capital Budget for the fiscal period ending December 31, 2015 includes \$25,300 for the purchase of a 3/4 ton pickup truck for the Building Maintenance Unit of Public Works.

The current pickup truck is a 1999 Ford Ranger. This vehicle has been inspected by the Public Works Fleet Unit and has been deemed in need of replacement. If this award is approved, the current vehicle will be surplus according to Village policy.

The proposed pickup truck will be utilized by the Building Maintenance Foreman. The Building Maintenance Unit has requested a pickup truck larger than the current vehicle, which will be used to deliver equipment and materials to the various Municipal buildings as needed.

The Suburban Purchasing Cooperative (SPC) is a joint purchasing program for local communities. The SPC represents 143 municipalities in the six-county area of Northern Illinois and is administered through the Northwest Municipal Conference, DuPage Mayors & Managers Conference, the South Suburban Mayors & Managers Conference, and the Will County Government League. Roesch Ford Commercial Truck Center in Bensenville, IL was selected as the lowest bidder.

Although slightly over budget, the Fleet Fund has sufficient funds available in the current budget to accommodate the overage.

RECOMMENDATION

It is recommended that the Village Board award the bid to Roesch Ford Commercial Truck Center of Bensenville, IL in the amount of \$25,520 for the purchase of a 3/4 Ton Pickup Truck for the Public Works Department and authorize the execution of the necessary documents.

Item:	3/4 Ton Pickup Truck
Bid Opening Date:	Suburban Purchasing Cooperative Joint Bid
Account Numbers:	621-9003-572.50-05 (VH 9501)
Total Budget for Specific Item:	\$25,300
Bid Amount:	\$25,520



Item: Downtown Streets: Engineering Consultant Feasibility Study

Department: Planning & Community Development

Background

The Village Board approved \$35,000 in FY 2015B for engineering consulting services for the following downtown streets:

- 1) An evaluation of the geometric design of Evergreen Avenue from Sigwalt Street to Campbell Street to determine if the traffic lane geometrics can be modified to allow for more on street parking, a pedestrian mid block crossing, and modifications to the sidewalk in front of 77 S. Evergreen, all to make this block segment more pedestrian oriented;
- 2) An evaluation to provide a mid block pedestrian crossing along Dunton Avenue between Sigwalt Street and Campbell Street;
- 3) An evaluation to provide a mid block pedestrian crossing along Campbell Street near Highland Avenue.

Request for Proposals

The Village solicited a request for proposals (RFP) for engineering services from several firms. The RFP scope of services was broken down into three phases:

Phase 1: Feasibility Study/Conceptual Design:

Phase 2: Construction Bid Document Preparation:

Phase 3: Construction Administration/Oversight:

The first phase would be completed and then an update provided to the Board. Depending on the results of Phase 1, the Board would then determine if any or all of the recommendations should move forward to Phase 2. This decision would be based on which concepts are feasible and desired and the cost estimate for the various options. If the Board decides not to move forward then the project would terminate and not progress to Phase 2 or 3.

Selection Process

There were three proposals submitted and reviewed by the Planning Department, Engineering Department and the Public Works Department. All three firms are

well regarded by Staff and all three address the scope of services. The following lists the firms and their bid cost proposal with the number of work hours in parens:

	<u>Phase 3</u>	<u>Total</u>	<u>Phase 1</u>	<u>Phase 2</u>
Hampton Lenzini and Renwick, Inc.	\$10,534(94)	\$17,356(145)	\$10,795(84)	\$38,685
(323)				
KLOA/Spaceco	\$13,680 (119)	\$26,550 (202)	\$23,920 (166)	\$64,150
(487)				
Civiltech	\$50,622 (470)	\$25,022 (220)	\$14,431 (130)	\$90,075 (820)

Staff recommends the low bid submitted by Hampton Lenzini and Renwick, Inc. Their response provides the required level of review and analysis to move the project forward and is the most cost effective response.

Recommendation

It is recommended that the Village Board authorize the Village Manager to enter into a contract with Hampton Lenzini and Renwick, Inc. for \$38,685 with direction to proceed with Phase 1 only for \$10,534, to be funded from Acct #401-4001-571.50-30. If the Board proceeds with Phase 2 at a later date then a budget amendment will be required.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Ordinance - Preliminary Plat of Subdivision - Drost-Hasche Subdivision

Department: Planning/Legal

An Ordinance Approving a Preliminary Plat of Resubdivision and Granting a Variation from Chapter 28 of the Arlington Heights Municipal Code (Drost-Hasche Resubdivision, 921/927/931 N. Highland Avenue)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Preliminary Plat of Resubdivision - Drost/Hasche	Ordinance

**AN ORDINANCE APPROVING A
PRELIMINARY PLAT OF RESUBDIVISION
AND GRANTING A VARIATION FROM CHAPTER 28
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, on October 14, 2015, pursuant to notice, the Plan Commission of the Village of Arlington Heights, in Petition No. 15-017, conducted a public hearing on a request for approval of a preliminary plat of resubdivision to allow the resubdivision of three single family lots into two single family lots and for a variation from Chapter 28 of the Arlington Heights Municipal Code, for the properties located at 921, 927 and 931 N. Highland Avenue, Arlington Heights, Illinois; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that authorizing and granting said requests, subject to certain conditions hereinafter described, is in the best interests of the Village,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That the preliminary plat of resubdivision prepared by T.K.D. Land Surveyors, Inc., Illinois certified land surveyors, dated October 8, 2015, is hereby approved for the property legally described as:

Lots 32 through 37, both inclusive, together with the West half of the vacated alley lying East of and adjoining said Lots 32 through 37 in Block 1 in Dunton and Others Subdivision of Lots 4, 5 and 6 of Northwest quarter and Lots 1, 2, 8 and 9 of the Southwest quarter of that Northwest quarter of Section 29, Township 42 North, Range 11, East of the Third Principal Meridian according to the plat thereof recorded on April 21, 1874 as Document 152778, in Cook County, Illinois.

P.I.N. 03-29-104-004, -005, -006

commonly described as 921, 927 and 931 N. Highland Avenue, Arlington Heights, Illinois.

SECTION TWO: That a variation from Chapter 28, Section 5.1-3.6, Required Minimum Yards, of the Arlington Heights Municipal Code, is hereby granted to allow a reduction to the minimum south side yard setback from 7.5 feet to 5.33 feet for the existing home at 921 N. Highland Avenue.

SECTION THREE: That the preliminary plat of resubdivision and the variation granted by this Ordinance are subject to the following conditions, to which the Petitioner has agreed:

1. The Petitioner shall submit a final plat of resubdivision.
2. The variation for the south side yard setback on Lot 2 shall only apply to the existing structure at 921 Highland Avenue, while all new structures shall comply with current code standards.

3. A fee in-lieu of detention shall be required.
4. A Design Commission application shall be submitted for the new home and any addition to the existing home.
5. The Petitioner shall be required to demolish the existing home and garage at 927 N. Highland Avenue prior to recording the final plat of resubdivision.
6. The Petitioner shall comply with all Federal, State and local policies, regulations and codes.

SECTION FOUR: That approval of the preliminary plat of resubdivision granted in SECTION ONE of this Ordinance authorizes the submission of a final plat for the proposed resubdivision and detailed plans and specifications for the public improvements therein. The preliminary approval shall be effective for a period no longer than 12 months, unless extended by the President and Board of Trustees during that period.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded in the Office of the Recorder of Cook County.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of November, 2015.

Village President

ATTEST:

Village Clerk

LEGLB:PREPLAT: Drost Hasche Resubdivision



Item: Resolution - Employment Agreement - Village Manager

Department: Manager/Legal

A Resolution Approving an Amended Employment Agreement

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

Amended Employment Agreement

Resolution

Amended Employment Agreement

Agreement

**A RESOLUTION APPROVING AN
AMENDED EMPLOYMENT AGREEMENT
BETWEEN RANDALL R. RECKLAUS AND
THE VILLAGE OF ARLINGTON HEIGHTS**

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights desire to amend the employment agreement of Randall R. Recklaus, Village Manager of the Village of Arlington Heights and Mr. Recklaus agrees to said amendments,

NOW, THEREFORE BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: A certain Amended Employment Agreement by and between the Village of Arlington Heights and Randall R. Recklaus, dated November 10, 2015, be and the same is hereby approved.

SECTION TWO: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of November, 2015.

Village President

ATTEST:

Village Clerk

AMENDED EMPLOYMENT AGREEMENT
FOR VILLAGE MANAGER

THIS AGREEMENT, made and entered into this ~~29th~~ day of August ~~2014~~, 2014 and amended as of November 10, 2015, by and between the VILLAGE OF ARLINGTON HEIGHTS, State of Illinois, a municipal corporation ("~~Employer~~Village"), and RANDALL R. RECKLAUS ("Employee"), both of whom understand as follows:

WITNESSETH:

WHEREAS, ~~Employer desires~~the President and Board of Trustees of the Village (the "Board") desire to employ the services of Employee as Village Manager of the Village of Arlington Heights ("Village"), as provided by Section 5 of Article 5, Chapter 65 of the Illinois Compiled Statutes and Chapter 3, Article 1 of the Municipal Code of the Village of Arlington Heights ("Municipal Code"); and

WHEREAS, it is the desire of the ~~President and Board of Trustees of the Village of Arlington Heights ("Board")~~Board to provide certain benefits, to establish certain conditions of employment, and to set working conditions of said Employee; and

WHEREAS, Employee desires to be employed as Village Manager of the Village; and

WHEREAS, the parties acknowledge that Employee is a member of the International City Management Association (ICMA) and that Employee is subject to the ICMA Code of Ethics; and

WHEREAS, by adoption of Chapter 3, Article 1 of the Municipal Code, the Board has exercised its home rule authority regarding the appointment and term of contract of the Village Manager and other matters that may otherwise apply under those certain provisions of the Illinois Municipal Code at 65 ILCS 5/3.1-30-5 and 65 ILCS 5/8-1-7,

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

Section 1 - Duties

~~Employer~~The Village hereby agrees to employ Employee as Village Manager ~~of Employer~~ on the terms and conditions set forth herein, to perform the functions and duties specified in the applicable Statutes and Chapter 3, Article 1 of the Code and to perform other legally permissible and proper duties and functions as the Board shall from time to time assign.

Section 2 - Term

A. Employee agrees to begin employment on November 10, 2014 and remain in the exclusive employ of ~~Employer~~the Village until November 10, 2018 ("Initial Term"), and neither to accept other employment nor to become employed by any other employer until said termination date, unless the termination date is affected as hereinafter provided.

B. ~~In the event written notice is not given by either party to this Agreement to the other 90 days prior to the termination date as hereinabove provided~~ After the Initial Term, this Agreement shall be extended on the same terms and conditions as herein provided, ~~all for an additional period~~ terms of two years each (each a "Renewal Term"). ~~This Agreement shall continue thereafter for two-year periods unless either party hereto gives 90 days written notice to the other party, unless the Board gives Employee written notice at least 180 days prior to the expiration of the current term that the Board does not wish to extend this Agreement beyond the current term or Employee gives the Board 90 days written notice that the party~~ Employee does not wish to extend this Agreement ~~for an additional two-year~~ beyond the current term.

C. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the Board to terminate the services of Employee at any time, subject only to the provisions set forth in Section 3 of this Agreement.

D. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign at any time from his position with ~~Employer~~ the Village, subject only to the provisions set forth in Section 4 of this Agreement.

E. Employee is employed by, and at the will of the Board, and nothing in this Agreement shall create any property right in him or any other right to the continuation of his employment with the Village.

F. If ~~Employer~~ the Village notifies Employee of its intent to terminate this Agreement without cause, as set forth in Section 3 of this Agreement, ~~Employer~~ the Village shall provide Employee with Severance Pay and Benefits ("Severance Pay and Benefits").

Section 3 - Termination and Severance Pay

In the event Employee is terminated by the Board without cause before expiration of the ~~aforesaid term of employment, including any~~ Initial Term or the current Renewal Term, and during such time that Employee is willing and able to perform his duties under this Agreement, then in that event ~~Employer~~ the Village agrees to pay Employee a lump sum cash payment equal to six months' aggregate salary, six months' health insurance premiums, vacation earned but not used, and other accrued benefits to date, calculated based on Employee's annual base salary at the time of termination and/or in conformance with the Village's Employee Handbook. ~~Employer~~ The Village also agrees to pay Employee's health insurance premiums for six months following the termination date.

In the event that Employee resigns following a majority vote of the Board requesting Employee's resignation, Employee shall have the right to declare that action a termination without cause of this Agreement and ~~Employer~~ the Village agrees to provide Employee with Severance Pay and Benefits as set forth in this Section.

In the event Employee is terminated for cause, Employee voluntarily resigns, or this Agreement is not renewed, then, in that event, ~~Employer~~ the Village shall have no obligation to pay the Severance Pay and Benefits designated in the above paragraph. For purposes of this

Agreement, “cause” means (i) acts of Employee of malfeasance or malfeasance in office and/or conviction of Employee for fraud, misappropriation, or embezzlement involving property of ~~Employer~~the Village, (ii) conviction of Employee of a felony offense, (iii) conviction of Employee of a misdemeanor offense, which conviction results directly from a reduction, through a plea agreement, of a felony charge against Employee, (iv) substantial failure of Employee to properly perform, or substantial neglect by Employee of, the duties of the position of Village Manager, or (v) conduct of Employee that causes substantial harm to the reputation of the Village.

If ~~Employer~~the Village, citizens, or the Legislature acts to amend any provisions of the Municipal Code pertaining to the role, powers, duties, authority, or responsibilities of the position of the Village Manager resulting in a substantial change to the form of government of the Village, Employee shall have the right to declare that such amendments constitute at termination without cause of this Agreement and ~~Employer~~the Village agrees to pay Employee Severance Pay and Benefits.

If Employee should become permanently disabled, such that he is unable to perform his duties for the Village, because of sickness, accident, injury or mental incapacity, for a period of four successive months or 16 successive weeks, whichever is longer, ~~Employer~~the Village shall have the option to terminate this Agreement and such termination shall not be subject to the severance compensation provision of Section 3 of this Agreement. If, however, disability occurs from a duty-related accident, injury, or medical condition, then ~~Employer~~the Village agrees to continue all salary payments and benefits for Employee, less any amount paid or payable to Employee under the Illinois Workers’ Compensation Act or other federal, State or local disability benefit plan or program, for a period of not less than six months from the date of such disability. In either event, Employee shall be entitled to receive the same paid disability benefits as may be generally applicable to management employees of the Village.

Section 4 - Resignation

In the event Employee voluntarily resigns his position with ~~Employer~~the Board before expiration of the ~~aforesaid term of his employment~~Initial Term or any Renewal Term, then Employee shall give ~~Employer~~the Village 90 days notice in advance, unless the parties agree otherwise. In the event of such a voluntary resignation, Employee shall not be entitled to any severance pay. Nothing in this Section shall prevent Employee from receiving the Severance Pay and Benefits in the event Employee’s resignation is requested by a majority vote of the Board, as set forth in Section 3.

Section 5 - Salary

Employee’s employment shall begin on November 10, 2014. ~~Employer~~The Village agrees to pay Employee for his services rendered pursuant hereto an annual base salary of \$180,000 payable in installments at the same time as other management employees of the ~~Employer~~Village are paid.

In addition, as a result of an annual performance review, if performance warrants an increase in base salary as determined by the Board, the Board shall adjust Employee's salary and/or benefits in such amounts as the Board deems appropriate.

Section 6 - Performance Evaluation

A. The Board shall review and evaluate the performance of Employee annually. The review and evaluation shall be in accordance with specific criteria developed jointly by the Board and Employee. The criteria may be added to or deleted from as the Board may from time to time determine, in consultation with Employee. Further, the Village President shall provide Employee with a summary written statement of the findings of the Board and provide an adequate opportunity for Employee to discuss his evaluation with the Board.

B. Annually, the Board and Employee shall define such goals and performance objectives that they determine necessary for the proper operation of the Village and in the attainment of the Village's policy objectives and shall further establish a relative priority among those various goals and objectives, the goals and objectives to be reduced to writing. They shall generally be attainable within the time limitations as specified and the annual operating and capital budgets and appropriations provided.

Section 7 - Longevity Pay

Employee shall be entitled to Longevity Pay as set forth in the Village's Employee Handbook, as amended from time to time.

Section 8 - Automobile and Cellular Phone

~~Employer~~The Village shall provide an automobile allowance to Employee in the amount of \$500 per month during the term of this Agreement. The automobile allowance is intended to provide for Employee's costs to own and operate a vehicle and as such, Employee will not be eligible for the reimbursement for gasoline, maintenance or per mile rate allowances in effect from time to time under Internal Revenue Service regulations. Employee shall carry liability, property damage and comprehensive insurance for the vehicle for which the allowance is provided.

~~Employer~~The Village shall provide a cellular communications device to Employee, such as a cell phone or other electronic device (the latter based upon the ~~Employer~~Village's chosen medium for such communications) for both business and his exclusive and reasonable personal use during the term of his employment under this Agreement. In the alternative, at Employee's option, the Village will provide a cellular communications device allowance in lieu of providing a device in the amount of \$100 per month during the term of this Agreement.

Section 9 - Vacation and Sick Leave

Employee shall accrue, and have credited to his personal account, four weeks of vacation annually beginning on January 1, 2015. Employee shall have two weeks of vacation from the date

of employment through December 31, 2014. Sick leave will accrue at the same rate as other general employees of ~~Employer~~the Village.

Section 10 - Disability, Health, and Life Insurance

A. Employee shall be covered by the same health, dental and disability plans as all other of ~~Employer~~the Village's employees, and that coverage shall be in full force and effect in accordance with the ~~Employer~~Village's plans in effect as of Employee's date of hire. Should there be a gap in coverage as a result of the ~~Employer~~Village's plan provisions, ~~Employer~~the Village will pay Employee's COBRA payment until ~~Employer~~the Village's coverage applies, but in no circumstances will ~~Employer~~the Village's obligation be for more than two months.

B. ~~Employer~~The Village shall provide travel insurance for Employee while he is traveling on ~~Employer~~the Village's business, with Employee to name beneficiary thereof.

C. If Employee so chooses, once per calendar year, Employee may obtain a complete physical examination by a qualified physician selected by ~~Employer~~the Village, the cost of which shall be paid by ~~Employer~~the Village.

D. During the Initial Term or Renewal Term, if any, of this Agreement, ~~Employer~~the Village shall continue to maintain the existing life insurance policy for Employee as provided to all other Village employees.

Section 11 - Deferred Compensation and Retirement Benefits

A. Employee acknowledges that ~~Employer~~the Village is a member of, and its employees are participants in, the ICMA Retirement Corporation (ICMA/RC) and as such, can participate in the deferred compensation programs offered by ICMA/RC. Any contributions to ICMA/RC are to be personally made from Employee's annual base salary with no contributions made by ~~Employer~~the Village over and above what ~~Employer~~the Village may personally contribute.

B. Employee shall be covered and governed by the same retirement system (Illinois Municipal Retirement Fund) as all other non-public safety Village employees. Calculations for retirement contributions shall include all compensation normally reported to the Internal Revenue Service by ~~Employer~~the Village.

Section 12 - Dues and Subscriptions

~~Employer~~The Village agrees to budget for and to pay for professional dues and subscriptions of Employee necessary for his continuation and full participation in national, regional, state, and local associations and organizations necessary and desirable for his continued professional participation, growth, and advancement, and for the good of ~~Employer~~the Village.

Section 13 - Professional Development

A. ~~Employer~~The Village hereby agrees to budget for and to pay for travel and subsistence expenses of Employee for professional and official travel, meetings and occasions, adequate to continue the professional development of Employee and to adequately pursue necessary official functions for ~~Employer~~the Village, including but not limited to the ICMA Annual Conference or the NLC Annual Conference.

B. ~~Employer~~The Village also agrees to budget for and to pay for travel and subsistence expenses of Employee for short courses, institutes, and seminars that are necessary for his professional development and for the good of the ~~Employer~~Village.

Section 14 - Civic Club ~~Membership~~Memberships

~~Employer~~The Village recognizes the desirability of representation in and before local civic and other organizations, and Employee is authorized to become a member of such civic clubs or organizations, for which ~~Employer~~the Village shall pay all reasonable membership fees and or dues. Employee shall report to ~~Employer~~the Village on each membership that he has taken out at ~~Employer~~the Village's expense.

Section 15 -~~Relocation~~ - Residency within Village

A. As a condition of employment as Village Manager, Employee has agreed to relocate to and reside in the Village of Arlington Heights during the Initial Term and all Renewal Terms of this Agreement; provided, however, that, as permitted in Section 3-101A of the Municipal Code, such residency need not occur until the date that is one year from the date of Board approval of this Employment Agreement ("Relocation Date"). The Relocation Date may be reasonably extended to a date certain by mutual agreement of ~~Employer~~the Village and Employee if Employee provides written documentation that the sale of his existing home at 320 Olson Drive, Batavia, IL cannot be accomplished upon customary terms and conditions that would result in sufficient equity for payment of the outstanding balance on Employee's loan and associated real estate closing costs and that Employee has made a good faith effort to sell his existing home.

B. ~~Employer~~The Village agrees to pay Employee's reasonable and documented moving and packing expenses from Employee's current home located at 320 Olson Drive, Batavia, Illinois 60510 in an amount not to exceed \$10,000. Relocation expenses shall be deemed reasonable upon receipt of two responsible quotes and acceptance of the lower-price quote.

Section 16 - Indemnification

In addition to that required under state and local law, ~~Employer~~the Village shall defend, save harmless, and indemnify Employee against any tort, professional liability or demand or other legal action, arising out of an alleged act or omission occurring in the performance of Employee's duties as Village Manager, other than those arising from Employee's own negligence or knowing or willful misconduct. ~~Employer~~The Village will have the right to compromise and settle any such claim or suit and pay the amount of any settlement or judgment rendered thereon.

Section 17 - ~~Bonding~~ Additional Terms of Employment

A. ~~Employer~~The Village, in consultation with Employee, shall fix any such other terms and conditions of employment, as it may determine from time to time, relating to the performance of Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement, the Municipal Code, the Village Employee Handbook, or any other law.

B. All provisions of the Village Employee Handbook and Municipal Code, and regulations and rules of the ~~Employer~~Village relating to vacation and sick leave, retirement and pension system contributions, holidays, and other benefits and working conditions as they now exist or hereafter may be amended, also shall apply to Employee as they would to other employees of ~~Employer~~the Village, in addition to benefits enumerated specifically for the benefit of Employee except as herein provided.

C. Employee shall be entitled to receive the same vacation and sick leave benefits as are accorded department heads, including provisions governing accrual and payment therefore on termination of employment, except as otherwise provided in this Agreement.

Section 18 - No Reduction of Benefits

~~Employer~~The Village shall not at any time during the term of this Agreement reduce the salary, compensation or other financial benefits of Employee, except to the degree of such a reduction across-the-board for all employees of ~~Employer~~the Village holding the title of Department Director, Department Chief or Assistant Village Manager.

Section 19 - Notices

Notices pursuant to this Agreement shall be given by deposit in the custody of the United States Postal Service, postage prepaid, addressed as follows:

(1) EMPLOYER:

Village President
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

(2) EMPLOYEE:

Randall R. Recklaus
~~320 Olson Drive~~
~~Batavia, Illinois 60510~~
[\[insert new address\]](#)

Alternatively, notices required pursuant to this Agreement may be personally served in the same manner as is applicable to civil judicial practice. Notice shall be deemed delivered as of the date of personal service or as of the date of deposit of such written notice in the course of transmission in the United States Postal Service.

Section 20 - General Provisions

A. The text herein shall constitute the entire Agreement between the parties. Any prior discussions or representations by or between the parties are merged into and rendered null and void by this Agreement.

B. This Agreement shall be binding upon and inure to the benefit of the heirs at law and executors of Employee.

C. This Agreement shall become effective commencing as of the date first written above.

D. If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable, shall not be affected, and shall remain in full force and effect.

IN WITNESS WHEREOF, the Village of Arlington Heights has caused this Agreement to be signed and executed in its behalf by its President, and duly attested by its Village Clerk, and Employee has signed and executed this Agreement.

VILLAGE OF ARLINGTON HEIGHTS

EMPLOYEE

Thomas W. Hayes, Village President

Randall R. Recklaus

ATTEST:

Village Clerk

Document comparison by Workshare Compare on Monday, November 09, 2015
8:36:05 AM

Input:	
Document 1 ID	interwovenSite://HKDMS/Active/37722940/1
Description	#37722940v1<Active> - AH Village Manager employment agreement Randall Recklaus
Document 2 ID	interwovenSite://HKDMS/Active/37722940/2
Description	#37722940v2<Active> - AH Village Manager employment agreement Randall Recklaus
Rendering set	Standard

Legend:	
<u>Insertion</u>	
Deletion	
Moved from	
<u>Moved to</u>	
Style change	
Format change	
Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	83
Deletions	78
Moved from	1
Moved to	1
Style change	0
Format changed	0
Total changes	163



Item: Resolution - Salary - Village Manager

Department: Manager/Legal

A Resolution Approving the Salary of the Village Manager of the Village of Arlington Heights

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Salary Increase - Village Manager	Resolution

**A RESOLUTION APPROVING THE SALARY
OF THE VILLAGE MANAGER OF THE
VILLAGE OF ARLINGTON HEIGHTS**

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That the salary of the Village Manager of the Village of Arlington Heights be increased by 2.50%, effective November 10, 2015.

SECTION TWO: That the aforementioned salary shall apply to the individual that is currently employed in the position by the Village of Arlington Heights. In the event that the employee shall leave the employment of the Village of Arlington Heights, the salary shall not automatically apply to any subsequent individual hired for the position.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of November, 2015.

Village President

ATTEST:

Village Clerk



Item: Permit Fee Waiver - Wheeling Township

Department: Building Services

Background

The Wheeling Township Supervisor and Board of Trustees request that permit fees be waived for the upcoming employee kitchen update at the Wheeling Township Community Center.

Recommendation

Staff recommends that the Village Board grant a waiver of the building permit fees for this project.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Request

Type

Correspondence

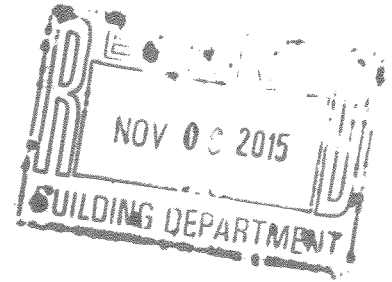
1616 N. Arlington Heights Rd.
Arlington Heights, IL 60004



Telephone 847 259 7730
Fax 847 259 1570

November 2, 2015

**Mr. Randy Recklaus
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005**



Dear Mr. Recklaus:

The Wheeling Township Supervisor and Board of Trustees request that permit fees be waived for the upcoming employee kitchen update at the Wheeling Township Community Center.

Our contractor, Detail Kitchens, will submit an application for permit shortly. The kitchen cabinets, countertop, sink and faucet will be replaced; existing plumbing, lighting, and flooring will remain the same however two electrical outlets will be added.

In the past the Village has graciously waived permit fees for our building renovations and we again respectfully request this courtesy. Please call me with questions. Many thanks.

Sincerely,

A handwritten signature in cursive script that reads "Josephine Stellato".

**Josephine Stellato
Director, Finance and Administration**

cc: Valerie Gerstein, Building Department



Item: Permit Fee Waiver-Elk Grove Township

Department: Building Services

Background

Elk Grove Township is in the process of replacing a fourteen year old roof top unit and is requesting a waiver of the permit fees.

Recommendation

Staff recommends that the Village Board grant a waiver of the building permits fees for this project.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Request

Type

Correspondence



ELK GROVE TOWNSHIP

2400 S. Arlington Heights Road Arlington Heights, Illinois 60005

November 2, 2015

Building Services Department
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005-1403

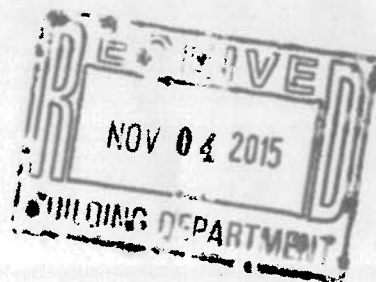
To Whom It May Concern,

Elk Grove Township is in the process of replacing a fourteen year old roof top unit. We are working with Five Star Heating to perform the needed work.

Five Star will be visiting your office to complete any needed documents in order to obtain the permit. We are requesting that any fees for this permit be waived.

Thank you and we appreciate your consideration.

Paul Pioch
Township Administrator





Item: Settlement - Workers' Compensation Claim - Cappitelli

Department: Human Resources

At the July 6, 2015 Closed Session, the Village Board authorized settlement of the workers' compensation claim for former Firefighter Phillip Cappitelli. Phillip worked as a Firefighter for the Village from 1966 through 1998. In 1998, Phillip Cappitelli passed away due to complications involving cancer of his esophageal junction.

The settlement amount of \$70,000 falls within the authorization previously granted by the Board.

Recommendation

It is recommended that the Village Board approve settlement of \$70,000 for the workers' compensation claim for former Firefighter Phillip Cappitelli.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: 1510 E. Northwest Highway - PC#15-021

Department: Planning & Community Development

BACKGROUND

1. Approval associated with converting a 5-unit apartment building to a 6-unit apartment building requiring a variation.
2. A variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a minimum lot size of 14,250 SF instead of the required 15,000 SF for 6 dwelling units.
3. A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow for the location of a required second access stairway, within the required 20 feet exterior side yard setback for an R-6 district. The variation request is for a 13.36 feet encroachment that will result in a 6.64 feet setback.

RECOMMENDATION

A public hearing was held by the Plan Commission on October 28, 2015 where Commissioner Drost moved and Commission Green seconded:

A motion to recommend approval to the Village Board of Trustees of PC#15-021, a variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a minimum lot size of 14,250 SF instead of the required 15,000 SF for 6 dwelling units; and a variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow for a second stairway access setback of 6.64 feet where 20 feet is required, a variation of 13.36 feet.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following conditions detailed in the Staff Development Committee report dated October 21, 2015:

1. The petitioner removes the storage from the garage space, thereby freeing up the parking space to meet the 12 parking space requirement for a 6 dwelling unit building.
2. The variation for the exterior side yard shall apply only to the new stairwell.

3. Foundation plantings at the base of the addition shall be required and consist of a mix of shrubs and perennials.

4. The petitioner shall comply with all applicable Federal, State and Village codes and policies.

Roll Call Vote: Commissioners Drost, Green, Cherwin, Dawson, Ennes, Jensen, Sigalos, Warskow, and Chairman Lorenzini voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Report
PC Minutes 10/28/15 - DRAFT	Minutes
Location Map	Exhibits
Petitioner Justification	Correspondence
Plat of Survey	Exhibits
Site & Building Plans	Exhibits
PC Timeline Tracker	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Bill Enright, Deputy Director Planning and Community Development
 Meeting Date: October 28, 2015
 Date Prepared: October 21, 2015
 Project Title: 1510 E. Northwest Highway
 Address: 1510 E. Northwest Highway

Background Information

Petitioner: Angelo Rosado
 Address: 1510 E. Northwest Highway
 Arlington Heights, IL 60004

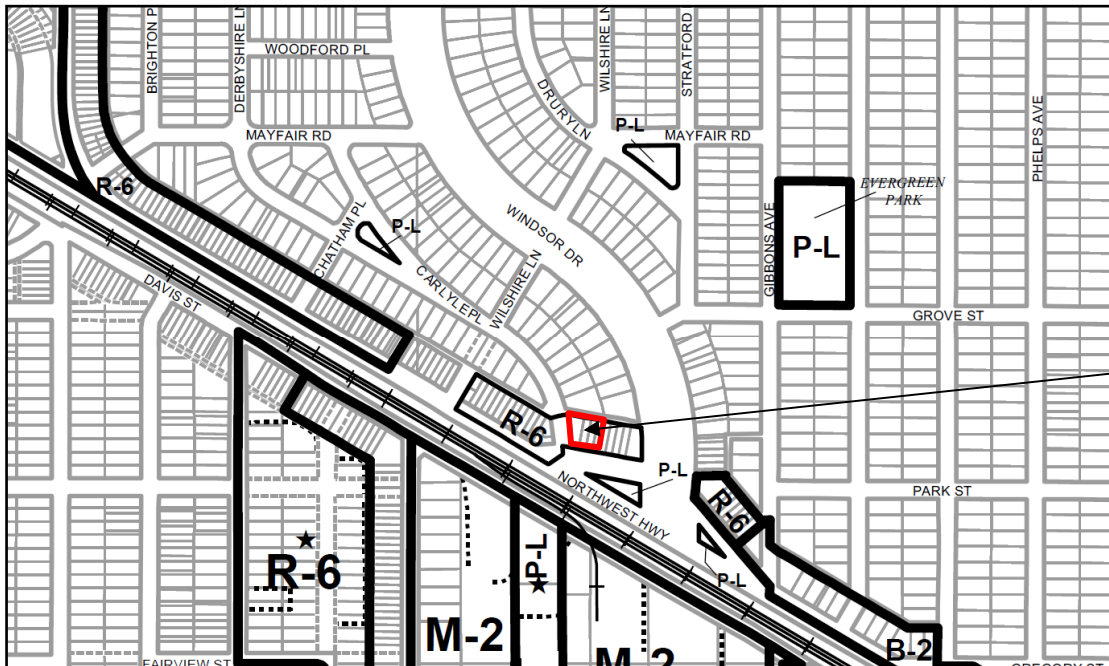
Existing Zoning: R-6, Multiple Family Dwelling District

Requested Action:

- Approval associated with converting a 5-unit apartment building to a 6-unit apartment building requiring a variation.

Variations Required:

- A variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a minimum lot size of 14,250 SF instead of the required 15,000 SF for 6 dwelling units.
- A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow for the location of a required second access stairway, within the required 20 feet exterior side yard setback for an R-6 district. The variation request is for a 13.36 feet encroachment that will result in a 6.64 feet setback.



SUBJECT
PROPERTY

Surrounding Properties:

	Zoning	Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Single-Family	Single Family Detached
South	R-3, One Family Dwelling District	Open Space	Parks
East	R-6, Multiple Family Dwelling District	Multi-Family	Moderate Density Multi- Family
West	R-6, Multiple Family Dwelling District	Townhomes	Moderate Density Multi- Family

Project Summary

The subject site is approximately 14,250 square feet (0.33 acres) in area and located on the north side of Northwest Highway, east of Carlyle Place. There is an existing 5-unit apartment building on this property containing four 2-bedroom units and one 4-bedroom unit which is two-story. It is the petitioner's intent to convert the one 4-bedroom apartment unit into two 2-bedroom apartment units. The petitioner is also proposing to add a required outdoor stairwell for egress from the upper story unit.

Plat and Subdivision Committee

The Plat and Subdivision Committee of the Plan Commission met on July 22, 2015 to discuss the project and did not express any objections, and felt the petitioner met the hardship criteria.

Zoning and Comprehensive Plan

Pursuant to the Village's Comprehensive Plan, the property is designated Moderate Density Multi-Family. The apartment building is consistent with the Village's Comprehensive Plan.

Per the Zoning Ordinance, the following are the minimum lot size requirements for multiple-family units in the R-6 district:

4-bedroom	4,000-sq.ft. per dwelling unit
3-bedroom	3,500-sq.ft. per dwelling unit
2-bedroom or less	2,500-sq.ft. per dwelling unit

Therefore, for the existing apartment configuration, a minimum lot area of 14,000-sq. ft. is required. Since the existing lot area is approximately 14,250-sq.ft., this requirement is met. With the proposed apartment configuration, a minimum lot size of 15,000-sq. ft. is required, necessitating a variation of 750-sq.ft.

CURRENT				
Number of Units	Type	Minimum Lot Size per unit	Lot Size Required	Total Lot Size Required
1	4-bedroom	4,000-sq.ft.	4,000-sq.ft.	14,000-sq.ft.
4	2-bedroom	2,500-sq.ft.	10,000-sq.ft.	
PROPOSED				
6	2-bedroom	2,500-sq.ft.	15,000-sq.ft.	15,000-sq.ft.

As the deficiency in the lot area represents only 5.3% of the total lot size (14,250-sq.ft.) the Staff Development Committee is supportive of the variation required for the conversion from a 5-unit to a 6-unit apartment building. The following variations are required:

- **Variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a minimum lot size of 14,250 SF instead of the required 15,000 SF for 6 dwelling units**
- **Variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow for the location of a required second access stairway, within the required 20 feet exterior side yard setback for an R-6 district. The variation request is for a 13.36 feet encroachment that will result in a 6.64 feet setback.**

The Petitioner provided a written response received on September 17, 2015 to the three variation criteria:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and**
- **The plight of the owner is due to unique circumstances; and**
- **The variation, if granted, will not alter the essential character of the locality.**

Staff does not object to the variations for minimum lot size or required minimum yards as this is in an existing building and the stairway access is a health and safety requirement. In addition the existing building is setback 14 feet and already non

conforming. The stairway is also only 8 feet by 14 feet so it is a small extension to the building. If the request for the variations is approved by the Village Board, Staff would recommend that these variations apply only to the existing structure and all new structures would need to comply with current code standards.

The proposed stairway addition has been reviewed by the Planning and Community Development Department and it is favorable for an Administrative Design Approval, pending the outcome of the Plan Commission review.

Building, Site, and Landscape Related Issues

The petitioner's intent is to convert the two-story 4-bedroom apartment into two 2-bedroom apartments. Since the upper floor unit would only have an indoor stairwell for egress, an exterior stair is being proposed as a second means of egress, as required by Building Code.

The following are the required setbacks for this property:

Yards	Required Setback	Existing Setback	Meets/Does not Meet
Front (along Northwest Highway)	25 FT	24.5 FT	NO(leave as legal non conforming)
Rear	30 FT	7.39 FT	*Variation granted
Exterior Side (along Carlyle Place)	20 FT	14.04 FT	NO
Interior Side	10 FT (10% of Lot Width)	10 FT (This appears to be 10', a to-scale plat must be provided)	YES

*In 2014, the Zoning Board of Appeals granted a variation for this property to allow the attached garage to be located 7.39 feet from the rear property line.

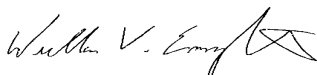
Traffic & Parking Issues

Per Chapter 28, two parking spaces are required per dwelling unit. Therefore, 12 parking spaces would be required for a 6-unit building. It appears there are 12 parking spaces on the site – 9 surface spaces and 3 spaces within the garage. At the ZBA meeting on August 11, 2014, the petitioner stated that one space within the attached garage will be used for storing maintenance equipment. In that case, there would be a deficit of one space. At the Plat and Subdivision meeting on July 22, 2015, the petitioner said he would remove the maintenance equipment from the garage, thereby freeing up the one additional space needed to meet the parking requirement.

Recommendation

The Staff Development Committee recommends approval of PC15-021, a variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a minimum lot size of 14,250 SF instead of the required 15,000 SF for 6 dwelling units; and approval of a variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow for a second stairway access setback of 6.64 feet where 20 feet is required, a variation of 13.36 feet, subject to the following conditions:

1. The petitioner removes the storage from the garage space, thereby freeing up the parking space to meet the 12 parking space requirement for a 6 dwelling unit building.
2. The variation for the exterior side yard shall apply only to the stairwell.
3. Foundation plantings at the base of the addition shall be required and consist of a mix of shrubs and perennials.
4. The petitioner shall comply with all applicable Federal, State and Village codes and policies.



October 21, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

DRAFT

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: 1510 E. Northwest Highway - PC# 15-021

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the
Arlington Heights Village Hall, 33 South Arlington Heights
Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
28th day of October, 2015, at the hour of 7:30 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
BRUCE GREEN
LYNN JENSEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN
MARY JO WARSKOW
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

BILL ENRIGHT, Deputy Director

CHAIRMAN LORENZINI: I'd like to call this meeting to
order, of the Plan Commission, Would you please stand and recite the
pledge of allegiance with us.

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(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you, roll call please?

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. ENRIGHT: Commissioner Dawson?

(No response.)

MR. ENRIGHT: Commissioner Drost?

COMMISSIONER DROST: Here.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. ENRIGHT: Commissioner Green.

ACTING CHAIR GREEN: Here.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. ENRIGHT: Commissioner Warskow?

COMMISSIONER WARSKOW: Here.

MR. ENRIGHT: Chairman Lorenzini?

CHAIRMAN LORENZINI: Here.

CHAIRMAN LORENZINI: Okay, the next thing on the agenda is the approval of meeting minutes. We have it from, two from September 30th, the Moorings and Collision Damage Experts. And one from October 14th, Drost/Hasche Subdivision.

COMMISSIONER CHERWIN: I'll make that recommendation.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN DROST: I'm not voting related to the --

CHAIRMAN LORENZINI: Okay, and I abstained from the October 14th, I was not here for that --

CHAIRMAN WARSKOW: And I abstained from both, because I was not here.

CHAIRMAN LORENZINI: Okay. Next on the agenda is public hearings, and we have three tonight. The first one is going to be PC# 15-021, a density variation of 1510 E. Northwest Highway. Is the, have all the proper notices been given on that?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Is the Petitioner here? Would you please stand, are both of you going to testify?

MR. LISOWSKI: No.

CHAIRMAN LORENZINI: Okay, well just come on over, we'll swear you in.

(Witness sworn.)

CHAIRMAN LORENZINI: Thank you. So are both of you going to testify?

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MR. LISOWSKI: No, I work for the architectural office, that we, prepared the plans for whole part, the proposed plans for the conversion and here's the owner of the property.

CHAIRMAN LORENZINI: Are you, go ahead, sir.

MR. LISOWSKI: Okay, my name is Lucas Lisowski.

CHAIRMAN LORENZINI: Can you spell your last name, please?

MR. LISOWSKI: L-i-s-o-w-s-k-i.

CHAIRMAN LORENZINI: Okay, and your name, sir?

MR. ROSADO: My name is Angel Rosado, I'm the legal owner of 1510 E. Northwest Highway.

CHAIRMAN LORENZINI: And could you spell your last name please?

MR. ROSADO: Last name, Rosado.

CHAIRMAN LORENZINI: Spell it, please.

MR. ROSADO: R-o-s-a-d-o.

CHAIRMAN LORENZINI: Okay, thank you. So give us a brief description of your project.

MR. LISOWSKI: Currently we have a five unit apartment building on the frontage road and Carlisle. We are looking to convert this building to six units. Currently there is four, two bedroom apartments and one four bedroom apartment, two-story, the four bedroom apartment. That was occupied by the previous owner. Mr. Rosado is looking to convert this two-story four bedroom apartment because there is, it's difficult to find tenants for such large unit. And since it is two-story, it's fairly easy to be modified.

CHAIRMAN LORENZINI: Okay.

MR. LISOWSKI: And, well, so the variance we are asking for is the land use, or, I mean the land variance. There is a minimal requirement of 2500 square feet per each unit for that zoning. Meaning that we would have to have 15,000 square feet of property area. We are at 14,125, which is 750 square foot short, square feet short from the requirement. But it's a large lot and we have right now parking spaces and everything else, so we need pretty much everything except the required per unit lot area.

CHAIRMAN LORENZINI: Okay, have you read the conditions prepared by the Plan Commission? I'm sorry, by the Land Department?

MR. LISOWSKI: Yes, the recommendation and conditions?

CHAIRMAN LORENZINI: Yes, do you agree with them?

MR. LISOWSKI: Uh-huh.

CHAIRMAN LORENZINI: Okay, thank you. Okay, let the record show that the Commissioner Dawson has arrived. Anything else you want to say?

MR. LISOWSKI: And, so this is one variance. The other one is for the side setback. It is a corner, I'm sorry, I should have used this. Okay, as you can see in the, on the site plan, there is a hatched, rectangular area which is supposed to be second stairway for the second story apartment. And we need to do that because of the requirement of two egress ways from each unit. Currently because it's

DRAFT

single unit, two-story, that requirement doesn't have to, you know, we don't have, it doesn't have to be met, you know, whenever the building was built. So now, since we have to provide the second stairway, we are proposing to build that enclosed structure with, the exterior material would be brick matching exactly the color and the kind of brick with the existing building. And rooflines and everything else will be matching the existing building. So, but it will reduce the site setback that we have to about 6.6 feet from the required, well and here's some, in fact, I mean according to the report, there is 20 feet required. But when I looked at your zoning, there's 10 percent of the front setback, which would be 10 feet. So, I think we have some discrepancy here.

CHAIRMAN LORENZINI: Okay, all right, thank you.

MR. LISOWSKI: So that's, those are the other one.

CHAIRMAN LORENZINI: Okay. You can have a seat now.

MR. LISOWSKI: Thank you.

CHAIRMAN LORENZINI: Bill, you want to give us the staff report?

MR. ENRIGHT: Yes. Well regarding the discrepancy, there's, it's not 10 percent of lot width, it's, this is an exterior side yard so it's, you have to look at the yards, the front of street, north of it. So the existing building is setback 14 feet, so it's already legal not-conforming, which is not uncommon in the older part of town, the center part of town, to have these conditions. So the status quo is supported with the project and the variation for not only the density variation, which is a very modest change as well as the modest addition that he has to build in order to meet the codes. The staff recommends approval with the conditions that the Petitioner has agreed to.

CHAIRMAN LORENZINI: Okay, thank you. Anything else you want to say Bill.

MR. ENRIGHT: No, that concludes.

CHAIRMAN LORENZINI: Okay, thank you. Motion to approve the staff report into the public record?

COMMISSIONER ENNES: So moved.

CHAIRMAN LORENZINI: All right, all in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay, questions from the plan commissioners, Lynn would you like to start?

COMMISSIONER JENSEN: Actually they've answered all the questions that came before Plat and Sub and I think they've done a good job with carrying through on what they've talked to us about, so I don't have any questions.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: No questions.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: One quick question, with the

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additional unit, does that increase the parking requirement.

MR. ENRIGHT: It, yes it does, from 10 to 12, and one of the conditions is that the existing garage could maybe free up one of the spaces that he uses for storage, which he's agreed to and then they'll meet the code.

COMMISSIONER ENNES: Okay. That's all.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I'd just like to commend the architect, the enclosure on the stair was, this go-around is very nice compared to what the stairs looked like, so I have no questions on your proposal.

MR. LISOWSKI: We made that adjustment.

CHAIRMAN LORENZINI: Jay, anything?

COMMISSIONER CHERWIN: No sir.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: My only question is in vacating the maintenance equipment from the garage, where will you put that? Will you, are you intending to put it in a storage shed outside or where would you put that, your maintenance equipment?

CHAIRMAN LORENZINI: If you're going to speak, please come up to the microphone.

MR. ROSADO: We're going to put it in my, I got a, I live in Arlington Heights myself and I got a big shed, I'm planning to put everything in there. It's not, it's only a snowblower and --

COMMISSIONER SIGALOS: Yes, but not on this property, you're saying elsewhere?

MR. ROSADO: Yes.

COMMISSIONER SIGALOS: Okay.

MR. ROSADO: And I will also have a basement, that I can store some stuff in there too.

COMMISSIONER SIGALOS: All right, thank you.

CHAIRMAN LORENZINI: All right, Susan?

COMMISSIONER DAWSON: No questions.

COMMISSIONER DROST: Are there any vacancies in your apartment building now?

MR. ROSADO: Yes.

COMMISSIONER DROST: And just, on the hardship issue, is it the four bedroom?

MR. ROSADO: All the four bedrooms are rented.

COMMISSIONER DROST: Oh, they're all rented?

MR. ROSADO: I, this, the four, I'm sorry, the two bedrooms are rented the four bedrooms I have about, I don't know how many calls out of so many calls, one, only one person came in and they say it's too big for me.

COMMISSIONER DROST: Too big, or too expensive. What kind of rentals are you charging?

MR. ROSADO: For, I was charging \$1800 for the four bedroom.

COMMISSIONER DROST: For the four bedrooms, and how

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much for the two bedrooms?

MR. ROSADO: For the two bedrooms, between \$1100 and \$1200.

COMMISSIONER DROST: Okay so with the conversion of the four bedroom, you still will break even.

MR. ROSADO: I am going to break, I don't know about breaking even, but I, don't have nobody on the safe side probably.

COMMISSIONER DROST: So it will help.

MR. ROSADO: It will help, right now, I'm on the, behind the site, with all the bills and all of that. Trying to rent this apartment since February, I can't rent it. So it's killing me.

COMMISSIONER DROST: All right, and that's perfect, will this, Terry, will this effect the real estate taxes after the improvement?

COMMISSIONER ENNES: It depends on what the total income is.

COMMISSIONER DROST: Yes, so there is a real estate tax component to this too, so you may end up paying some more real estate taxes. We have an expert in real estate tax over, on our panel so, I say that in jest though.

MR. ROSADO: Okay, maybe what I do is sell my house and move into the building so I don't have to pay --

COMMISSIONER DROST: Okay, that's fine, I just wanted to get sort of a lay of the land and see what the vacancy situation is and that this will help eliminate the vacancy and get some renters in there.

Okay, thanks.

MR. ROSADO: Thank you.

CHAIRMAN LORENZINI: All right, Bill looking at Mr. Rosado's experience with renting a four bedroom apartment, do we have any other evidence or statistics on trying to rent a four bedroom?

MR. ENRIGHT: Four bedrooms are very unusual for apartments, very unusual.

CHAIRMAN LORENZINI: Okay, all right. All right that's all I had --

COMMISSIONER DROST: You go to homes, I mean most of the time if you need the bigger space you go to kind of residences.

MR. ENRIGHT: Agreed.

CHAIRMAN LORENZINI: Anybody in the audience have any comments, questions, concerns? Okay, if not, let's go back to the Commissioners. Any more questions, comments, or recommendations?

COMMISSIONER DROST: Yes, I'll make the motion to approve PC# 15-021, **A motion to recommend to the Village Board of Trustees approval of PC# 15-021, a Variation from Chapter 28, Section 5.1-3.6, Minimum lot size to allow a minimum lot size of 14,250 square feet, instead of the required 15,000 square feet, for 6 dwelling units; and a Variation from Chapter 28, Section 5.1-6.4.1, to allow a side yard setback for a new stairwell of 6.64 feet, a variation of 13. 36**

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feet to the required 20 foot setback.

And this approval is contingent upon the compliance with the conditions that are listed below, one through four.

1. The Petitioner removes the storage from the garage space, thereby freeing up the parking space to meet the 12 parking space requirements for a 6 dwelling unit building.
2. The variation for the exterior side yard shall apply only to the new stairwell.
3. Foundation plantings at the base of the addition shall be required and consist of a mix of shrubs and perennials.
4. The Petitioner shall comply with all applicable federal, state, and Village codes and policies.

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER GREEN: I'll second.

CHAIRMAN LORENZINI: Roll call vote, please?

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Dawson?

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Drost?

COMMISSIONER DROST: Aye.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Green?

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Chairman Lorenzini?

CHAIRMAN LORENZINI: Yes. Congratulations, you have unanimous favorable vote. Is there a date for that, Bill?

MR. ENRIGHT: Yes, it will likely go to the Village Board on Monday, November 16th at 8:00 p.m. in this same room, very similar setup, so you'll have to make a brief presentation at that meeting as well.

MR. LISOWSKI: Can we submit the building plans for review?

MR. ENRIGHT: Yes, we can start reviewing that.

MR. LISOWSKI: You'll start reviewing it?

MR. ENRIGHT: Yes.

MR. LISOWSKI: Thank you.

CHAIRMAN LORENZINI: Okay, thank you, and congratulations and good luck.

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(Whereupon, the meeting was adjourned
at 7:40 p.m.)



1510 E. Northwest Highway
Prepared by: Planning & Economic Development Department
Village of Arlington Heights
July 2015

Location: 1510 E. Northwest Hwy.

Scope of work is to convert one of the five apartments from 4-bedroom, two-story apartment into two 2-bedroom apartments. The current unit layout and size is almost impossible to rent.

Variations:

1. Approval on shortage of the 750 Sf lot area from required 15,000 SF.

Current lot area is 14,250 SF., zoning ordinance requires 2500 SF of lot area per unit. Converted 6 unit building would need $6 \times 2500 = 15000$ SF. My property is 750 SF short of meeting the zoning requirement.

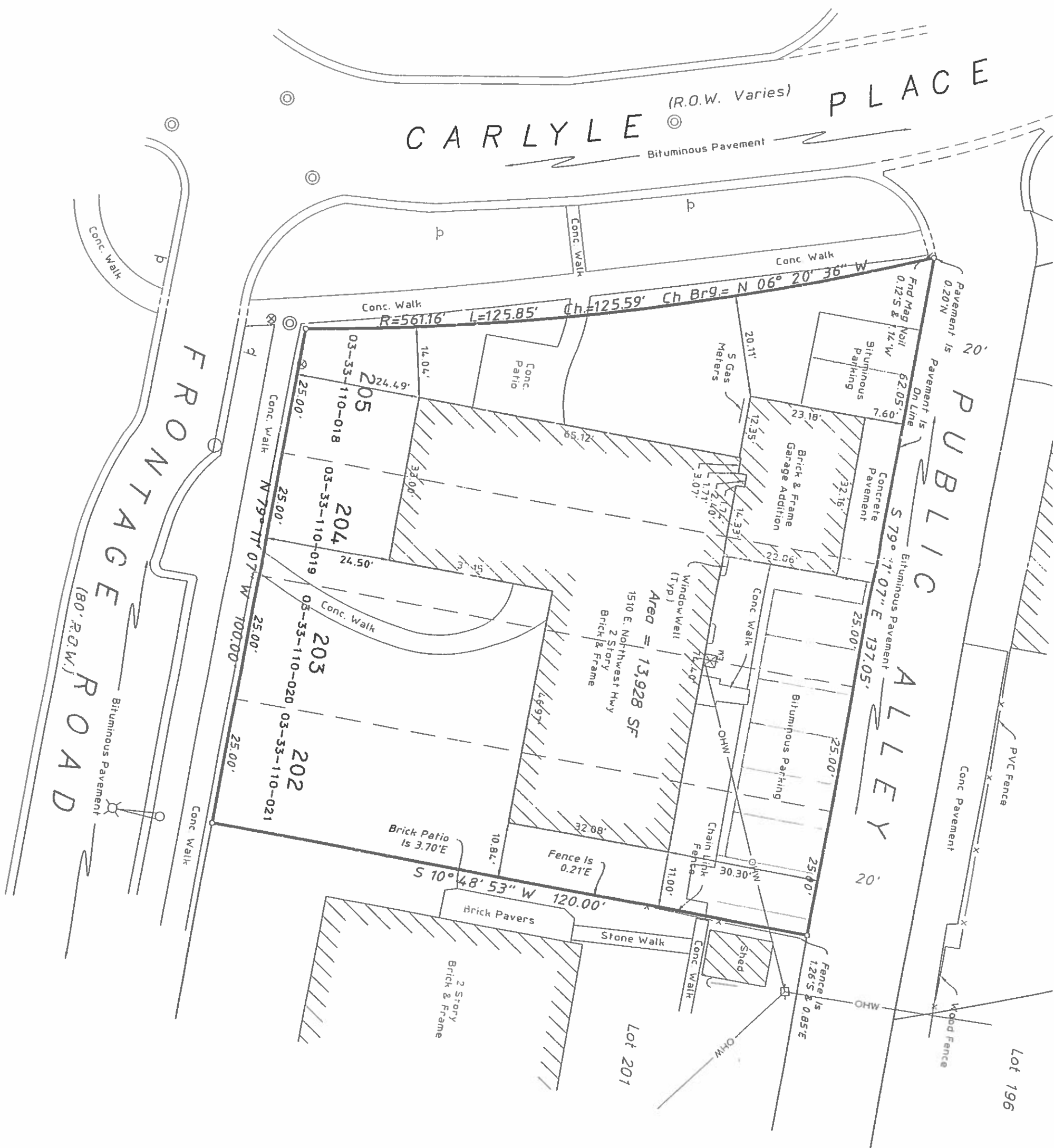
2. Side setback reduction.

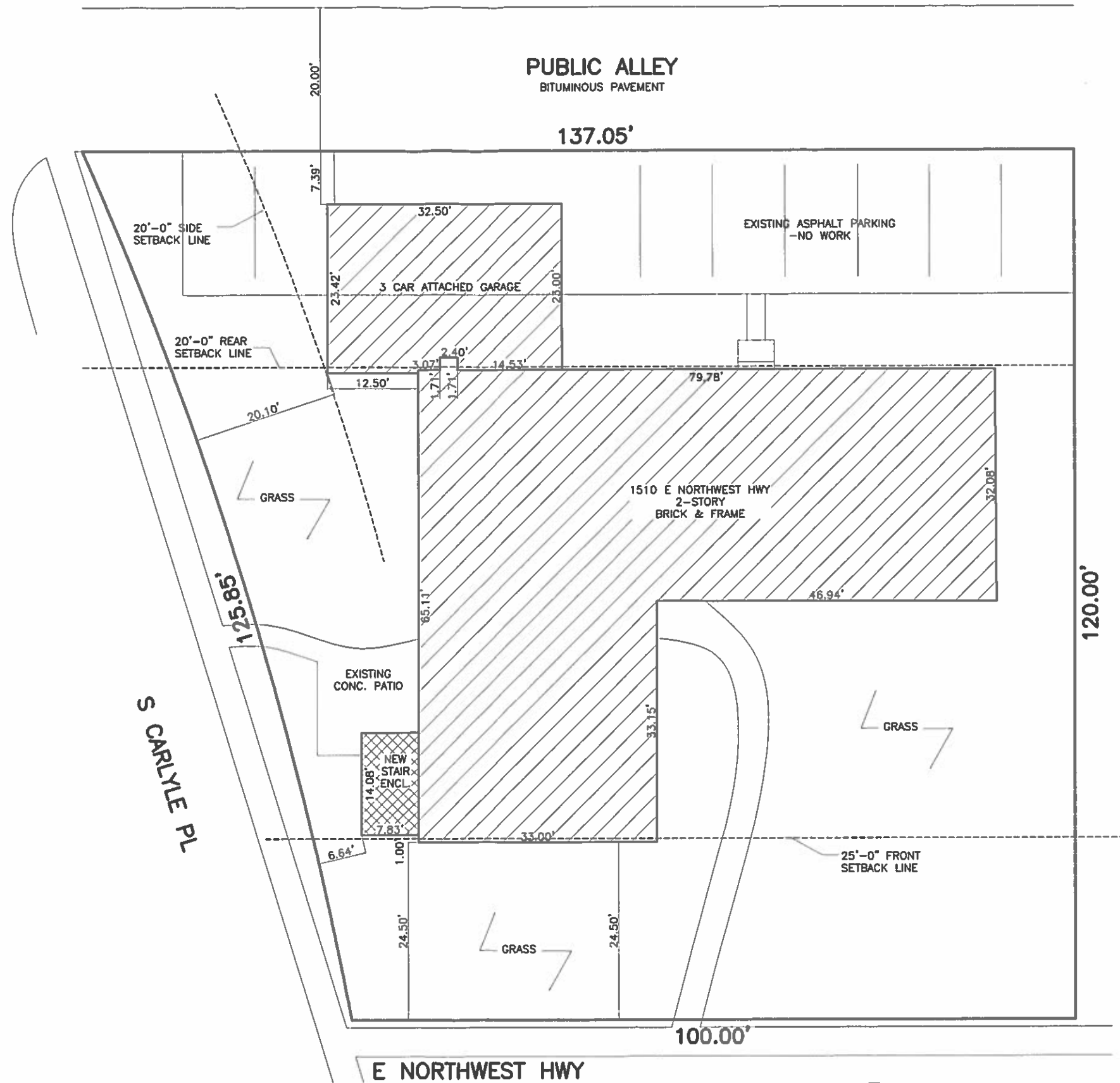
Due to safety requirement of having two ways of egress from any apartment unit, I need to build second stairway. The best location to do that is on the West side of the building. Following VoAH Building Department advice, I propose to build enclosed stair way that would serve the purpose of second exit, but may be closer to property lot line than minimum required by zoning ordinance. The new stair enclosure will match the existing building design.

RECEIVED

SEP 17 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT





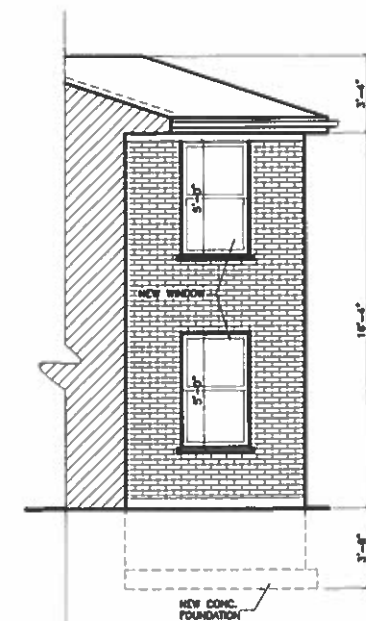
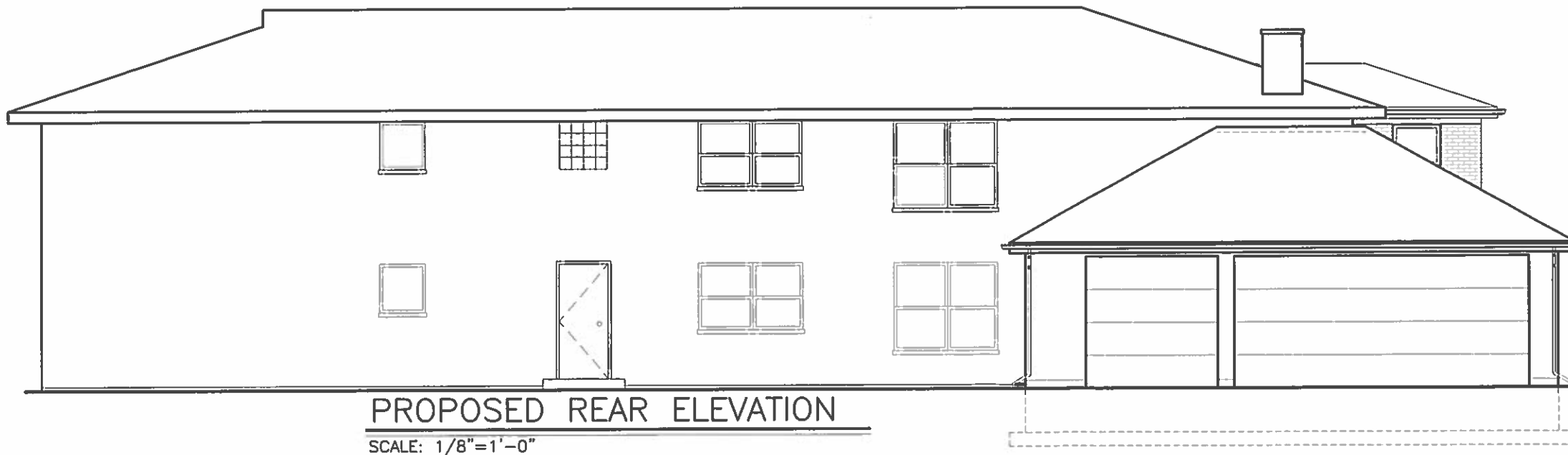
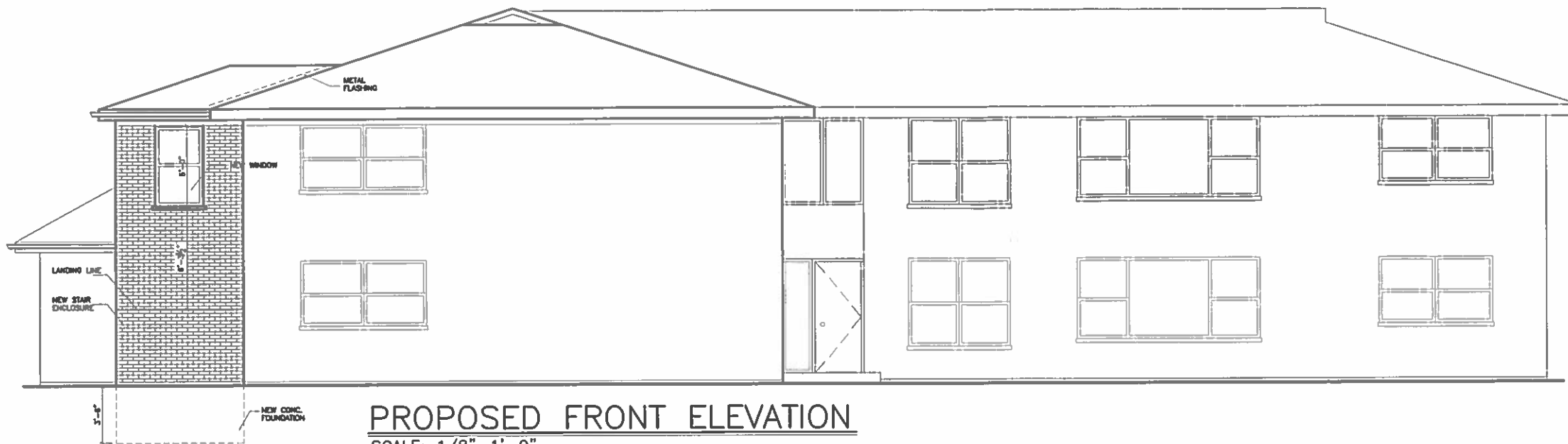
E NORTHWEST HWY

SITE PLAN

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



REVISIONS:		SITE PLAN	1510 E NORTHWEST HWY ARLINGTON HEIGHTS, IL	ARCHITECTURE PLANNING ARCHITECTURAL ENGINEERING Red Architects Ltd 929 N. Damen Ave. Chicago IL 60622 773 772 2756 office 773 772 2854 fax	PROJECT:	SCALE: 1/8"=1'-0"	DATE:
DRAWN BY: LL							
CHECKED BY:							
						SHEET:	T1



REVISIONS:

DRAWN BY:
LL

CHECKED BY:

FRONT AND PARTIAL REAR
ELEVATION

1510 E NORTHWEST HWY
ARLINGTON HEIGHTS, IL

ARCHITECTURE PLANNING ARCHITECTURAL ENGINEERING

Red Architects Ltd

928 M. Duman Ave.
Chicago IL 60622
773.772.2756 office
773.772.2554 fax

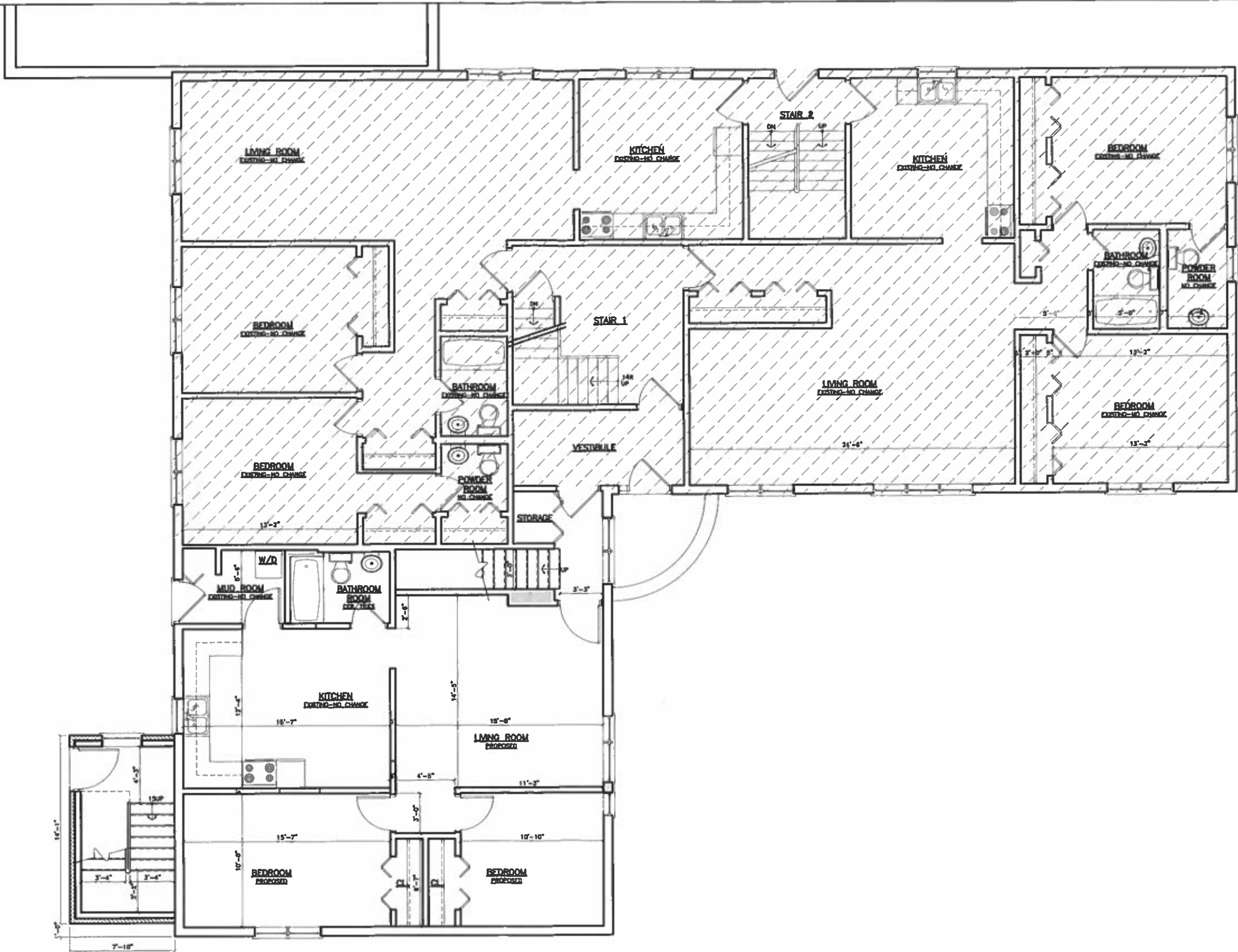
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DATE:

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A1



PROPOSED FIRST FLOOR PLAN

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



NOT IN CONTRACT
-NO WORK

REVISIONS:

DRAWN BY:
LL

CHECKED BY:

PROPOSED FIRST FLOOR
PLAN

1510 E NORTHWEST HWY
ARLINGTON HEIGHTS, IL

ARCHITECTURE PLANNING ARCHITECTURAL ENGINEERING

Red Architects Ltd

929 N. Damen Ave.
Chicago IL 60622

773 772 2756 office
773 772 2854 fax

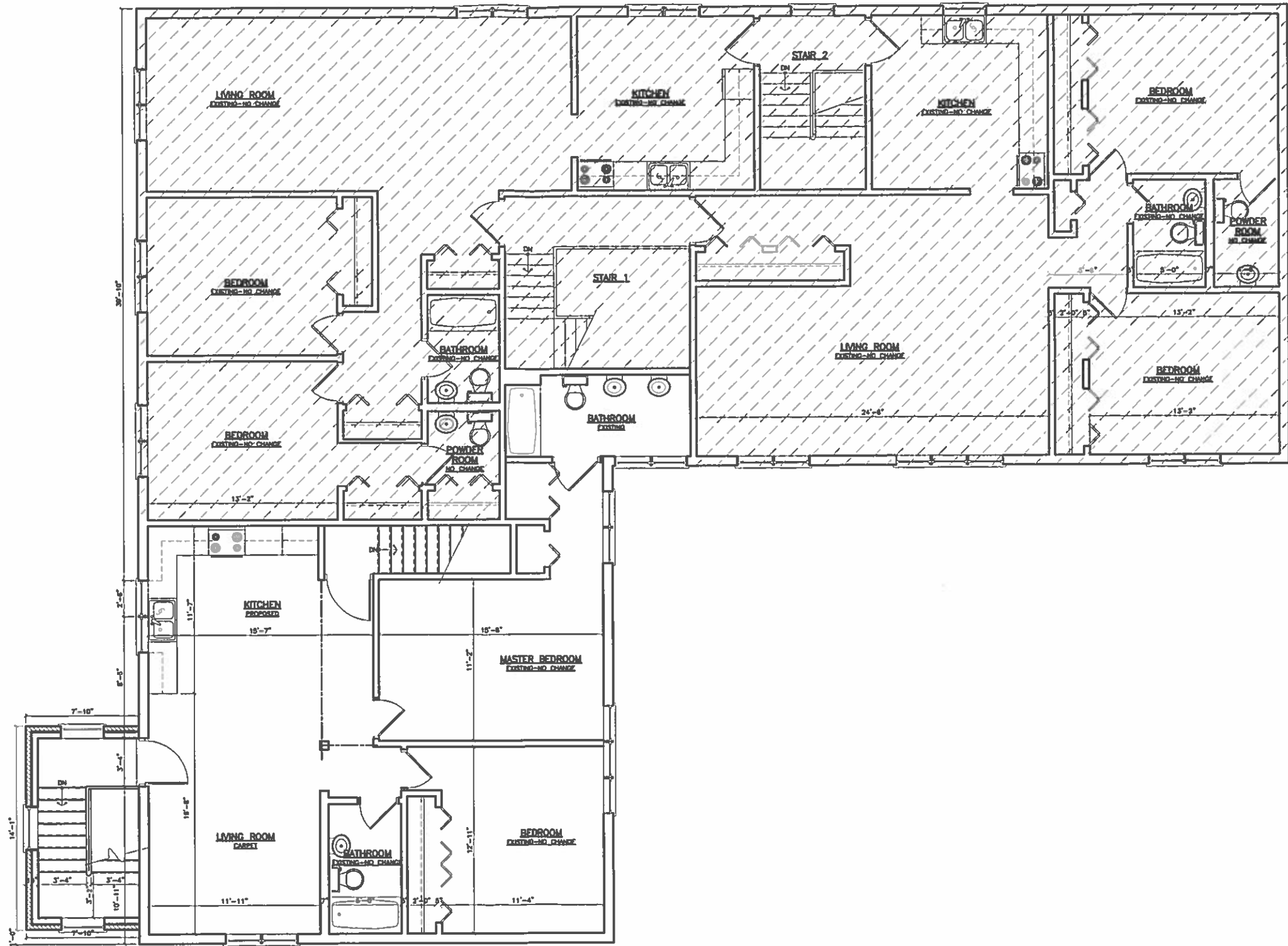
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A3



PROPOSED SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

NOT IN CONTRACT
-NO WORK

REVISIONS:	
DRAWN BY: LL	
CHECKED BY:	
PROPOSED SECOND FLOOR PLAN	
1510 E NORTHWEST HWY ARLINGTON HEIGHTS, IL	
ARCHITECTURE PLANNING ARCHITECTURAL ENGINEERING	
Red Architects Ltd	
929 N. Damen Ave. Chicago IL 60622	
773.772.2156 office 773.772.2854 fax	
PROJECT:	DATE:
SCALE:	
SHEET:	
A4	
2 OF 7	

PLAN COMMISSION PROJECT TIMELINE

Project Name: 1510 E. Northwest Highway
PC Number: PC 15-021
Location: 1510 E. Northwest Highway
Requested Action: Density Variation

	Date	# of Business Days
Plat and Sub Committee Meeting	7-22-15	
Awaiting Petitioner PC Application	9-10-15	37 days
PC Application Submittal Date	9-10-15	
1 st Round Department Comments	10-5-15	18 days
Petitioner's Response	10-22-15	13 days
2 nd Round Department Comments	na	
Petitioners Response	na	
PC Hearing*	10-28-15	34 days from application date
Village Board	11-16-15	12 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Hillside Auto - 25 E. University Dr. - PC#15-004

Department: Planning & Community Development

BACKGROUND

1. A Land Use Variation to allow Motor Vehicle Repair, Major in the M-1 district.
2. A variation from Chapter 28, Section 6.12-1(3) Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis from a Certified Traffic Engineer.

RECOMMENDATION

A public hearing was held on October 28, 2015 where Commissioner Green moved and Commissioner Sigalos seconded:

A motion to recommend approval to the Village Board of Trustees of PC#15-004, a Land Use Variation to permit Motor Vehicle Repair Major, in the M-1 zoning district; and a variation from Chapter 28, Section 6.12-1 (3) to waive a formal traffic study and parking analysis.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following conditions detailed in the Staff Development Committee report dated October 22, 2015:

1. A new 10 foot tall vinyl solid fence shall be required along the perimeter of the site per Exhibit A (site plan).
2. Landscaping shall be installed at the front of the building as illustrated on the floor / site plan.
3. The petitioner shall repair, fill and patch potholes and cracks in the storage lot.
4. The petitioner shall stripe parking spaces along rear of the building to accommodate employees, estimated at 5 employees.
5. An MWRD permit may be required for the sanitary system grease trap in order to conform with an automotive use.

6. Junkyards, vehicle compactors/crushers, and painting of vehicles are specifically prohibited.

7. Hours of operation shall be limited to 8:00am until 6:00pm Monday to Friday, and 8:00am to 12:00pm Saturday.

8. The petitioner shall comply with all Federal, State and Village regulations and policies.

Roll Call Vote: Commissioners Green, Sigalos, Cherwin, Dawson, Drost, Ennes, Jensen, Warskow and Chairman Lorenzini voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Report
PC Minutes 10/28/15 - DRAFT	Minutes
Location Map	Exhibits
Site Aerial	Exhibits
Site Plan	Exhibits
Floor Plan - Landscape Plan	Exhibits
Justification Narrative	Correspondence
Department Comments - Petitioner Response - Round 1	Correspondence
Department Comments - Petitioner Response - Round 2	Correspondence
PC Timeline Tracker	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Bill Enright, Deputy Director Planning and Community Development
Meeting Date: October 28, 2015
Date Prepared: October 22, 2015
Project Title: Hillside Auto
Address: 25 E. University Drive

BACKGROUND INFORMATION

Petitioner: James and Mark Balek
Address: 200 E. Palatine Road
 Arlington Heights, IL 60004

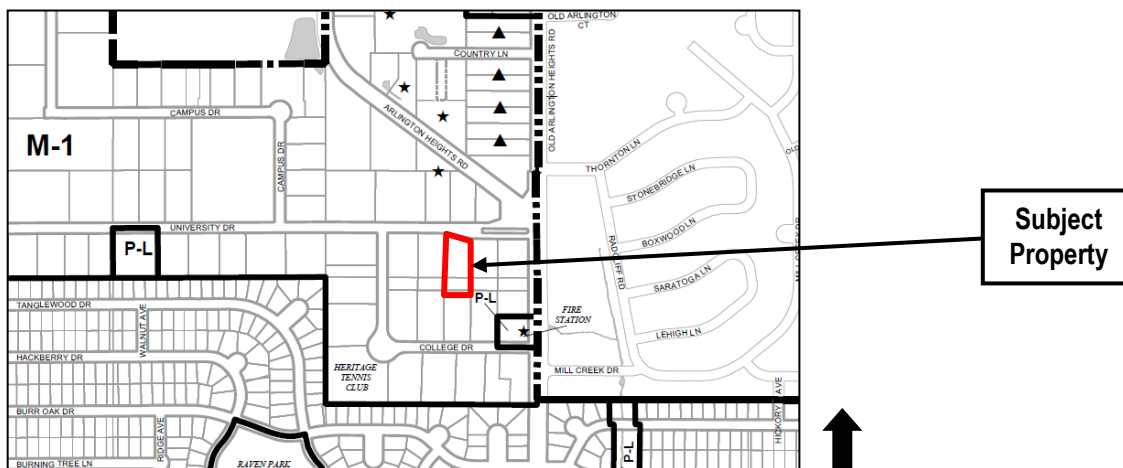
Existing Zoning: M-1, Research, Development and Light Manufacturing District

Requested Action:

- A Land Use Variation to allow Motor Vehicle Repair, Major in the M-1 district.

Variations Identified:

- Chapter 28, Section 6.12-1(3) *Traffic Engineering Approval*, to waive the requirement for a traffic study and parking analysis from a Certified Traffic Engineer.



Surrounding Properties

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development, & Light Manufacturing District	Industrial, Warehouse (Pro Fastening System, Public Storage)	R&D, Mfg., Warehouse
South	M-1, Research, Development, & Light Manufacturing District	Industrial/Commercial (Bancare)	R&D, Mfg., Warehouse
East	M-1, Research, Development, & Light Manufacturing District	Industrial/Commercial (Leonard's Guide – Logistics Company)	R&D, Mfg., Warehouse
West	M-1, Research, Development, & Light Manufacturing District	Industrial/Commercial (Buckeridge Door)	R&D, Mfg., Warehouse

Background

The subject property is approximately 1.28 acres including a 15,110 square foot building. The petitioner, Hillside Auto Body and Towing has their primary location at 200 E. Palatine Road. In 2004, the petitioner received a land use variation to allow Motor Vehicle Repair, Major Facility and Motor Vehicle Towing Service in the M-1 Research, Development and Light Manufacturing District at 120 W. University Drive (which is 500 feet to the west and across University Drive from the subject site). The petitioner would like to operate a Motor Vehicle Repair, Major Facility at this location and will be occupying the entire building. Motor Vehicle Repair, Major is permitted in the "B-3" and "M-2" districts, but not M-1. Therefore, a land use variation is necessary to allow this use at this location.

Per the Zoning Ordinance, "Major motor vehicle repair" is defined as "engine rebuilding or major reconditioning of worn or damaged motor vehicles or trailers; collision service, including body, frame or fender straightening or repair; and overall painting of vehicles." Hillside Auto has indicated that they recently entered into two new contracts to provide auto body and mechanical repair services to a fleet of vehicles owned by a national rental company, and an inventory of vehicles for a local dealership. To accommodate the additional space for its expanding repair operations, they are requesting a land use variation to allow motor vehicle repair, major at 25 E. University Dr.

Hillside Auto has indicated that they anticipate hiring two to five new employees immediately, and more employees as their operations expand. The number of vehicles that will be stored for auto or mechanical repair, on any given day, will be 10 to 15 vehicles. The facility would operate on Monday through Friday from 8:00 a.m. to 5:00 p.m. and Saturdays from 8:00 a.m. to 12:00 p.m.

Hillside Auto had anticipated fully transitioning its operations (towing and repair) from 200 E. Palatine Road to 120 W. University Drive. However, as operating out of a single location is no longer feasible for them, they are seeking a land use variation for their repair operations at this site. Hillside Auto has indicated that if the land use variation is granted, they will commence operations at this site immediately.

In addition, the petitioner has represented that they plan to fully transition operations from the Palatine Road site to the University Drives sites by July 2016, however they cannot guarantee a date that they will cease operations at 200 E. Palatine Road.

Zoning and Comprehensive Plan

The site is currently zoned M-1 Research, Development, & Light Manufacturing District, which does not permit this use, therefore a Land Use Variation is required. The petitioner submitted a response to the following hardship criteria in their letter dated March 13, 2015:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and**
- **The plight of the owner is due to unique circumstances; and**
- **The variation, if granted, will not alter the essential character of the locality.**

Staff supports the land use variation request as the criteria above have been justified, and more specifically for the following reasons:

- The site have been vacant for over 5 years;
- The use is consistent with other adjacent uses;
- As stated by the petitioner, it is their intent to fully transition operations from 200 E. Palatine Road to the 25 E. University Drive site and the existing site at 120 E. University Drive.

The Village's Comprehensive Plan designates this property as 'R&D, Mfg., Warehouse'. Given the scope of this petition and the surrounding land uses, this use is consistent with the Comprehensive Plan.

Plat and Subdivision Committee

The Plat and Subdivision Committee met on October 22, 2014 and did not have objections to this proposal moving forward through the public hearing process.

Building, Site and Landscaping

The Petitioner is not proposing any exterior modifications to the building, therefore Design review is not required. Per the Zoning Ordinance, within the M-1 district, all research, business, production, servicing and processing must take place within completely enclosed buildings unless otherwise specified. All storage must be in completely enclosed buildings or structures if located within 150 feet of a residence district. Storage located elsewhere in this district may be open to the sky but must be enclosed by solid walls or fences (including solid doors or gates thereto) at least eight feet high, but in no case lower in height than the enclosed storage and suitably landscaped. Since the proposed property is not within 150 feet of a residence district, storage may be located outside but must be enclosed by a solid wall or fence, at least 8 feet in height. At this time, there is an existing chain link fence in the rear of the property. The petitioner has agreed to install a new, solid vinyl fence 10 feet tall around the perimeter of the storage area. Staff would recommend that the fence gate at the storage entrance include slats to provide some degree of screening from the roadway.

In addition, the petitioner originally provided several options to stripe parking spaces in the rear storage area, however during the review process the request was modified by the petitioner to patch and fill potholes and cracks in the rear storage area rather than stripe individual spaces. Typically curbed islands of parking areas would be required, but since this area is for storage of vehicles, staff supports leaving the rear parking area as non conforming with respect to the requirement for curbed islands. Also given that a new 10 foot tall fence will enclose this area, staff supports the petitioner's request to not landscape the lot and leave as non conforming. Staff notes that painting of vehicles is not proposed, nor are vehicle compactors / crushers. Thus those uses shall be prohibited as a condition of this petition.

In addition, the petitioner shall confirm with MWRD whether or not the existing sanitary system grease trap would have to be evaluated to see if it meets the MWRD criteria for an automotive use.

Traffic & Parking

At this time, there are no clearly striped parking spaces for this property. The petitioner has indicated that for their new contracts, Hillside will be responsible for transporting the vehicles to and from the owner's facility and therefore they do not anticipate an increased need for customer parking. The petitioner has agreed to provide striped parking spaces for employees at the rear of the building.

The petitioner had originally provided plans to stripe the rear storage area to include parking for the site. However, the zoning code does allow for parking to be met off site as long as that parking is within 1,000 feet of the use served. The petitioner's 120 E. University Drive site has more parking than required by code (excess of 82 spaces) and is 500 feet from this site.

Per the Zoning Code, the parking requirements for this use are calculated as follows:

Use	Code Use	Square Footage (SF)/Bays	Parking Square Footage (SF)	Parking Standard	Employees	Vehicles	Required Parking
Office	Business and Professional Offices	1800 SF	1800	1 space/ 300 SF			6
Service Area	Automobile Service Station	12 bays	13,310	One space for each employee plus three spaces for each service bay	5		41
Total			15,110				47
					Spaces available		5
					Surplus/(Deficit)		(42)*

*Chapter 28 Section 11.3-3 allows for parking requirements to be met in the M zoning districts within 1,000 feet of the use served.

Although the 25 E. University Drive site does not provide the required stripped parking spaces, they can meet the requirement at their 120 E. University Drive site, which is 500 feet to the West. In addition the 120 E. University site has a code excess of 82 parking spaces.

Per the Zoning Ordinance, a Traffic study and Parking analysis is required for projects seeking a Land Use Variation that are not adjacent to a major or secondary arterial street as defined by the Village's Thoroughfare Plan. The petitioner is seeking a variation for the following:

- **Chapter 28, Section 6.12-1(3) *Traffic Engineering Approval*, to waive the requirement for a traffic study and parking analysis from a Certified Traffic Engineer.**

Staff supports a variation to not require a traffic study and parking analysis given the limited impact of this use on adjacent roadways.

Recommendation

The Staff Development Committee recommends approval of PC15-004, a Land Use Variation to permit Motor Vehicle Repair Major, in the M-1 zoning district; and a variation from Chapter 28, Section 6.12-1 (3) to waive a formal traffic study and parking analysis, subject to the following:

1. A new 10 foot tall vinyl solid fence shall be required along the perimeter of the site per Exhibit A (site plan).
2. Landscaping shall be installed at the front of the building as illustrated on the floor / site plan.
3. The petitioner shall repair, fill and patch potholes and cracks in the storage lot.
4. The petitioner shall stripe parking spaces along rear of the building to accommodate employees, estimated at 5 employees.
5. An MWRD permit may be required for the sanitary system grease trap in order to conform with an automotive use.
6. Junkyards, vehicle compactors/crushers, and painting of vehicles are specifically prohibited.
7. Hours of operation shall be limited to 8:00am until 6:00pm Monday to Friday, and 8:00am to 12:00pm Saturday.
8. Compliance with all Federal, State and Village regulations and policies.



October 22, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

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PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: Hillside Auto - PC# 15-004

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the
Arlington Heights Village Hall, 33 South Arlington Heights
Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
28th day of October, 2015, at the hour of 7:43 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
BRUCE GREEN
LYNN JENSEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN
MARY JO WARSKOW
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

BILL ENRIGHT, Deputy Director

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CHAIRMAN LORENZINI: Okay, the next item on the agenda, the next public hearing is Hillside Auto, 25 East University Drive, PC# 15-004, have all proper notices been given, Bill?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Is the Petitioner here?

MS. BALEK: Hi, I'm Colleen Balek, B-a-l-e-k on behalf of Hillside Auto Body.

CHAIRMAN LORENZINI: Okay, go ahead. Are they going to testify too?

MS. BALEK: Mark is.

CHAIRMAN LORENZINI: Would you come forward if you're going to testify? We'll swear you in.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you, and your name, sir?

MR. BALEK: Mark Balek, B-a-l-e-k.

CHAIRMAN LORENZINI: Again, please?

MR. BALEK: Mark Balek, B-a-l-e-k.

MS. BALEK: He's one of the owners.

CHAIRMAN LORENZINI: Okay, does somebody want to give us a brief presentation --

MS. BALEK: Sure, so we're here asking for motor vehicle repair major at 25 East University. This is just a brief background about Hillside. We've been in Arlington Heights operating since the 1920's. We're currently in our second generation of ownership and five generations of our family have lived in Arlington Heights. We're currently operating out of 200 East Palatine Road and 120 West University Drive. We've been operating out of our University Drive location for a couple years now and what we're looking to do is open another location on University Drive, which is at 25 East University Drive in Arlington Heights. We're looking to do mechanical and auto repair, there'll be no painting at this facility. This is a site plan of the property and this is our proposed plan.

What we're proposing is installing a new solid fence around the property and we're going to line up the fence on the one side so it meets with our neighbor and put new landscaping in the front. We are going to fix the potholes and the cracked asphalt in the back and we're going to stripe some employee parking in the rear. But at this time, we're not anticipating any customer parking at this location, it's very close to our 120 West University Drive location so customers are going to be directed there. And most of the work that's going to be done at this facility will involve us doing the transporting of the vehicles back and forth. It's for a couple of different companies and so they prefer us to just transport the vehicles.

This is an inside plan. What we're proposing is 12 bays in the building and there's two garage doors, one in the front

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and one on the side. We would use the one on the side, towards the rear. At this time we're not planning on using the front one to move cars in and out. We anticipate having three to five full-time employees and our hours of operation will be the same as our other facility, which is Monday through Friday, 8:00 to 5:00, no later than 6:00 and Saturday 8:00 to 12:00.

And that's it.

CHAIRMAN LORENZINI: Thank you. Have read the eight conditions put in by the department?

MS. BALEK: We have.

MR. BALEK: Yes.

CHAIRMAN LORENZINI: And do you agree with them?

MS. BALEK: We do.

MR. BALEK: Yes.

CHAIRMAN LORENZINI: All right, thank you. You may have a seat if you want. Bill, do you want to give us the staff report.

MR. ENRIGHT: Chairman Lorenzini, members of the Commission, staff has reviewed the request and is supportive of the land use variation primarily because, one reason is this building has been vacant for five years and has fallen into some degree of disrepair which the Petitioners agreed to make improvements to the site. In addition, they've had a facility at 120 East University Drive, similar facility, for over 10 years. And the time there were concerns about that use there in the adjacent properties, but the Village placed a lot of conditions at that time and we have not had any complaints about that operation on University Drive. This operation is a slightly smaller building, they're not doing painting of vehicles or using their towing business there because they have that at 120 East University Drive.

In addition, the Petitioner has stated, in the public record, that their intent is to move all operations from their existing site at Palatine and Arlington Heights Road to this site as well as the 200, or 120 East University Drive site. And we see that as linked to our support for this project because that will help to open up that site for redevelopment. It's a prime commercial corner in the Village, and moving these operations to the industrial park will facilitate that. So it is the Village's expectation that they will move their operations consistent with what they stated which is next year at some point. Although there's no, you know, written commitment to that, but it is an expectation the Village as it relates to our opinion on this land use variation.

But given the fact that they haven't had, we have not received complaints about their existing facility, which is at 120 East University Drive, we feel that this is appropriate and will not be a disruption to the neighborhood. There's several conditions that we've recommended as part of this development. One includes, which the Petitioner has agreed to, is to provide a 10 foot tall, vinyl fence around the perimeter of the storage area. Which is located behind the

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building to the south. And that will be a decorative, vinyl fence, which I gave a copy of the cut sheet that the Petitioner provided which is, you know, has a decorative look to it. But again, it will provide a 10 foot high screen which is required for outdoor storage, so you won't be able to see any vehicles that might be stored in the rear of the property.

Landscaping, additional landscaping will be planted at the base of the buildings, there are some trees there now, but there will be a slight enhancement with that. In addition, the rear, where the storage area is, is in a state of disrepair, it's, it needs some patching and pothole filling in the cracks and so forth. So the Petitioner has agreed to do that because they're going to be having to get vehicles stored there.

We had also agreed to stripe spaces behind the building within the storage area for their employees, estimated at five. An MWRD permit for their sanitary system grease trap, they're going to have to check with MWRD seeing if there's going to be any modification to that as a result of the change in use from the former plumbing use five years ago to automotive use.

In addition, as we did with the previous approvals for 120 East University Drive, junkyards, vehicle compactors and crushers and the painting of vehicles will not be allowed at this particular site. Hours of operation are regulated to the hours of operation the Petitioner has stated, 8:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 12:00 noon on Saturday.

So, those are the conditions the staff is recommending with respect to this particular land use and at that point we would conclude our presentation.

CHAIRMAN LORENZINI: Thank you. Motion to include the staff report into the public record?

COMMISSIONER WARSKOW: I make such motion.

COMMISSIONER SIGALOS: And I'll second that.

CHAIRMAN LORENZINI: Let's vote, all in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: We're good? Okay, questions from the Plan Commissioners, Jay, do you want to start this one?

COMMISSIONER CHERWIN: I guess I was okay with it, I think we've seen this before, I didn't, Mr. Enright, I guess I'd ask, from the previous time, was there any significant changes or what was the, I think was maybe in the Committee that I had seen them, I thought there was a previous public hearing on this and I was a little confused.

MR. ENRIGHT: Not on this site, for this Petitioner, no.

COMMISSIONER CHERWIN: No, it must have been, at that Committee --

MR. ENRIGHT: I'm not sure what you're referring to in

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terms of this site --

COMMISSIONER CHERWIN: Plat/Sub, we haven't had a Plat/Sub --

MR. ENRIGHT: But it went to Plat and Sub.

COMMISSIONER CHERWIN: It went to Plat and Sub, but I guess what my question is then, were there any significant changes in the Plat and Sub, it seems like they had addressed everything in --

MR. ENRIGHT: Yes, I mean, the main thing was the storage of vehicles and then providing the 10 foot screening around the perimeter of that storage area.

COMMISSIONER CHERWIN: No I'm fine, I don't have any, I was just confused on this one particular item. I thought it was a public hearing but it must have been Plat and Sub and I didn't, I didn't see the Plat and Sub and I was just wondering.

MR. ENRIGHT: Well the Plat and Sub minutes are a part of the packet.

COMMISSIONER CHERWIN: Okay.

MR. ENRIGHT: And you can refer to those.

COMMISSIONER CHERWIN: All right, I don't have any other questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: No, I don't really have any questions, I think this is an excellent use for this building, particularly that it's right down the street from their 120 University building. And unlike the, what was it, Collision Damage Experts that were here recently, this was in the industrial park and not backing up to a residential area. So I, I'm fully supportive of this, I mean it's great, nice building.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I just have a question, I'm not understanding, it's really, I'm not, I'm fine with the project, I'm just understanding your move on such a special location and then they're moving across the street from an already existing location. I don't understand what do you, are you doing the same thing in both buildings? Are you doing one thing at one building and one thing at another? I'm just, I don't understand why you're relocating right across the street from where you're --

MS. BALEK: We need more room, the 120 West is primarily for body repair, we have a state-of-the-art spray booth so painting can occur there and they have all the filtration. This is going to be more for like assembly and more minor repair work. But we've grown pretty significantly in the last couple years with private contracts so we need more room to take on more work for the body repair.

COMMISSIONER DAWSON: Okay, so instead of expanding, you're trying to relocate to the two, the all-in-one, was kind of your only option?

MS. BALEK: Right, right.

COMMISSIONER DAWSON: I understand, I have no problems,

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or no questions.

MS. BALEK: Okay.

CHAIRMAN LORENZINI: George?

COMMISSIONER DROST: Yes, is this property under contract right now?

MS. BALEK: We own it already.

COMMISSIONER DROST: Oh you already own it.

MS. BALEK: We own it.

COMMISSIONER DROST: And how long have you owned it?

MS. BALEK: Almost two years.

COMMISSIONER DROST: Oh, two years, but it's been vacant for five years?

MS. BALEK: It has.

COMMISSIONER DROST: Okay because you didn't get any special tax --

MS. BALEK: No.

COMMISSIONER DROST: You might get the --

MS. BALEK: No, not at that time.

COMMISSIONER DROST: I was just going online, no, from the standpoint of the hardship aspect of it also just to get a little bit more flavor for it.

MS. BALEK: Right.

COMMISSIONER DROST: I think it's a great project.

MS. BALEK: Thank you.

COMMISSIONER DROST: I think it's a great idea, and a business that's doing well will help everybody in the community, so I have no further questions or comments.

CHAIRMAN LORENZINI: Thank you, George. Lynn?

COMMISSIONER JENSEN: Yes, I don't really have any questions at this point.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: No questions.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: From the property tax standpoint, I'd love to see a new business get going and active in there. I did used to work on this property when it was Planned Plumbing. So I'm very familiar with it. Is there a reason why you don't want to do painting there? Because you have the booth across the street?

MS. BALEK: We do, we have a state-of-the-art booth, and we also, you know, to build a new spray booth and go through the process of the filtration, it's just, we have a spray booth over there that's big enough to fit a semi-truck so we can get all the painting we need done over.

COMMISSIONER ENNES: Do you expect though that there might not be a future need for that? Because you're agreeing to not have it and if it's something you might need in the future now might be the time to be talking about that.

MR. BALEK: Well here's, at this point I don't feel it's necessary, all our stuff is going to minor there, and it's going

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to be disassembly and assembly so, and since the other building is so close, it's pretty easy just to move the stuff back and forth.

COMMISSIONER ENNES: Okay, as far as complaints, I actually office out of the building right behind you, your operation facility and I don't experience any problems.

MR. BALEK: Thank you.

COMMISSIONER ENNES: One other question, let's see what I have, for Mr. Enright, the, I see the statement in here, in addition, Petitioner has represented, this is what you mentioned, but this is not a condition of their getting approval to do this facility, is it?

MR. ENRIGHT: It is not, the conditions are listed in the staff recommendation, it does not include a condition that they cease operations. But it is the Village's expectation in analyzing this, and the appropriateness and the benefits for the community moving this over the year, and one of the off-shoots of that it will hopefully allow the Petitioner to move their operations as they've indicated and redevelop that corner for commercial use.

COMMISSIONER ENNES: The Palatine/Arlington Heights location, how fully are they utilizing that and will this new location allow you to immediately reduce that?

MR. BALEK: That will allow us to free up space over there, we actually, we're actually making moves to clean everything out of there right now and we hope to free that up and we would like to be in the process of removing the buildings, hopefully in, nothing to be set in stone right now, but hopefully by March/April, so, and we are already talking to developers on the other side.

MS. BALEK: Yes, and we're still using the shop pretty fully at that, to do the repair work, so if we get this other location open, we'll be able to move the cars over there. So that will help.

COMMISSIONER ENNES: And this, the Palatine location, that is one of your towing facilities, right?

MR. BALEK: Yes, it is.

COMMISSIONER ENNES: And you also do body work there as well?

MR. BALEK: Yes, we do.

MS. BALEK: Body and mechanical work.

MR. BALEK: Body work and mechanical work. And the facility is fully operational now, and we're kind of busting out, and we do need another facility to go to.

COMMISSIONER ENNES: And that's quite a bit bigger than this new facility, isn't it?

MR. BALEK: Not the building.

MS. BALEK: Not the building.

COMMISSIONER ENNES: No?

MS. BALEK: No.

MR. BALEK: The building at that location is about 5000 square feet and this one's about 16,000 square feet.

COMMISSIONER ENNES: Okay. That's all I have.

MS. BALEK: Thank you.

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CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I just have a procedural question for you Bill. In Plat and Sub, when this, the old property came up, it's sort of an implied condition for the, for this new project that's going on. I asked Latika to go back and research to see if the Village has ever really done that, where they mention an old project not part of what they're before us tonight with. And to sort of throw that in there as, sort of an implied condition, and I think, you know, I know Latika has left, but I asked before she went if there was ever anything like that done by the Village, from the Village standpoint, and she said she didn't have a lot of time to look into it, but she didn't think there was. And I've been on the Commission for 16 years and George has been on at least that long, and I don't ever remember having the, mentioning another property and vacating a property as sort of an implied condition for this one. Have we ever done that before?

MR. ENRIGHT: No.

COMMISSIONER GREEN: So why is that information in the pack here?

MR. ENRIGHT: Because staff believes that it is certainly influenced part of our decision to support this land use variation is that it will also allow for a commercial property in a prime intersection to get redeveloped by allowing them to move operations to a bigger, hopefully better, facility for them. So it is germane to the discussion, but we are not making it a condition of the report, of the project.

COMMISSIONER GREEN: I understand the condition, I just, I'm questioning whether the Village should put any kind of statement that might be looked upon as pressuring somebody to do something.

MR. ENRIGHT: We're not pressuring, it's based on what the Petitioner has told us which is part of the public record.

COMMISSIONER GREEN: Did you ask the Petitioner that question specifically?

MR. ENRIGHT: Yes.

COMMISSIONER GREEN: So you did solicit that information?

MR. ENRIGHT: We did.

COMMISSIONER GREEN: He didn't volunteer it, you asked for it.

MR. ENRIGHT: We asked for it and they, that's what they said in their Petition to us, well actually it's part of their legal petition, we asked about it during Plat and Sub as part of Plat and Sub report, so that's where we asked for it.

COMMISSIONER GREEN: Right.

MR. ENRIGHT: But in their Petition that they submitted to us, unsolicited, they indicated that that was their goal, was to move operations.

COMMISSIONER GREEN: So I guess what I'm asking here is, do you think that's appropriate for that to be in the report?

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MR. ENRIGHT: Yes, that's why it's in.

COMMISSIONER GREEN: So if they didn't have that property, what would the difference be?

MR. ENRIGHT: If they didn't have which property?

COMMISSIONER GREEN: The old corner of Palatine and Arlington Heights, 200 Palatine Road. In other words, what, why would that make a difference, this project stands alone by itself.

MR. ENRIGHT: It may not make a difference.

COMMISSIONER GREEN: But why did --

MR. ENRIGHT: But it was a part of our decision process, it was part of it, not the full part of it, I mean it was a component of our decision to support this land use variation, but it wasn't necessarily, you know, if they didn't have the 200 East Palatine Road, it may not have, even if they didn't have that site we still may have arrived at the same conclusion with this thing.

CHAIRMAN LORENZINI: Would it be fair to say it's just one of the benefits for this project?

MR. ENRIGHT: Yes, absolutely.

COMMISSIONER GREEN: Okay, I just wanted to get on the record, I don't agree with that statement. I don't think that should be in there, to me it looks like it's an implied threat.

CHAIRMAN LORENZINI: And I have no questions. Let's go to the public audience. Anybody in the audience have any questions, comments, concerns? Yes, sir, would you come forward. Please state your name and spell your last name for the court reporter.

MR. STEVENS: I'm Mark Stevens, S-t-e-v-e-n-s. I work for Air Movement and Control Association. We're located at 30 West University Drive, it's across the street from the proposed, for the former property with the proposed variance. We've been in our facility since 1967, or 1969, but it's over 40 years, 40 something years. And we're a trade association, like I said, and really services that we provide to our members is certification services of fans for air performance and noise. You'll see that the AMCA certification, which is a blue and yellow sticker, conveyed by a blue and yellow sticker is present in building specifications, it might even be in your codes here.

We have about 350 members worldwide, as I said we're referenced in building specifications, but we're also referenced by Energy Star. Our certified ratings program is referenced by Energy Star and part of that certification is for noise testing. Noise rating of that product. You'll see Energy Star on appliances mostly, but it's also on residential fans, which is what we certify.

Some of these fans are extraordinarily quiet, really, really quiet. And we test these things. In order to test them, we need ourselves, a quiet environment. And if we lose that quiet environment, this conveys, it carries a permanent damage to our business. So we'd prefer to not see our environment change. We prefer to not see variances allowed, buildings across the street to have a louder operation that damages our business.

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What's particularly disturbing in some of the testimony I heard from Mr. Enright, is the quid pro quo aspect of this. For instance, the Village wants them out of that property that they are currently in, so let's put them over here, without any sort of concern for the damage it might cause our business. That's completely objectionable it has staff calling losers and winners. And that's not appropriate, it's not proper for them to be doing that.

The second thing is, this statement regarding no complaints. That's just patently false about this. Before Hillside moved in, they, well they actually moved in and started doing business from the property before they had an occupancy permit. We complained. Nothing happened. They did landscaping, they pulled out our landscaping, put their own in, we had mature bushes gone, we complained, nothing happened.

So, there's a history of us complaining, the Village not doing anything. So for us to complain for 10 years, there's no payoff, it doesn't work. So, we don't want to see this happen, we object to it, and that's my statement.

CHAIRMAN LORENZINI: Thank you, Mr. Stevens.

MR. STEVENS: Your welcome.

CHAIRMAN LORENZINI: Anybody else from the audience? Bill do you want to address any of those comments?

MR. ENRIGHT: No.

CHAIRMAN LORENZINI: Okay. So, land use variation, this is, the zone is M-1, right?

MR. ENRIGHT: Correct.

CHAIRMAN LORENZINI: But motor vehicle repair facility is not the proper use without a variation, right?

MR. ENRIGHT: It's not a permitted use in the M-1, correct.

CHAIRMAN LORENZINI: Okay. All right, I just wanted to make that clear. Any comments? Questions?

COMMISSIONER GREEN: Bill, I have a question for you. In M-1, could you put a stamping plant in? A stamping outlet?

MR. ENRIGHT: I don't know.

COMMISSIONER GREEN: So, in other words, it would be, this is the heavy manufacturing district, in M-1, isn't that right?

MR. ENRIGHT: No, it's not.

COMMISSIONER GREEN: Okay, so it's a light manufacturing district?

MR. ENRIGHT: Yes.

COMMISSIONER GREEN: So what type of businesses are allowed in the light M-1?

MR. ENRIGHT: Tool and die shops, warehouse and storage facilities, trucking companies, those types of facilities, I mean there's probably 50 or so types of uses in our permitted use table.

COMMISSIONER GREEN: Okay. Thank you.

CHAIRMAN LORENZINI: So I guess the problems with these, I finally understand and appreciate what you're saying, but

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maybe there's, maybe it's a auto company is not allowed there, that's maybe noisier than you'd like, but the M-1 District may allow various other companies that could produce the same amount of noise that wouldn't require variation. Yes, sir.

MR. STEVENS: In the variance that I asked is there is other operations that are allowed and not allowed in that variance? Specifically pointed out?

CHAIRMAN LORENZINI: I'm not sure.

MR. STEVENS: Well what I mean by that is, is that there's a certain operations that are allowed in this zone, right? They want to perform other variations, so some other operation. So what I'm saying is and when a variance is granted, is it granted to certain operations in that building? Or is it just blanket? So what I'm getting at is that if they move in and they say, okay we're going to do this and this is what we're going to testify, and we don't think it's going to be that loud and then they move in and they do something else. So how, how does that square up against the variance?

CHAIRMAN LORENZINI: Well I mean they're given a variance to do an operation, to run a business that's defined in this, in their request.

MR. STEVENS: Well, that's what I'm asking for, is that defined in there?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Yes.

MR. STEVENS: Well, that's what I asked. So, is there, is it, would it be reasonable, I guess, to ask that there's some, be some acoustic study done by the Petitioner to verify or what do I want to say, to confirm that whatever operations they state in that Petition will not have a negative affect on our business?

CHAIRMAN LORENZINI: Well I guess, my point is, my view is, there is, maybe this isn't specifically allowed, but there is 50 other businesses that would be allowed there that aren't going to be soundproofed or quiet that you would never hear.

MR. STEVENS: I'm having a hard time drawing the connection between what they plan to do and, you know, certainly there's a variance being asked for, it's for these operations. These operations are typically louder than what you'd find in that area.

CHAIRMAN LORENZINI: All right, thank you. But it may not be louder than you can typically find in any other M-1 --

MR. STEVENS: Understood.

CHAIRMAN LORENZINI: Are there any other questions?

COMMISSIONER JENSEN: If I could mention, there was another that was like a special, given what we did the last time around, but Mr. Stevens has opened it up. We had another Petitioner who came in here with actual information and an attempt at data to meet the objective requirements in M-1 versus M-2. And when I read the proposal that came from the Petitioner, I didn't see any attempt to document things that are required to do them in M-1, in terms of sound, odors and a variety of other things. Clearly it probably needs 150

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feet difference, distance between them and residential when you look at it. But it wasn't clear to me that they meant anything else. And I was kind of wondering why staff didn't ask them to do something similar to what we suggested the other folks bring in and then turned it down for exactly the same operation.

MR. ENRIGHT: We did it, and it's in the packet. The staff asked Petitioner if they had any plans on doing any soundproofing at the existing facility and they answered no, not at this time. So we did ask that with respect to this particular property. However, this is a different case, it's not a abutting, single family residential like the other case that you're referring to.

COMMISSIONER JENSEN: What about the fumes and you know, some of the other, there's some fairly strict objective measures in both the M-1 and the M-2, and I've got a problem because it's hard to differentiate what's required for both M-2 and M-1, they're exactly the same in most cases. But there's, especially the sound issue that Mr. Stevens goes to. There's some specific tests that should and could be run and they need, should probably have to document before they go to the Board, that they meet the requirements for M-1 in terms of the sound. And they would have to do it with, we asked the other people if they were going to leave their doors open when they do the work, they told us no and we didn't believe them even though they were under oath. But that's another matter. But I think we ought to, they should really have to do some kind of test as suggested by Mr. Stevens that they could meet at least the sound requirement of an M-1 district. And so that would be my thought on this because I think it's a legitimate issue that he has raised. And I will go to the other issue, I was ecstatic that we eventually had some suggestion that they move from the Palatine Street, the Palatine up to the other thing. But I do understand Commissioner Green's points that we really don't want to do the same, a form of intimidation but it did condition my thinking that it would be good to have it relocated from where it is now.

CHAIRMAN LORENZINI: Can I ask --

COMMISSIONER DAWSON: Can I just, yes I was going to say, can you just clarify, because I just asked because I thought this is what I understood. In 120, on the map, that's where they currently are? The Trade Association is the 30?

MS. BALEK: They're right next door.

MR. BALEK: Right next door.

MR. ENRIGHT: That's correct.

COMMISSIONER DAWSON: And the objection is about a building across the street and two buildings down?

MS. BALEK: Correct.

MR. ENRIGHT: That's correct, 300 feet away.

COMMISSIONER DAWSON: I'm just very confused, if they're currently right next door doing all of the current operations why are we --

COMMISSIONER SIGALOS: I had the same question, I mean they have history here now, are they, Mr. Stevens can step forward and,

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I mean right now at their current operations that are at 120, is that objectionable to you with your facility at 30 --

MR. STEVENS: Well, there's two concerns. The first one is, is that I don't know what those operations are, right? So if they're, I do understand what happens in the power shop, you know as far as ratchets, you know, air nose, you know air ratchets and stuff like that, pounding, but you know, tearing. I understand that sort of thing, so I have this, I have a conception in my mind as to what's going to happen in that shop, at that new location. But there's nothing in, that's been conveyed to us from staff as to what those operations are and what those typical DB levels are. Whether or not they --

COMMISSIONER SIGALOS: Well, what I'm hearing is it would be the same operations in 25 East University that you're now conducting at 120, except you won't be doing any painting there at the new facility, is that correct?

MS. BALEK: Actually, yes --

MR. ENRIGHT: You have to go all the way to the mic.

MS. BALEK: Yes, yes, and there's not going to be towing in and out. So it's actually going to be less, less noise.

COMMISSIONER SIGALOS: So it's going to be less noise?

MS. BALEK: Correct.

COMMISSIONER SIGALOS: And again, my question to Mr. Stevens is that their operations at 120, are you finding any objectional noise produced from that location to your business?

MR. STEVENS: Let me just, let me just finish my point, if you don't mind. So the acoustic noise is not, for instance if it's loud over there, or if there's a noise over there, and there's another noise at some other location that's slightly quieter, it doesn't mean that the second quieter operation doesn't affect the noise. Noise is additive, right? So when, if we are surrounded by these types of operations, that this noise is additive. It doesn't, it just doesn't mean that one is quieter than the other and we're not affected by the quieter one.

COMMISSIONER SIGALOS: Okay but the question is, is what they've been doing right now at 120 East, does that have any affect on your business right now?

MR. STEVENS: I don't believe so, no.

COMMISSIONER SIGALOS: Okay then.

CHAIRMAN LORENZINI: All right, Jay do you have any questions?

COMMISSIONER CHERWIN: They just answered my question, I was going about 120 --

CHAIRMAN LORENZINI: George, do you have any questions?

COMMISSIONER DROST: No, is there, in the Plat and Sub, any discussion related to sound absorption, mitigation of noise? Nothing?

COMMISSIONER JENSEN: I wasn't at that Plat and Sub meeting so, is there anything on the record?

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COMMISSIONER DROST: Do you know, Bill?

MR. ENRIGHT: Well --

COMMISSIONER GREEN: I was there and there wasn't. And it's just that what they're asking for is the, sort of the typical noise that goes with an automotive air shop, whatever that is. And I just think Mr. Stevens that the obvious statement that I think I'll make is that I think you have a problem in that you are located in a light to medium manufacturing area where sounds, we have M-1 zoning areas so we could put those sounds in these areas. Construction and things being built and things being repaired, they are by zoning required to be in these M-1, M-2 areas. So it's hard to put a restriction on something that is allowable within these areas. Maybe you need to soundproof your building more or something, I don't know, but it's hard to restrict what's happening just because you're there. They've been in the area and in the Village for many, many years as well.

COMMISSIONER JENSEN: I'm a little confused because I think the M-1 does have some very specific requirements on sounds. It actually lists decibel levels and a variety of other things. And the other case that came in, the Petitioner came in last time, made a very bad attempt, but did try to indicate some decibel levels, and we didn't think they were adequate. And we wouldn't even give him the opportunity to come back with a continuance and provide real data by a sound tech. Now I think that before this Petitioner goes to the Board, should they get approval from this Commission, they should be asked to do some sound studies so that they meet the requirements that are in the M-1 District, and they can demonstrate to the Board that they will meet those requirements. Because there's nothing in staff's report that suggests that would be the case.

COMMISSIONER GREEN: Bill, maybe you could answer that.

MR. ENRIGHT: Well what it is the problem with, well yes there are decibel levels. There's two problems with what Commissioner Jensen is bringing up. First of all, how do you measure sound from something that's not there. Because there is a lot of things that factor into the transmission of sound. One is the building that they want to go into. Is it soundproof or is it not at all soundproof? Also what are the operations that they're going to be doing there. What doors will be open, what doors will be shut. What's the background noise in the area? 200 East Palatine has a lot of traffic, you know, tens of thousands of cars. This doesn't, but it does have truck traffic occasionally, but it's generally going to be quiet even though it's close to Arlington Heights Road as you can see. So it's, you know, the second thing is determined enforcement, the Courts have been, it's very difficult to enforce sound ordinances with the Courts.

COMMISSIONER JENSEN: Well then I'm really disturbed. Because first of all, they do have an operation at 120 West, that we could use and get a pretty good approximation of what their decibel sound would be at the property level. So it is possible to do that.

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And I think they ought to be asked to do it at the existing property which they claim will have the same sets of activities that they want to put, for the most part, in the new building, the new space. In fact they say it would be actually less, so I mean we could probably make some allowance for that. But we asked the other Petitioner, and I don't want to re-litigate that case, to do the things that you said would be impossible to do. Which is to measure things that aren't in existence here. And we denied them the opportunity to make an effort to do that. My concern, and it actually won't affect my vote on this at all, because I will make a comment afterwards. I do not like the way M-1 and M-2 descriptions and criteria are written because they give you absolutely no guidance as to whether this or any other facility of this nature should be in one versus the other. And I'd like to have uniform application of the procedures and the criteria and I don't feel that we're getting that.

COMMISSIONER DAWSON: So just one point of clarification, I wasn't at that meeting, but we do not deny anyone anything. We are purely advisory --

COMMISSIONER JENSEN: I understand we're advisory.

COMMISSIONER DAWSON: But I think it's important because you are saying we're denying people opportunities and I think everyone needs to understand --

COMMISSIONER JENSEN: Well yes we did deny them one opportunity, a continuance to come back before this Plan Commission and document the things that they were asserting. That is a denial.

COMMISSIONER DAWSON: Except that all they had to do was reapply to appear before the Planning Commission so again you didn't deny them really, you know, a continuance, but it really didn't deny the opportunity for them to come before the Planning. So I just want to be clear, we don't, we're advisory, they don't deny or approve anything.

COMMISSIONER JENSEN: I appreciate that, thank you for that.

CHAIRMAN LORENZINI: I think we've heard from everybody except Terry. Terry, do you have any comments?

COMMISSIONER ENNES: Well, first of all I think these two situations are entirely different. We had a property that was abutting residential property. Where this doesn't, this is in the middle of a light industrial and my impression of the area is the building 25, the newly proposed, this, you're going to be working on cars, not trucks.

MR. BALEK: Yes, and more minor repairs than we do at 120.

COMMISSIONER ENNES: Your facility at 120, you haul wrecked semi's in there?

MR. BALEK: Yes, trucks, trailers, yes.

MS. BALEK: Yes.

COMMISSIONER ENNES: Much bigger equipment.

MS. BALEK: Yes.

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MR. BALEK: Correct.

COMMISSIONER ENNES: And if, I'm sorry, your last name?

MR. STEVENS: Stevens.

COMMISSIONER ENNES: If Mr. Stevens says they have no problem with the 120 facility, I find it hard to believe that the one, that the 25 facility is going to create a problem when you're working on automobiles.

MR. STEVENS: Can I make a comment here?

CHAIRMAN LORENZINI: Sure, one last time, please.

MR. STEVENS: Last time. I'm going to assume that there's no acoustics experts on this panel or on staff. So, I'm just going to make that assumption, it's probably good. There are acoustic consultants that do this for a living. That they understand operations, mechanical operations, metal working operations, and they have a pretty good idea of the sound power level expected from these operations. They also have a good understanding of attenuation, distance, background noise, what affect it would have on our business. I'm asking is there, that this group ask the Petitioner to do this study by an NCAC certified acoustic consultant to insure that our business won't be damaged.

CHAIRMAN LORENZINI: Okay, thank you for your comment. Okay, any other questions or proclamations? Does anybody else from the public have anymore questions? No? Okay, we close the public comment and bring it back to the Commissioners for recommendations.

COMMISSIONER GREEN: I'd like to make a recommendation, **to the Village Board of Trustees approval of PC# 15-004, a land use Variation to allow a motor vehicle repair, major in the M-1 District; and a variation from Chapter 28, Section 6.12-1(3) Traffic Engineering approval, to waive the requirement for a traffic study and parking analysis from a certified traffic engineer.**

This approval is contingent upon compliance with the conditions detailed in the Staff Development Committee report dated October 22, 2015 and that's items one through eight:

1. A new 10 foot tall vinyl solid fence shall be required along the perimeter of the site per Exhibit A (site plan)
2. Landscaping shall be installed at the front of the building as illustrated on the floor/site plan.
3. The Petitioner shall repair, fill and patch potholes and cracks in the storage lot.
4. The Petitioner shall stripe parking spaces along rear of the building to accommodate employees, estimated at 5 employees.
5. An MWRD permit may be required for the sanitary system grease trap in order to conform with an automotive use.
6. Junkyards, vehicle compactors/crushers and painting of vehicles are specifically prohibited.
7. Hours of operation shall be limited to 8:00 a.m. until 6:00 p.m. Monday to Friday, and 8:00 a.m. to 12:00 p.m. Saturday.

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8. **The Petitioner shall comply with all applicable federal, state, and Village codes and policies.**

CHAIRMAN LORENZINI: Okay motion, or a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: Roll call vote, please?

COMMISSIONER JENSEN: If we're going to do a variance, can we do it after the thing is adopted or before?

CHAIRMAN LORENZINI: Before.

COMMISSIONER JENSEN: Well I'd like to suggest a ninth. Which are that one of our individuals in the public asked that we add a ninth provision that we ask the Petitioner to do a competent sound study to show that they at least meet the requirements that are specifically laid out in the M-1 District criteria.

CHAIRMAN LORENZINI: Is there a comment in there, is there a --

MR. ENRIGHT: Comment or a second?

CHAIRMAN LORENZINI: Well, no but his, the Commissioner recommended, does the code specifically spell out the noise level that has to be met? Can we measure what Commissioner --

MR. ENRIGHT: It certainly has those provisions in there. But I'm not a sound expert as Mr. Stevens alluded to, but so I don't know what a sound expert would come up with.

CHAIRMAN LORENZINI: All right, but we can still --

COMMISSIONER JENSEN: But there are criteria that are specifically spelled out in M-1 that you have to meet at the edge of the property?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Okay, all right, so let's do a vote, it sounds like.

MR. ENRIGHT: Well actually, you know what, let me check that, let me double check that.

COMMISSIONER DAWSON: I think what you're suggesting though isn't necessarily a ninth condition here, you would mean a recommendation that they bring that to the Planning, to the Village Board?

COMMISSIONER JENSEN: To the Board, yes.

COMMISSIONER DAWSON: So it's not really a condition, but that we are suggestion along with our motion, that you also bring this information to the Village Board meeting.

COMMISSIONER JENSEN: Well I think my suggestion, and I'd like to make it stronger than that. I'd like to require it.

COMMISSIONER DAWSON: Well they, yes, I mean they could go to the Board with or without it, but I guess what I would say is I think they know he's going to be there. If they, you know, if they think this is going to come out at the Village Board, it would make good sense to have more information at the Village Board meeting based on what we learned tonight.

MR. ENRIGHT: I need to correct my answer. The

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industrial, Chairman Lorenzini?

CHAIRMAN LORENZINI: Yes.

MR. ENRIGHT: The M-1 Industrial performance standards, chapter 28, section 5.1-17.2 regarding noise. That's A, noise. And I'll read it:

The sound pressure level to be measured as described below shall not exceed the following decibel levels in the designated octave bands when adjacent to the designated types of uses districts. The table then gives the octave band cycles per second on a zero to 75, 75 to 150 and so forth. And then it says sound decibel levels adjacent to all residential. And then the second column says sound decibel levels, if it's adjacent to B-1, B-2 or B-3. But not within the M-1.

CHAIRMAN LORENZINI: All right so it's not applicable.

MR. ENRIGHT: Now, there is a vibration chart, about vibrations caused, which does talk about vibrations with respect to whether it's adjacent to residential or within the M-1 District. So there's a, not a sound level but a vibration level.

CHAIRMAN LORENZINI: Okay thank you, Bill.

COMMISSIONER ENNES: But until the operation is established, what are you going to measure?

MR. ENRIGHT: Right.

COMMISSIONER ENNES: And then --

COMMISSIONER DAWSON: I think he's suggesting we measure 120. I think Lynn is suggesting we measure 120.

COMMISSIONER JENSEN: And I think we should be as careful about people who also reside in the M-1 District as we are about residential properties that abut to M-1. Because we're giving them, we're getting our bearings from an M, what should be an M-2 being an M-1. So I think they should bring some information forward to the Board and Sue is probably right, it probably doesn't belong as a ninth item. So I guess I would just strongly encourage it and I would hope the Board would look to see that.

CHAIRMAN LORENZINI: Okay, so I would just make that a comment to the --

COMMISSIONER JENSEN: Sure, that would be fine.

CHAIRMAN LORENZINI: Okay.

MR. ENRIGHT: There's been a motion by Commissioner Green and seconded by Commissioner Sigalos.

CHAIRMAN LORENZINI: Roll call vote, please.

MR. ENRIGHT: Commissioner Green?

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Dawson?

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Drost?

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COMMISSIONER DROST: Aye.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Chairman Lorenzini?

CHAIRMAN LORENZINI: Yes. All right, you've received unanimous approval but as was stated by Commissioner Dawson earlier, this is only a recommendation to the Board of Trustees, they have final approval. Is there a date this is going to the Board of Trustees?

MR. ENRIGHT: It will likely go on Monday, November 16th, at 8:00 p.m. Petitioner should check with me the Friday prior to that.

COMMISSIONER DROST: For the record, though, is, the statement or the recommendation of Commissioner Jensen, though it wasn't with comment, will it still be treated as with comment in the minutes presented to the --

MR. ENRIGHT: Yes, because it wasn't seconded and made part of the motion.

COMMISSIONER DROST: All right. I just wanted to make sure that that is clear.

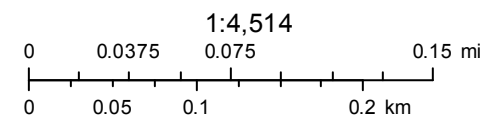
CHAIRMAN LORENZINI: Okay, thank you everybody.

(Whereupon, the meeting was adjourned
at 8:27 p.m.)

Hillside Auto Location Aerial



October 19, 2015



Hillside Auto Site Aerial



October 19, 2015

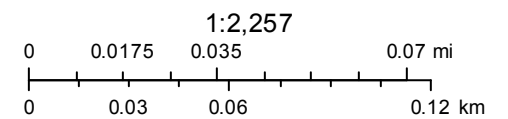
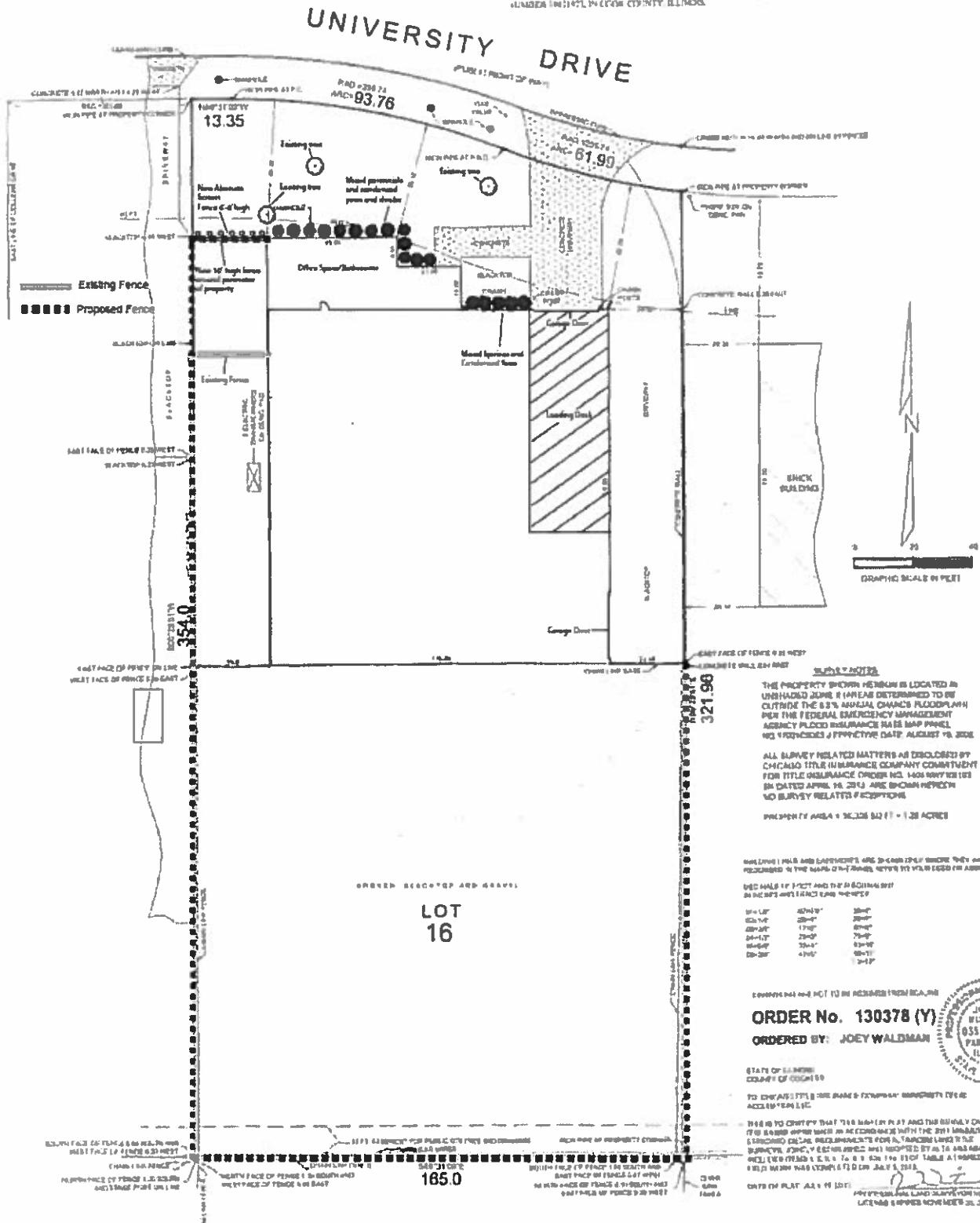
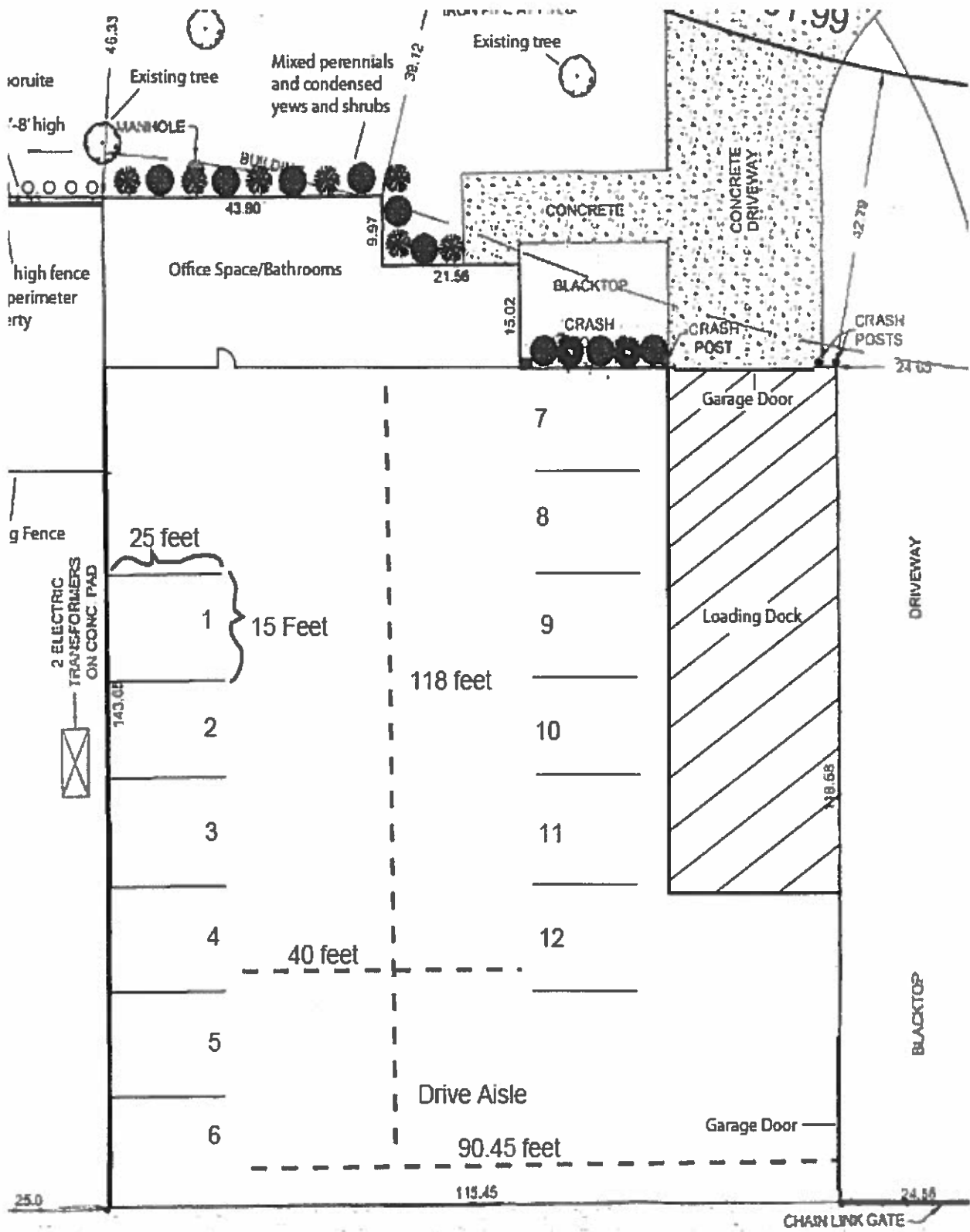


Exhibit A

[illegible]

Hillside Auto Body & Service, Inc.
Floor Plan





200 E. Palatine Road, Arlington Heights, Illinois 60004
120 W. University Drive, Arlington Heights, Illinois 60004
25 E. University Drive, Arlington Heights, Illinois 60004
(847) 253-0183 Phone (847) 253-1658 Fax
markb@hillside towing.net

March 13, 2015

Via E-Mail

Plan Commission
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005
Latika.bhide@vah.com

Re: PLAN COMMISSION APPLICATION

Petitioner: Hillside Auto Body & Service, Inc.
Property: 25 E. University Drive, Arlington Heights, Illinois
PIN No. 03-08-103-0004-000
File No.: P.C. _____

Dear Plan Commission Members:

Petitioner, Hillside Auto Body & Service, Inc. ("Petitioner" or "Hillside"), respectfully requests a Land Use Variation for 25 E. University Drive (the "Property")¹ to allow Major Vehicle Repair as defined in Ch. 28 § 3.2-149 of the Village of Arlington Heights ("Village") Municipal Code ("VAH Code"). Hillside also requests a variance to waive the traffic study and parking analysis as required in Ch. 28, § 6.12-1(3). The Property is currently located in an M-1 District.

In addition to the Land Use Variation, the Village's Staff Development Committee ("Development Committee") has identified an additional variance: to allow 18 parking spots instead of 47 as required under Ch. 28 § 11.4. *See* Ex. A [Staff Report No. T1468 at p. 1 (Oct. 17, 2014)]. As detailed below, Hillside no longer requests this variance.

Background²

By way of background, the Balek Family has resided in and operated businesses in the Village for more than 115 years. Since their original purchase of 200 E. Palatine Road (a/k/a 1901 N. Arlington Heights Road), five generations of Baleks have lived in, and continue to live in, Arlington Heights. In the 1920s, the Balek Family established Hillside, its towing and repair service business. Hillside is currently in its second generation of ownership.

Hillside operates out of its 200 E. Palatine Road location and 120 W. University Drive location. Hillside anticipates transitioning all of its operations from 200 E. Palatine Road to its

¹ Hillside Auto Body & Service, Inc. leases the Property from University Drive Acquisitions, LLC. *See* Ex. G.

² This background is provided for informational purposes only.



University Drive locations in the near future. Currently, Hillside undertakes its repair work at both its 120 W. University location and 200 E. Palatine location. Hillside has experienced significant growth in recent years, and requires additional space to expand its repair operations. Specifically, Hillside has recently contracted with a national truck rental company and local dealership to provide minor body and mechanical repair services. While the variation requested is for "Major Vehicle Repair" as defined in the VAH Code, the repair services contracted for are, "automotively speaking," minor in nature.

The Property is conveniently located to coordinate operations with Hillside's 120 W. University location. *See* Ex. F [Map of University Drive]. The Property includes a 16,000 square foot building and the rear of the Property is fully enclosed by an 8-foot chain linked fence. Hillside estimates it will have 12 bays in the building for repair work. Hillside also estimates that, on any given day, it will store 10 to 15 vehicles for repair on the Property or in the building. The vehicles being stored for repair will be stored inside or in the rear of the building, neither of which are visible to the public. Nevertheless, the anticipated repair work is limited to minor body and mechanical repairs. While Hillside intends to provide the required customer and employee parking, Hillside notes that it will be responsible for transporting a majority of the vehicles to and from the customer.

Petitioner's Responses to Development Committee's Recommendation

Pursuant to the Development Committee's Report and Recommendations (Ex. A), Hillside respectfully submits the following responses:

- 1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**

Petitioner will not attain a reasonable return if the variance is not granted. Hillside's influx in business requires additional repair space. Hillside currently uses its 120 W. University location and its 200 E. Palatine location for its repair operations. These locations, however, are landlocked and not susceptible to expansion. Further, Hillside anticipates the redevelopment of its 200 E. Palatine Road location in the near future. The Property is an optimal alternative because it is ideally located to coordinate operations with Hillside's 120 W. University location. *See* Ex. F. The variance is compatible with the underlying M-1 classification which allows for industrial assembling, manufacturing, processing, and repairing of mechanical parts. *See* Ch. 28 § 5.5-1. The requested variance is also consistent with the Major Vehicle Repair variance the Village granted for Hillside's 120 W. University location, which is within the same M-1 District as the Property. *See* Ordinance Granting A Land Use Variation, Doc. No. 0422339007 (June 7, 2004).

If granted, Hillside will begin operating out of the Property immediately, marking the first time in more than five years that the Property will be in use. The Property has been vacant since at least 2010, and, when purchased, was in a state of disrepair. Hillside has made significant improvements to the Property, including cleaning, repainting, updating the offices, and mud-jacking the floors back into position. If not granted, however, Hillside will be required to look outside Arlington Heights for a new location to expand its operations. Hillside is unable

to quantify how long it will take to locate a new property, acquire necessary authorizations, prepare that property, and transition operations.

2. The plight of the owner is due to unique circumstances.

The plight of Hillside is due to unique circumstances. As noted above, Hillside's other locations are landlocked and not susceptible to expansion. Moreover, the proposed use, Major Vehicle Repair, is compatible with the underlying M-1 zoning classification which currently allows for industrial related uses, including assembling, manufacturing, processing, and repair of mechanical parts and products. *See* Ch. 28 § 5.5-1. Hillside's proposed use, minor auto body and mechanical repair work, is similar. Hillside's hours of operation are also consistent with other businesses in the District, Monday through Friday 8:00 a.m. to 5:00 p.m., and Saturday 8:30 a.m. to 12:00 p.m. The requested variance is consistent with the variance the Village has already granted for Hillside's 120 W. University location, which is within the same District as the Property. *See* Ordinance, Doc. No. 0422339007; Ex. F. Finally, the University Drive locations are conveniently located to coordinate repair operations. *See* Ex. F.

3. The variation, if granted, will not alter the essential character of the locality.

The proposed action will not alter the essential character of the locality. As stated above, the proposed use, Major Vehicle Repair, is compatible with the underlying M-1 zoning classification which authorizes assembling, manufacturing, processing, and repair of mechanical parts and products. *See* Ch. 28 § 5.5-1. Similarly, Hillside will be repairing mechanical parts and vehicles. Hillside's hours of operation are consistent with other businesses in the District, Monday through Friday 8:00 a.m. to 5:00 p.m., and Saturday 8:30 a.m. to 12:00 p.m. The requested variance is akin to the Major Vehicle Repair variance granted to Hillside for its adjacent facility located at 120 W. University Drive, within the same M-1 District. *See* Ordinance, Doc. No. 0422339007; Ex. F.

Finally, the requested action will enhance this locality. The Property has not been used since at least 2010. Prior to the purchase, the Property was in utter disrepair. Indeed, the property taxes had not been paid and were sold to a third-party. Hillside has already made significant improvements to the Property and building, including, cleaning, repainting, updating the offices, and mud-jacking the floors back into position. All vehicles requiring repair, will be parked in the rear or inside the building, neither of which are visible to the public. *See* Ex. A. In any event, the repairs contracted for are minor in nature. Only customer parking will be visible from University Drive. *See* Exs. C-D. In addition to rendering the Property more aesthetically pleasing, if the variance is granted, Hillside's operations will bring the vacant property back into the stream of commerce. Hillside anticipates increased sales tax revenue to the Village as a result of additional auto parts purchases from local businesses. Hillside also anticipates hiring 2 to 5 additional employees to handle the increased business.

4. A fully dimensioned detailed site plan.

Petitioner has attached a current survey of the Property (Ex. C), and five (5) proposed site plans delineating the various parking options available that will satisfy the Village's parking

requirements. *See* Ex. D. Pursuant to Ch. 28 § 11.4, Hillside is required to provide 47 lined parking spaces. Hillside initially proposed 18 parking spaces, which would require an additional variance. *See* Ch. 28 § 11.4. Hillside, however, has determined it can provide the requisite 47 spaces and no longer requests this variance.

The Property was a pre-existing building with pre-existing landscaping when purchased in July 2013. Because this is a pre-existing building with kept landscaping, Petitioner has not included additional landscaping in its Proposed Surveys. Attached as Exhibit E are photographs of the current landscaping.

5. The vehicle storage must be clearly delineated on the plans and details of the proposed fence must be provided.

Petitioner has submitted five (5) proposed plans for parking and vehicle storage. *See* Ex. D. Petitioner notes vehicles for repair may also be stored inside the existing building. The Property is already enclosed by an 8-foot chain link fence. *See* Ex. C. The vehicles stored for repair will not be visible from the public roadways, and, it is anticipated that vehicles stored for repair will only require minor repair work. *See* Exs. C-D.

6. Justification for a waiver of the traffic study and parking analysis.

Petitioner also requests a variance to waive the traffic study and parking analysis as required under Ch. 28 § 6.12-1(3). For all the reasons stated above, Petitioner will not attain a reasonable return if this variance is not granted, the plight of the owner is due to unique circumstances, and this variance will not alter the essential locality. The anticipated number of employees parking on the Property will be limited and customer traffic will also be limited because Hillside will be transporting a majority of the vehicles to and from the customers. Hillside also has adequate space to meet the parking requirements. *See* Ch. 28 § 11.4; Ex. D. The Property was previously operated by a plumbing company with more than 75 employees which is far greater than the volume anticipated by Hillside. For the foregoing reasons, Hillside respectfully requests a variance waiving the traffic and parking study analysis.

7-8. Petitioner shall cease all non-conforming operations at 200 E. Palatine Road property by a specific date to be determined by the Village. The 200 E. Palatine Road property shall be cleaned and restored within 6 months of ceasing operations.

Petitioner respectfully requests additional guidance from the Village with regard to this request; specifically, Petitioner requests citation to the relevant VAH Code Section requiring this information. *See* Ex. B.

Notwithstanding the foregoing, Petitioner and the Owner³ of 200 E. Palatine Road are in the process of planning for the redevelopment of 200 E. Palatine Road. If this variance is granted, Hillside anticipates transitioning all of its operations to the University Drive locations in or before December 2015. Petitioner also notes that the Owner of 200 E. Palatine Road has been in contact with multiple organizations and real estate brokers interested in leasing 200 E. Palatine

³ Hillside leases 200 E. Palatine Road from Balek Properties, LLC.

Road. Hillside and the Owner will continue to keep the Village informed of the status of the redevelopment. To the extent Hillside transitions its operations before a redevelopment plan has been finalized, Hillside and the Owner will begin restoration of 200 E. Palatine Road in anticipation of such redevelopment.⁴

* * *

Respectfully submitted,

Hillside Auto Body & Service, Inc.

By: James Balek, Jr.
James Balek, Jr.
President

By: Mark Balek
Mark Balek
Vice President

Enclosures

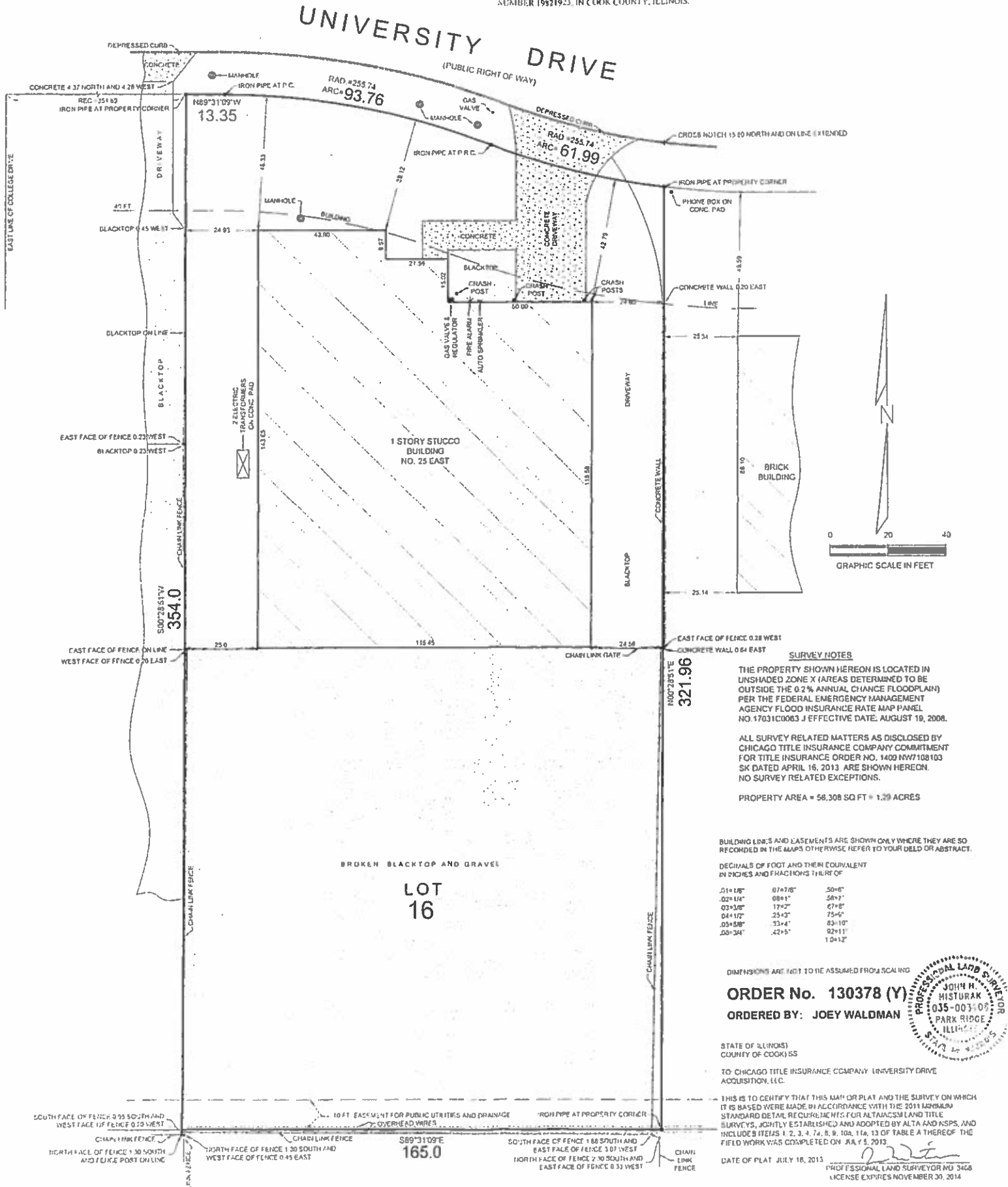
cc. Colleen J. Balek, Esq. (via e-mail cbalek@hillside towing.net w/o enclosures)

⁴ Petitioner's response to Questions 6 and 7 is provided for informational purposes only and is not to be considered binding representations and have no legal effect. Petitioner makes no representations or warranties of any kind by or on behalf of Hillside or Balek Properties, LLC, regarding any of the information provided.

1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

ALTA/ACSM LAND TITLE SURVEY

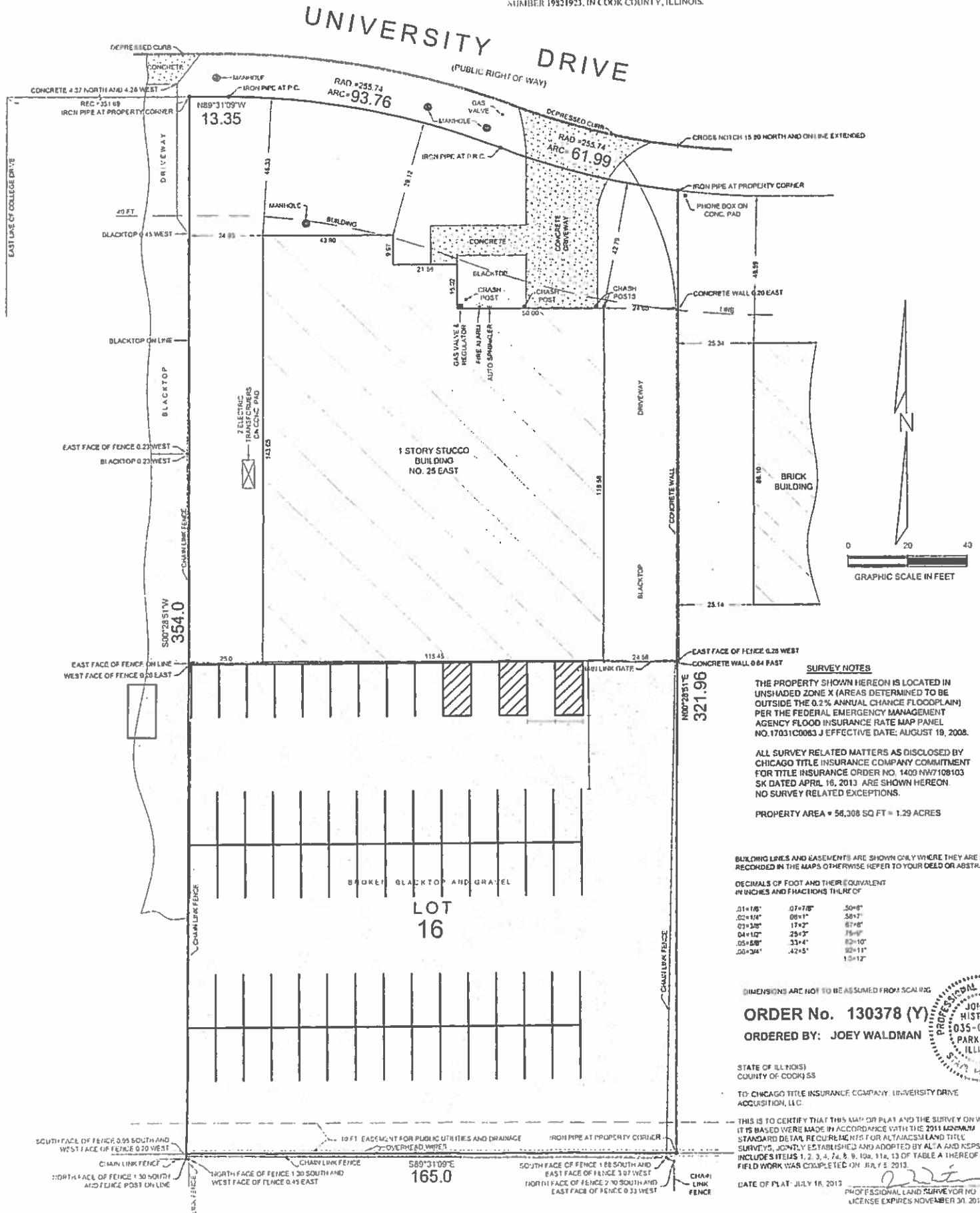
LOT 16 IN REF. DIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 5 INCLUSIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND "A" OF THE NORTHWEST 1/4 IN SECTION 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1966 AS DOCUMENT NUMBER 19921923, IN COOK COUNTY, ILLINOIS.



1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

ALTA/ACSM LAND TITLE SURVEY

LOT 16 IN RESUBDIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 3 INCLUSIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND "A" 1/4 OF THE NORTHWEST 1/4 IN SECTION 8, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1986 AS DOCUMENT NUMBER 19821923, IN COOK COUNTY, ILLINOIS.



CERTIFIED SURVEY, INC.

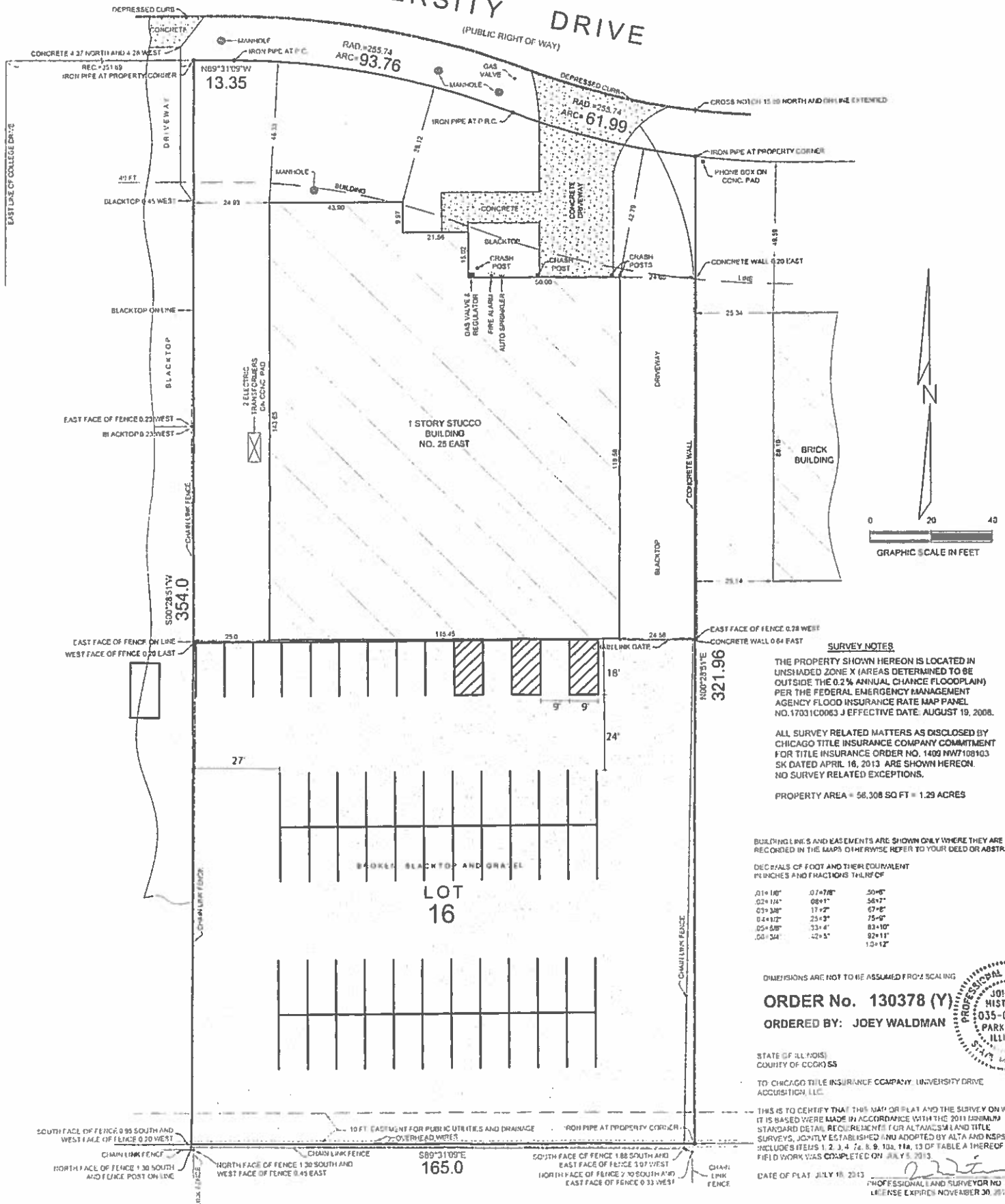
1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

Email: surveys@certifiedsurvey.com

ALTA/ACSM LAND TITLE SURVEY

LOT 16 IN RESUBDIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 5 INCLUSIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 IN SECTION 8, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1966 AS DOCUMENT NUMBER 19821923, IN COOK COUNTY, ILLINOIS.

UNIVERSITY DRIVE
(PUBLIC RIGHT OF WAY)



SURVEY NOTES

THE PROPERTY SHOWN HEREON IS LOCATED IN UNSHADED ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP PANEL NO. 17031C0063 J EFFECTIVE DATE: AUGUST 19, 2008.

ALL SURVEY RELATED MATTERS AS DISCLOSED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 1409 NW7108103 SK DATED APRIL 16, 2013 ARE SHOWN HEREON. NO SURVEY RELATED EXCEPTIONS.

PROPERTY AREA = 58,308 SQ FT = 1.29 ACRES

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS OTHERWISE REFER TO YOUR DEED OR ABSTRACT

DECIMALS OF FOOT AND THEIR EQUIVALENT FRACTIONS AND FRACTIONS THEREOF

0.10 1/10"	0.17 1/8"	0.25 1/4"
0.25 1/4"	0.31 1/8"	0.37 1/2"
0.37 1/2"	0.44 1/2"	0.50 1/2"
0.50 1/2"	0.56 1/4"	0.62 1/2"
0.62 1/2"	0.69 1/4"	0.75 3/4"
0.75 3/4"	0.81 1/4"	0.87 1/2"
0.87 1/2"	0.94 1/4"	1.00 1/2"

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING

ORDER No. 130378 (Y)

ORDERED BY: JOEY WALDMAN

STATE OF ILLINOIS
COUNTY OF COOK SS

TO CHICAGO TITLE INSURANCE COMPANY UNIVERSITY DRIVE ACQUISITION, LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 NATIONAL STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NEPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7a, 8, 9, 10a, 11a, 13 OF TABLE A THEREOF THE FIELD WORK WAS COMPLETED ON JULY 5, 2013

DATE OF PLAT: JULY 18, 2013

PROFESSIONAL LAND SURVEYOR NO. 3468
LICENSE EXPIRES NOVEMBER 30, 2014

CERTIFIED SURVEY, INC.

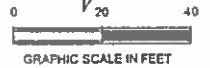
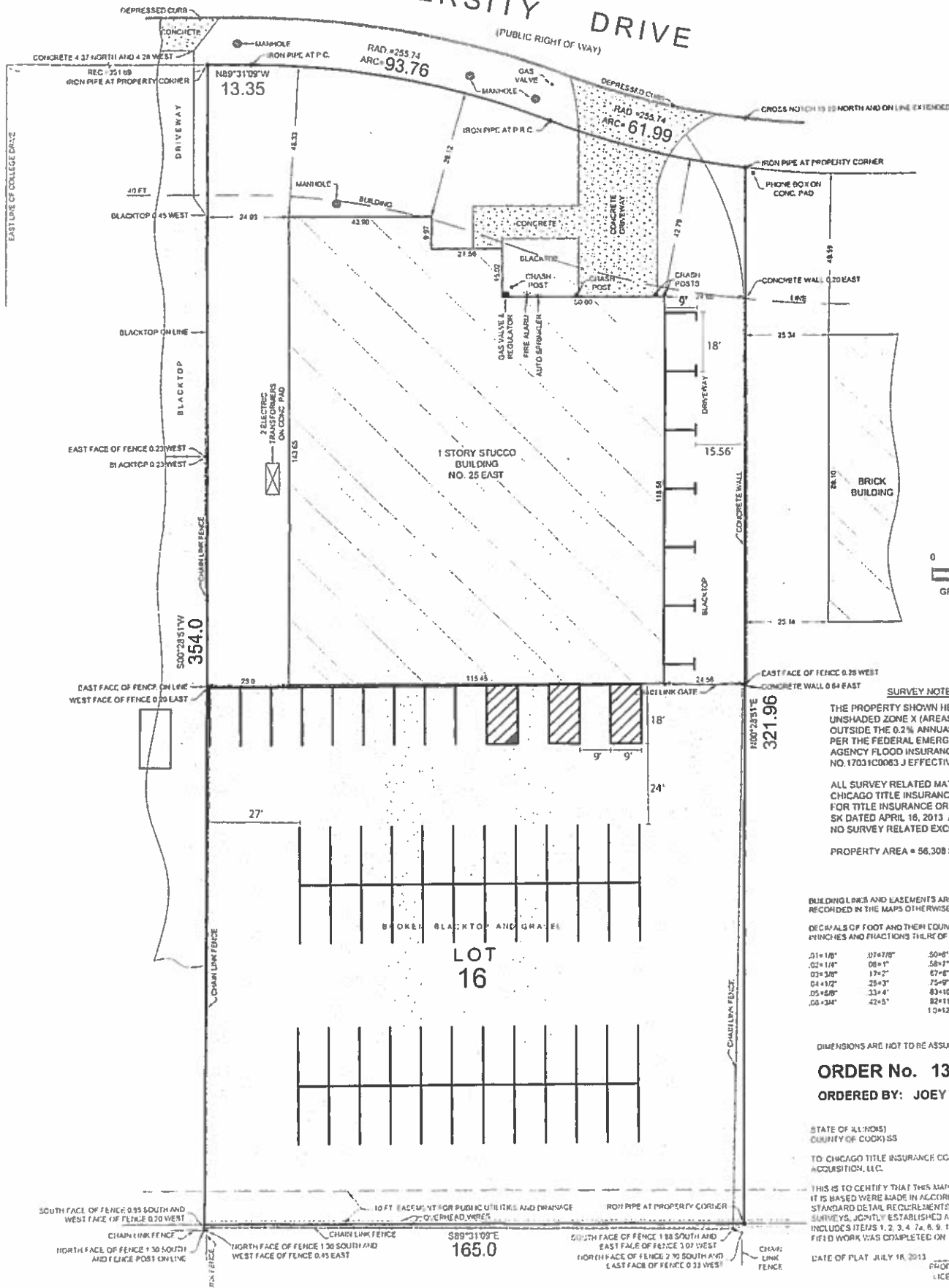
1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

Email: surveys@certifiedsurvey.com

ALTA/ACSM LAND TITLE SURVEY

LOT 16 IN RESUBDIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 5 INCL USIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 IN SECTION 8, TOWNSHIP 12 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1966 AS DOCUMENT NUMBER 19521923, IN COOK COUNTY, ILLINOIS.

UNIVERSITY DRIVE
(PUBLIC RIGHT OF WAY)



SURVEY NOTES

THE PROPERTY SHOWN HEREON IS LOCATED IN UNSHADED ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP PANEL NO. 17031C0063 J EFFECTIVE DATE: AUGUST 19, 2008.

ALL SURVEY RELATED MATTERS AS DISCLOSED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 1400 HW7108103 SX DATED APRIL 16, 2013 ARE SHOWN HEREON. NO SURVEY RELATED EXCEPTIONS.

PROPERTY AREA = 56,308 SQ FT = 1.29 ACRES

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

DECIMALS OF FOOT AND THEIR EQUIVALENT INCHES AND FRACTIONS THEREOF

.01 = 1/8"	.07 = 7/8"	.50 = 6"
.02 = 1/4"	.08 = 1"	.58 = 7"
.03 = 3/8"	.12 = 1 1/4"	.67 = 8"
.04 = 1/2"	.16 = 1 1/2"	.75 = 9"
.05 = 5/8"	.20 = 2"	.83 = 10"
.06 = 3/4"	.25 = 2 1/2"	.92 = 11"
		1.0 = 12"

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING

ORDER No. 130378 (Y)

ORDERED BY: JOEY WALDMAN

STATE OF ILLINOIS
COUNTY OF COOK

TO CHICAGO TITLE INSURANCE COMPANY UNIVERSITY DRIVE ACQUISITION, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 NATIONAL STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7a, 8, 9, 10a, 11a, 13 OF TABLE A THEREOF THE FIELD WORK WAS COMPLETED ON JULY 5, 2013.

DATE OF PLAT JULY 18, 2013

PROFESSIONAL LAND SURVEYOR NO. 3408
LICENSE EXPIRES NOVEMBER 30, 2014



1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

ALTA/ACSM LAND TITLE SURVEY

LOT 16 IN RESUBDIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 5 INCLUSIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND 1/4 OF THE NORTHWEST 1/4 IN SECTION 8, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1966 AS DOCUMENT NUMBER 19821923, IN COOK COUNTY, ILLINOIS.



THE PROPERTY SHOWN HEREON IS LOCATED IN UNIMPAVED ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP PANEL NO. 17031C0063 J EFFECTIVE DATE: AUGUST 19, 2008.

ALL SURVEY RELATED MATTERS AS DISCLOSED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 1403 NW7108103 SK DATED APRIL 16, 2013 ARE SHOWN HEREON NO SURVEY RELATED EXCEPTIONS.

PROPERTY AREA = 58,388 SQ FT = 1.29 ACRES

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

(EQUIVALS OF FOOT AND THEN EQUIVALENT IN INCHES AND FRACTIONS THERE OF)

.01=1/16"	07=7/16"	50=6"
.02=1/8"	08=1"	56=7"
03=3/16"	17=7"	67=8"
04=1/4"	23=3"	75=9"
05=5/16"	33=4"	83=10"
.06=3/4"	42=5"	92=11"
		13=12"

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING

ORDER No. 130378 (Y)
ORDERED BY: JOEY WALDMAN

STATE OF IL (19X05)
 COUNTY OF COOK) 53

TO: CHICAGO TITLE INSURANCE COMPANY, UNIVERSITY DRIVE
 ACQUISITION, LLC.

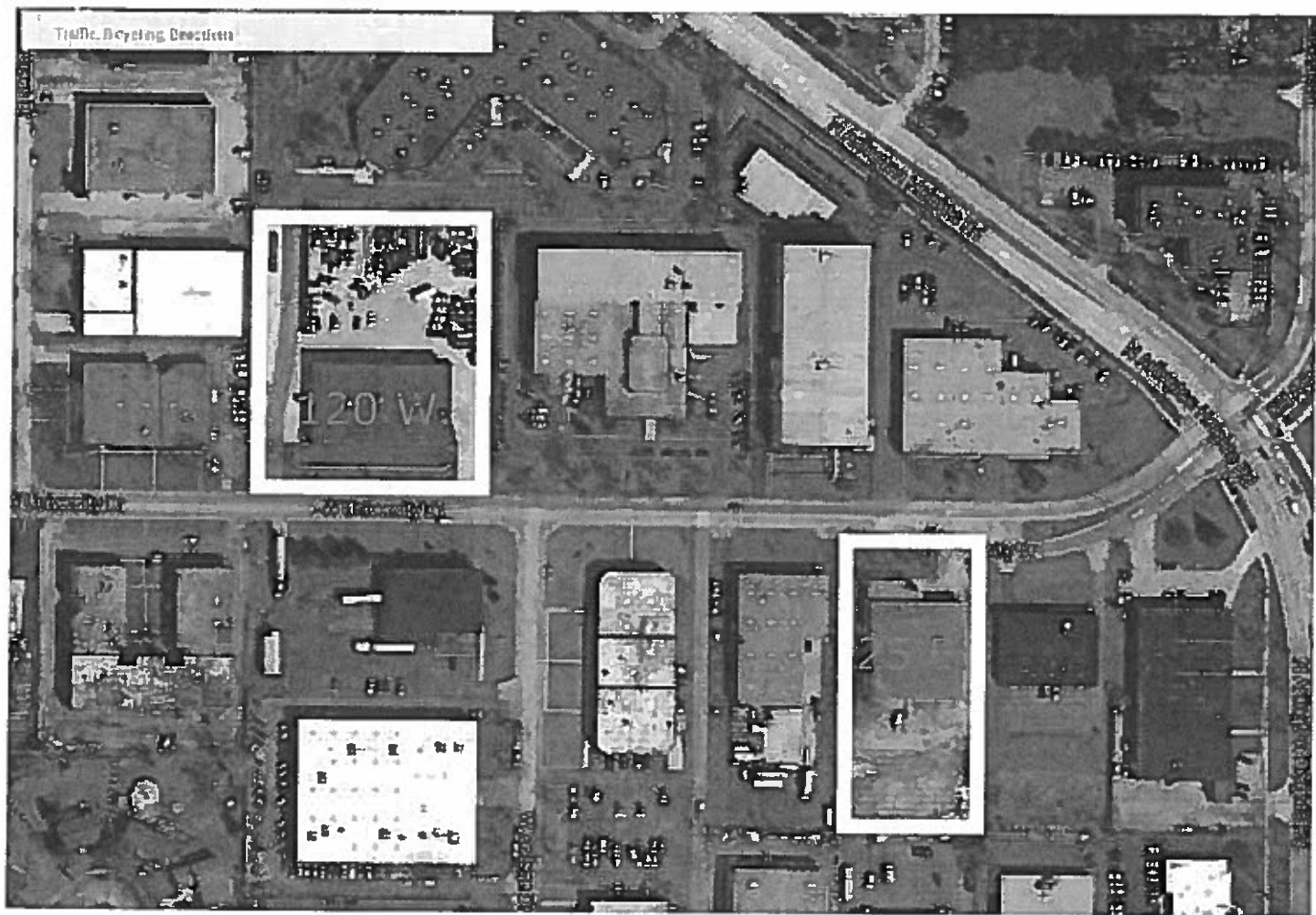
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/MSL LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7a, 8, 9, 10a, 11a, 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 8, 2013.

DATE OF PLAT: JULY 18, 2013

PROFESSIONAL LAND SURVEYOR NO. 34568
 LICENSE EXPIRES NOVEMBER 30, 2014



Hillside Auto Body & Service, Inc.
Plan Commission Application



BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
Petitioner: Hillside Auto Body & Service, Inc.
120 W. University Drive
Arlington Heights, IL 60004
Owner: University Drive Acquisitions, LLC
25 E. University Drive
Arlington Heights, IL 60004
Contact Person: Mark Balek
Address: 120 W. University Drive
Arlington Heights, IL 60004
Phone: (847) 253-0183
Fax #: (847) 253-1658
E-Mail: markb@hillside towing.net

P.I.N.# 03-08-103-004-0000
Location: 25 E. University Drive
Rezoning: X Current: M1 Proposed: M-1
Subdivision: N/A
of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: X For: Major Repair in
M-1 district.
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 15,110 square feet
of Units Total: Not applicable
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

- | | <u>YES</u> | <u>NO</u> | | |
|----|------------|-----------|-------------|---------------|
| 1. | _____ | _____ | VILLAGE | BUILDING CODE |
| 2. | _____ | _____ | PRESENT | ZONING USE |
| 3. | _____ | _____ | REQUESTED | ZONING USE |
| 4. | _____ | _____ | SUBDIVISION | REQUIRED |
| 5. | _____ | _____ | SIGN | CODE |

6. GENERAL COMMENTS

BUILDING - EXISTING BUILDING EQUIPMENT IS NOT KNOWN.
THE MAJOR VEHICLE REPAIR MAY REQUIRE
ADDITIONAL VENTILATION. BY DEB PIERCE.

RECEIVED

APR - 1 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Director

Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
Petitioner: Hillside Auto Body & Service, Inc.
120 W. University Drive
Arlington Heights, IL 60004
Owner: University Drive Acquisitions, LLC
25 E. University Drive
Arlington Heights, IL 60004
Contact Person: Mark Balek
Address: 120 W. University Drive
Arlington Heights, IL 60004
Phone: (847) 253-0183
Fax #: (847) 253-1658
E-Mail: markb@hillsidetowing.net

P.I.N.# 03-08-103-004-0000
Location: 25 E. University Drive
Rezoning: X Current: M1 Proposed: M-1
Subdivision: N/A
of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: X For: Major Repair in
M-1 district.
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 15,110 square feet
of Units Total: Not applicable
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

INSPECTIONAL SERVICES:

SEE ATTACHED COMMENTS

RECEIVED

APR - 9 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Paul Batt
Director

4/9/15
Date

MEMORANDUM

TO: Latika Bhide - Development Planner

FROM: Paul Butt – Fire Safety Plan Reviewer

DATE: 4/9/15

RE: Hillside Towing
25 E. University
PC#15-004

I have reviewed the documents submitted for the above referenced Plan Commission hearing review and offer the following comments:

1. This project is being reviewed as a building change of use from an S-2(low hazard storage) to an S-1(moderate hazard storage) per the 2009 International Building Code. Maximum allowable quantities of hazardous material shall comply with Table 307.1(1) of the 2009 International Fire Code(I.F.C.)
2. Compliance with the 2009 I.F.C., Section 2211(Repair Garages) is required. Provide a response for each applicable sub-section as to the intent for compliance.
3. The existing fire sprinkler system shall be reviewed and hydraulically calculated to verify that the demand of Ordinary Group 2 per NFPA-13 can be achieved. This shall be performed and submitted by a licensed fire protection engineer.
4. The narrative indicates that the anticipated work would also include minor body repair. Describe to what degree is "minor". Spraying of flammable finishes shall comply 2009 I.F.C., Chapter 15, Flammable Finishes.
5. Monitoring of the existing fire protection system by a fire alarm system is required. Fire alarm notification devices shall be required throughout the building.
6. Describe any and all interior alterations that will occur in preparation to conduct business. This includes office space as well as the car repair area.
7. The narrative indicates "significant improvements have been made to the property and building, including, cleaning, repainting and updating the offices". Provide, in detail, the work that has been performed as to ascertain the applicability of Building Permits.
8. The narrative states "if granted, Hillside will begin operating out of the property immediately". Operation of this business at this location prior to compliance with the requirements stated above, other Village Code requirements and an approved Village Business license is prohibited.

Village of Arlington Heights
Public Works Department

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: April 1, 2015

Subject: 120 W University Dr., P.C. #15-004

With regard to the proposed Land Use Variation, I have the following comments:

- 1) The proposed sewer discharge as a result the proposed land use variation will require input from MWDRGC.

If you have any questions, please feel free to contact me.

C. file

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APR - 6 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-004
 Petitioner: Hillside Auto Body & Service, Inc.
120 W. University Drive
Arlington Heights, IL 60004
 Owner: University Drive Acquisitions, LLC
25 E. University Drive
Arlington Heights, IL 60004
 Contact Person: Mark Balek
 Address: 120 W. University Drive
Arlington Heights, IL 60004
 Phone: (847) 253-0183
 Fax #: (847) 253-1658
 E-Mail: markb@hillsidetowing.net

P.I.N.# 03-08-103-004-0000
 Location: 25 E. University Drive
 Rezoning: X Current: M1 Proposed: M-1
 Subdivision: N/A
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: X For: Major Repair in
M-1 district.
 Land Use: Current:
Proposed:
 Site Gross Area: 15,110 square feet
 # of Units Total: Not applicable
 1BR: 2BR: 3BR: 4BR:

1. PUBLIC IMPROVEMENTS

REQUIRED..... YES NO COMMENTS

a. Underground Utilities

Water..... X
 Sanitary Sewer..... X
 Storm Sewer..... X

b. Surface Improvement

Pavement..... X
 Curb & Gutter..... X
 Sidewalks..... X
 Street Lighting..... X

c. Easements

Utility & Drainage..... X
 Access..... X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X(?)
 b. IDOT
 c. ARMY CORP
 d. IEPA X(?)
 e. CCHD

YES NO COMMENTS

3. R.O.W. DEDICATIONS?.....

X

4. SITE PLAN ACCEPTABLE?.....

TBD

5. PRELIMINARY PLAT ACCEPTABLE

N/A

6. TRAFFIC STUDY ACCEPTABLE

N/A

7. STORM WATER DETENTION REQUIRED

X

8. CONTRIBUTION ORDINANCE EXISTING?

X

9. FLOOD PLAIN OR FLOODWAY EXISTING?

X

10. WETLAND EXISTING

X

GENERAL COMMENTS ATTACHED

NO FURTHER COMMENTS AT THIS TIME

PLANS PREPARED BY: N/A

DATE OF PLANS: N/A

Director

Date

Hillside Auto Body & Service, Inc.
 Plan Commission Application

RECEIVED
 MAR 31 2015
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

James J. Mull 3/30/15

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Hillside Auto Body & Service, Inc.

 120 W. University Drive

 Arlington Heights, IL 60004
 Owner: University Drive Acquisitions, LLC

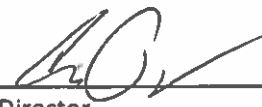
 25 E. University Drive

 Arlington Heights, IL 60004
 Contact Person: Mark Balek
 Address: 120 W. University Drive

 Arlington Heights, IL 60004
 Phone: (847) 253-0183
 Fax #: (847) 253-1658
 E-Mail: markb@hillsidetowing.net

P.I.N.# 03-08-103-004-0000
 Location: 25 E. University Drive
 Rezoning: X Current: M1 Proposed: M-1
 Subdivision: N/A
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: X For: Major Repair in
M-1 district.
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 15,110 square feet
 # of Units Total: Not applicable
 1BR: _____ 2BR: 3BR: 4BR: _____

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. <u>UTILITIES:</u>			
Water	_____	_____	_____
Metering	_____	_____	_____
Backflow	_____	_____	_____
Sanitary Sewer	_____	_____	_____
Storm Sewer	_____	_____	_____
2. <u>SURFACE:</u>			
Pavement	_____	_____	_____
Curb & Gutter	_____	_____	_____
Sidewalks	_____	_____	_____
Street Lighting	_____	_____	_____
3. <u>GENERAL COMMENTS:</u>			



 Director Date 4-02-15

SEE Memo dated 4-01-15



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-004

Project Name Hillside Towing

Project Location 25 E. University Dr

Planning Department Contact Latika Bhide

General Comments

Please follow the recommendations from the Building Department with regards to code updates.

RECEIVED

APR 03 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date April 2, 2015

Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Hillside Towing
120 W. University Dr.
Land Use Variation

Round 1 Review Comments

04/09/2015

1. **Character of use:**
The character of use should not be problematic.
2. **Are lighting requirements adequate?**
Lighting should be up to Village of Arlington Heights code.
3. **Present traffic problems?**
There are no traffic problems.
4. **Traffic accidents at particular location?**
This is not a problem area in relation to traffic accidents.
5. **Traffic problems that may be created by the development.**
This development should not create any additional traffic problems.
6. **General comments:**
Fence around property should be free of holes and in good repair to prevent access to the property and vehicles. Keys to vehicles should be stored in a secure location and not inside the vehicles on site.

RECEIVED
APR 10 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:



Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
Petitioner: Hillside Auto Body & Service, Inc.
 120 W. University Drive
 Arlington Heights, IL 60004
Owner: University Drive Acquisitions, LLC
 25 E. University Drive
 Arlington Heights, IL 60004
Contact Person: Mark Balek
Address: 120 W. University Drive
 Arlington Heights, IL 60004
Phone: (847) 253-0183
Fax #: (847) 253-1658
E-Mail: markb@hillside towing.net

P.I.N.# 03-08-103-004-0000
Location: 25 E. University Drive
Rezoning: X Current: M1 Proposed: M-1
Subdivision: N/A
of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: X For: Major Repair in
M-1 district.
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 15,110 square feet
of Units Total: Not applicable
1BR: _____ 2BR: 3BR: 4BR:

1. GENERAL COMMENTS:

No comments.

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APR - 2 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Terese Biskner, 3/31/15 *TB*

Environmental Health Officer Date

James McCalister, 3/31/15 *JM*

Director Date

PLANNING & COMMUNITY DEPARTMENT

7

PETITIONER'S APPLICATION – ARLINGTON HEIGHTS PLAN COMMISSION

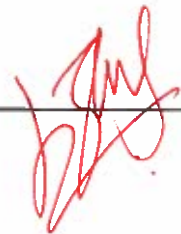
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 Petitioner: Hillside Auto Body & Service, Inc.
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Arlington Heights, IL 60004
 Owner: University Drive Acquisitions, LLC
25 E. University Drive
Arlington Heights, IL 60004
 Contact Person: Mark Balek
 Address: 120 W. University Drive
Arlington Heights, IL 60004
 Phone: (847) 253-0183
 Fax #: (847) 253-1658
 E-Mail: markb@hillsideauto.com

P.I.N.# 03-08-103-004-0000
 Location: 25 E. University Drive
 Rezoning: X Current: M1 Proposed: M-1
 Subdivision: N/A
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: X For: Major Repair in
M-1 district.
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 15,110 square feet
 # of Units Total: Not applicable
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

- | | <u>YES</u> | <u>NO</u> | |
|----|------------|-----------|---|
| 1. | <u>✓</u> | <u>✓</u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>✓</u> | <u>✓</u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>✓</u> | <u>✓</u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u>✓</u> | <u>✓</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u>✓</u> | <u>✓</u> | SUBDIVISION REQUIRED? |
| 6. | <u>✓</u> | <u>✓</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

PLEASE SEE ATTACHED.



 Date 4.10.15

Planning Department Comments, Hillside Auto Body & Service (PL15-003, 25 E. University Drive, Round 1)

7. The property at 25 E. University Drive is zoned M-1. A Land Use Variation for 'Motor Vehicle Repair, Major' in the M-1 district is required.
8. The following variations are necessary:
 - a. Chapter 28, Section 6.12-1(3) Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis by a qualified professional engineer.

Please provide a written justification for the zoning variation above by responding to the following criteria:

- a. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- b. The plight of the owner is due to unique circumstances.
- c. The variation, if granted, will not alter the essential character of the locality.

Staff is supportive of the a variation to not require a traffic study and parking analysis.

PARKING

9. The total code required parking for this site is calculated as:

Use	CODE USE	SF/ Employees/Bays	PARKING CALC (SF)	PARKING RATIO (1:X)	PARKING REQUIRED
Office	Business and Professional Offices	1800 SF*	1800 SF	1 space/300 SF	6
Service Area	Automobile Service Station	12 bays/ 5 employees*	12 bays/ 5 employees	1 space/employee + 3 spaces/bay	41
Total					47
<i>Total Provided</i>					55[^]
Surplus / (Deficit)					8

* The square footage of the office area was previously provided. The application indicates that there will be 5 employees and 12 bays. As stated in #18 below, a floor plan is needed delineating how the space will be used and the square footages of the various areas.

[^] Several different parking plans have been presented. Option E delineates 39 spaces and would does not provide for the Code required parking spaces. Other options A, B, C and D delineate 67, 55, 60 and 72 spaces respectively. Please see additional comments relative to the proposed parking plans below.

10. Per the Plat of Survey provided, the rear yard is broken blacktop and asphalt. Per Chapter 28, Section 11.2-12.2, all off-street parking areas shall be improved with a compacted base, surfaced with asphaltic concrete or comparable all-weather dustless material of a design and thickness in accordance with prescribed engineering standards.
11. Per Chapter 28, Section 11.2-12.6, curbing is required for the perimeter of all parking areas providing space for parking five or more vehicles in accordance with prescribed engineering standards.
12. For Options C, D and E, the parking spaces proposed on the east side of the building and the two-way drive aisle does not meet the dimensional standards of the Ordinance. A parallel parking space must be 9'x 21' in dimension. A two-way drive aisle must be at least 24' in width. The plan must be revised or the parking along the east side of the building eliminated.
13. The ends of all parking rows must include a landscape island equal in area to one parking space. None of the different options proposed include parking islands. The proposed parking plan must be revised to provide the required landscape islands.

14. For options A and B, all parking is proposed in the rear of the property, behind a fence. How will customers access parking?

A revised parking plan with the selected option and meeting all the requirements of the Ordinance must be provided.

15. Please note that any parking lot lighting proposed must meet the provisions of Chapter 28, Section 11.2-12.5, Lighting.

OTHER

16. Will any towing services be operated at this location? Will any tow trucks be stored on-site?
17. The applicant shall provide written confirmation that the operations will not violate the requirements for: noise, smoke and particulate matter, vibration, fire and explosive hazard, odors, noxious odorous matter, & glare and heat, as outlined in Section 5.1-17.2, Industrial Performance Standards.
18. Per Chapter 28, Section 5.1-17.1, the applicant shall provide written confirmation that all work shall take place within completely enclosed buildings.
19. Provide a floor plan for the space indicating how the space is proposed to be used and the square footages of the various uses. Indicate the location of the bays on the floor plan.
20. In the M-1 district, storage may be open to the sky but shall be enclosed by solid walls or fences (including solid doors or gates thereto) at least eight feet high, but in no case lower in height than the enclosed storage and suitably landscaped. The application indicates that vehicles will be stored on-site and there is an 8 foot tall chain link fence. A chain link fence does not meet the requirements of the Ordinance. Revise plans to provide an 8 foot tall solid wall or fence and perimeter landscaping. Please provide a landscaping plan.
21. The required front yard setback for a property in the M-1 district is 40 feet. From the Plat of Survey provided, the front yard setback is 39.12 feet. This is considered existing non-confirming. No action is needed.
22. If any exterior modifications are proposed, then a Design review will be required.
23. The petitioner stated during the public hearing for PC 03-025, land use variation and variation for 120 E. University Drive, their intent to develop the property at 200 E. Palatine Road. The petitioner should provide a letter indicating the date when they will cease operations at 200 E. Palatine Road – the specific date to be determined by the petitioner and Village.

Hillside Towing
120 W. University Drive
PC 15-004
April 8, 2015

Landscape Issues

- 1) Pursuant to Chapter 28, section 5.1-17.1c, storage shall be enclosed by a solid wall or fence that is eight feet high and suitably landscaped. Provide details for a screen wall and landscaping for the perimeter of the storage area located in the rear of the site.
- 2) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Provide landscape islands at the ends of all parking rows.
- 3) It is recommended that landscaping be provided along the front elevation. The landscaping should consist of a mix of trees, shrubs and perennials.



200 E. Palatine Road, Arlington Heights, IL 60004
120 W. University Drive, Arlington Heights, IL 60004
Phone (847) 253-0183 Fax (847) 253-1658

September 16, 2015

Via E-Mail

Plan Commission
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
latika.bhide@vah.com

Re: Response to Plan Commission Round 1 Comments
Petitioner: Hillside Auto Body & Service, Inc.
Property: 25 E. University Drive, Arlington Heights
PIN No. 03-08-103-0004-0000
File No.: P.C. 15-004

Dear Plan Commission:

Petitioner, Hillside Auto Body & Service, Inc. ("Petitioner" or "Hillside"), provides its written response to the Plan Commission's Round 1 Comments to Petitioner's Application for a Land Use Variation for 25 E. University Drive, Arlington Heights (the "Property"):

Petitioner's Revised Plan:

Preliminarily, Petitioner does not anticipate significant customer interaction at the Property. Petitioner will be transporting vehicles for repair to and from customer locations. Petitioner also has sufficient customer parking at its adjacent location, 120 W. University Drive, Arlington Heights. Petitioner, therefore, has determined that customer parking at the Property is not feasible. Pursuant to Chapter 28, Section 11.1-5, Petitioner will utilize 120 W. University Drive for customer parking, if any. Both properties are in the possession of Hillside Auto Body & Service, Inc., and have common ownership.¹ Accordingly, Petitioner withdraws its proposed parking options (A-E), and submits a Revised Plan for the Property.

The Revised Plan also details Petitioner's planned removal of the chain-link fence and installation of a 10-foot solid vinyl or concrete fence, as well as landscaping material. Petitioner has also provided a floor plan delineating the offices, loading dock, and proposed bays within the Building. No other exterior or interior modifications are proposed at this time.

* * * *

¹ 25 E. University Drive is owned by University Drive Acquisition, LLC and 120 W. University Drive is owned by Hillside Realty, LLC. James A. Balek, Jr. and Mark Balek, are the Members and Managers of both Properties.

1. Building Department

1) Building – Existing building equipment is not known. The major vehicle repair may require additional ventilation.

No response required.

1A. Building Department: Inspectional Services

1) This project is being reviewed as a building change use from an S-2 (low hazard storage) to an S-1 (moderate storage hazard) per the 2009 International Building Code. Maximum allowable quantities of hazardous material shall comply with 307.1(1) of the 2009 International Fire Code (I.F.C.).

Response: To the extent a response is required, Petitioner shall comply with Section 307.1(1) of the 2009 International Fire Code.

2) Compliance with the 2009 I.F.C., Section 2211 (Repair Garages) is required. Provide a response for each applicable sub-section as to the intent for compliance.

Response: Petitioner affirms its intent to comply with the following applicable sub-sections of Section 2211 of the International Fire Code (2009):

2211.1 General

2211.2 Storage and use of flammable and combustible liquids

2211.2.1 Cleaning of parts.

2211.2.2 Waste oil, motor oil and other Class IIIB liquids.

2211.2.2.1 Tank location

2211.2.2.2 Liquid classification

2211.2.3 Drainage and disposal of liquids and oil-soaked waste

2211.2.3.1 Disposal of liquids

2211.2.3.2 Disposal of oily waste

2211.3 Sources of Ignition.

2211.3.1 Equipment

2211.3.2 Smoking

2211.5 Preparation of vehicles for repair

2211.6 Fire extinguishers

Any sections not listed above are inapplicable.

3) The existing fire sprinkler system shall be reviewed and hydraulically calculated to verify that the demand of Ordinary Group 2 per NFPA-13 can be achieved. This shall be performed and submitted by a licensed fire protection engineer.

Response: Petitioner shall obtain a review and hydraulic calculation to verify that demand of Ordinary Group 2 per NFPA-13 can be achieved by a licensed fire protection engineer and provide a copy of the report to the Village.

4) The narrative indicates that the anticipated work would also include minor body repair. Describe to what degree is "minor." Spraying of flammable finishes shall comply with 2009 I.F.C., Chapter 15, Flammable Finishes.

Response: Minor body repair includes, but is not limited to, removing and replacing front fenders, bumper covers, and other small parts. Painting and spraying will not occur at this Property. Any painting or spraying will be completed at Petitioner's 120 W. University location in its Spray Booth.

5) Monitoring of the existing fire protection system by a fire alarm system is required. Fire alarm notification devices shall be required throughout the building. This includes office space as well as the car repair area.

Response: Petitioner is obtaining quotes from fire alarm monitoring companies. Petitioner currently contracts with Cintas for its other 120 W. University location.

6) The narrative indicates "significant improvements have been made to the property and building, including cleaning, repainting and updating the offices." Provide, in detail, the work that has been performed as to ascertain the applicability of Building Permits.

Response: As noted in its Application, Petitioner cleaned the inside and outside of the Property. Petitioner touched up the paint in the offices and mudjacked the floors. Petitioner also obtained necessary permits from the Village, and redid the front and side driveway with concrete.

7) The narrative states "if granted, Hillside will begin operating out of the property immediately." Operation of this business at this location prior to compliance with the requirements stated above, other Village Code requirements and an approved business license is prohibited.

Response: To the extent a response is required, Petitioner will comply with all prerequisites prior to operating a business out of the Property.

2. Public Works Department

1) The proposed sewer discharge as a result of the proposed land use variation will require input from MWDRGC.

No response required.

3. Engineering Department

No response required.

4. Fire Department

1) Please follow the recommendations from the Building Department with regards to code updates.

No response required.

5. Police Department

1) Character of use:

The character of use should not be problematic.

No response required.

- 2) Are lighting requirements adequate?
Lighting should be up to Village of Arlington Heights code.

Response: As noted above, the storage lot will not be open to customers or the general public, and additional lighting is not required.

- 3) Present traffic problems?
There are no traffic problems.

No response required.

- 4) Traffic accidents at particular location?
This is not a problem area in relation to traffic problems.

No response required.

- 5) Traffic problems that may be created by the development?
This development should not create any additional traffic problems.

No response required.

- 6) General comments:
Fence around property should be free of holes and in good repair to prevent access to the property and vehicles. Keys to vehicles should be stored in a secure location and not inside the vehicles on site.

Response: Petitioner, with Village approval and permits, will remove the existing chain-link fence and install a 10-foot solid vinyl or concrete fence. *See* Petitioner's Revised Plan. Keys to vehicles will be stored inside the Building, not inside vehicles parked in the storage lot.

6. Health Services Department

No response required.

7. Planning & Community Development

- 7) The property at 25 E. University Drive is zoned M-1. A Land Use Variation for 'Major Vehicle Repair, Major' in the M-1 District is required.

No response required.

- 8) The following variations are necessary:
a. Chapter 28, Section 6.12-1.3(3) Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis by a qualified professional engineer.

Please provide a written justification for the zoning variation above by responding to the following criteria:

- a. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- b. The plight of the owner is due to unique circumstances.
- c. The variation, if granted, will not alter the essential character of the locality.

Staff is supportive of the a variation to not require a traffic study and parking analysis.

Response: Please see Hillside's Application to the Village of Arlington Heights Plan Commission.

PARKING

9) The total code required parking for this site is calculated as:

[Chart and footnotes omitted]

No response required.

10) Per the Plat of Survey provided, the rear yard is broken blacktop and asphalt. Per Chapter 28, Section 11.2-12.2, all off-street parking areas shall be improved with compacted base, surfaced with asphaltic concrete or comparable all-weather dustless material of design and thickness in accordance with the prescribed engineering standards.

Response: The enclosed storage lot is paved asphalt with some broken blacktop. Petitioner withdraws its previously proposed parking options. The storage lot will not be open to customers or the general public. *See* Petitioner's Revised Plan. Notwithstanding the foregoing, Petitioner, with Village approval and permits, will repair the pot holes and areas of broken asphalt.

11) Per Chapter 28, Section 11.2-12.6, curbing is required for the perimeter of all parking areas providing space for parking five or more vehicles in accordance with prescribed engineering standards.

Response: Petitioner withdraws its previously proposed parking options. *See* Petitioner's Revised Plan. There will be no customer parking at this location. Landscape islands or curbing located in the middle of the storage lot and/or at the ends of parking rows will have an impact on daily operations and inhibit the ability of tow trucks to pull in and out and park vehicles, as well as minimize the number of vehicles that could be stored on site. The additional landscaping will not benefit the general public since there will be no customer or public parking within this area. Moreover, the perimeter of the storage area will be screened by a 10-foot fence and landscaped. *See* Petitioner's Revised Plan.

12) For Options C, D and E, the parking spaces proposed on the east side of the building and the two-way drive aisle does not meet the dimensional standards of the Ordinance. A parallel parking space must be 9'x21' in dimension. A two-way drive aisle must be at least 24' width. The plan must be revised or the parking along the east side of the building eliminated.

Response: Petitioner withdraws its previously proposed parking options, including Options C, D, and E. *See* Petitioner's Revised Plan.

13) The ends of all parking rows must include a landscape island equal in area to one parking space. None of the different options proposed include parking islands. The proposed parking plan must be revised to provide the required landscaping islands.

Response: Petitioner withdraws its previously proposed parking options. *See* Petitioner's Revised Plan. There will be no customer parking at the Property. Landscape islands or curbing located in the middle of the storage lot and/or at the ends of parking rows will have an impact on daily operations and inhibit the ability of tow trucks to pull in and out and park vehicles, as well as minimize the number of vehicles that could be stored on site. The additional landscaping will not benefit the general public since there will be no customer or public parking within this area. Moreover, the perimeter of the storage area will be screened by a 10-foot fence and landscaped. *See* Petitioner's Revised Plan.

14) For options A and B, all parking is proposed in the rear of the property, behind a fence. How will customers access parking?

Response: Petitioner withdraws its previously proposed parking options. *See* Petitioner's Revised Plan. All customer interaction and parking, if any, will occur at 120 W. University Drive.

15) Please note that any parking lot lighting proposed must meet the provisions of Chapter 28, Section 11.2-12.5.

Response: Petitioner withdraws its previously proposed parking options. *See* Petitioner's Revised Plan. The storage lot will not be open to customers or the general public, and additional off-street lighting is not required.

16) Will any towing services be operated at this location? Will any tow trucks be stored on-site?

Response: Towing services, if any, will be ancillary to the primary use of the Property, automotive repair. Vehicles will need to be towed to and from the Property for repair work and delivery to customers. Petitioner may temporarily park tow trucks at the Property throughout the day and overnight.

17) The applicant shall provide written confirmation that the operations will not violate the requirements for: noise, smoke and particulate matter, vibration, fire and explosive hazard, odors, noxious odorous matter, [and] glare and heat, as outlined in Section 5.1-17.2, Industrial Performance Standards.

Response: Petitioner affirms that its operations will not violate the requirements of the Industrial Performance Standards as outlined in Chapter 28, Section 5.1-17.2(a)-(g).

18) Per Chapter 28, Section 5.1-17.1, the applicant shall provide written confirmation that all work shall take place within completely enclosed buildings.

Response: Pursuant to Chapter 28, Section 5.1-17.1(c). Petitioner affirms that all repair work shall take place within completely enclosed buildings.

19) Provide a floor plan for the space indicating how the space is proposed to be used and the square footages of the various uses. Indicate the location of the bays on the floor plan.

Response: Please see Petitioner's Revised Plan.

20) In the M-1 district, storage may be open to the sky but shall be enclosed by solid walls or fences (including solid doors or gates thereto) at least eight feet high, but in no case lower in height than the enclosed storage and suitably landscaped. The application indicates that vehicles will be stored on-site and there is an 8 foot tall chain link fence. A chain link fence does not meet the requirements of the Ordinance. Revise plans to provide an 8 foot solid wall or fence and perimeter landscaping. Please provide a landscaping plan.

Response: Petitioner, with Village approval and permits, will remove the existing chain-link fence and install a 10-foot solid vinyl or concrete fence and landscaping. *See* Petitioner's Revised Plan.

21) The required front yard setback for the property in an M-1 district is 40 feet. From the Plat of Survey provided, the front yard setback is 39.12 feet. This is considered existing non-conforming. No action is needed.

No response required.

22) If any exterior modifications are proposed, then a Design review will be required.

Response: No exterior modifications to the building are proposed.

23) The petitioner stated during the public hearing for PC 03-25, land use variation for 120 E. University Drive, their intent to develop the property at 200 E. Palatine Road. The petitioner should provide a letter indicating the date when they will cease operations at 200 E. Palatine Road – the specific date to be determined by petitioner and the Village.

Response: Petitioner respectfully requests additional guidance from the Village with regard to this request, specifically, Petitioner requests citation to the relevant VAH Section requiring this information. *See* Petitioner's Application Nos. 7-8; *see also* Report of Proceedings of the Plat & Subdivision Committee dated October 22, 2014.

LANDSCAPE ISSUES

1) Pursuant to Chapter 28, Section 5.1-17.1c, storage shall be enclosed by a solid wall or fence that is eight feet high and suitably landscaped. Provide details for a screen wall and landscaping for the perimeter of the storage area located in the rear of the site.

Response: Petitioner, with Village approval and permits, will remove the existing chain-link fence and install a 10-foot solid vinyl or concrete fence. *See* Petitioner's Revised Plan. Petitioner has provided a detailed landscaping plan for the property. *See* Petitioner's Revised Plan.

2) The ends of all parking rows must include a landscape island, which contains callper shade tree (Chapter 28, section 6.6-1.2b). Provide landscape islands at the ends of all parking rows.

Response: Landscape islands or curbed islands located in the middle of the storage lot and/or at the ends of parking rows will have an impact on daily operations and inhibit the ability of tow trucks to pull in and out and park vehicles, as well as minimize the number of vehicles that could be stored on site. The additional landscaping will not benefit the general public since there will be no customer or public parking within this area. Moreover, the perimeter of the storage area will be screened by a 10-foot fence and landscaped. *See* Petitioner's Revised Plan.

3) It is recommended that landscaping be provided along the front elevation. The landscaping should consist of a mix of trees, shrubs and perennials.

Response: Please see Petitioner's Responses to Nos. 1 and 2, above. Please see Petitioner's Revised Plan, which provides for a mix of trees, shrubs, and perennials.

Respectfully submitted,

James A. Balek, Jr.
Mark Balek

cc. Colleen J. Balek, Esq. (via e-mail)

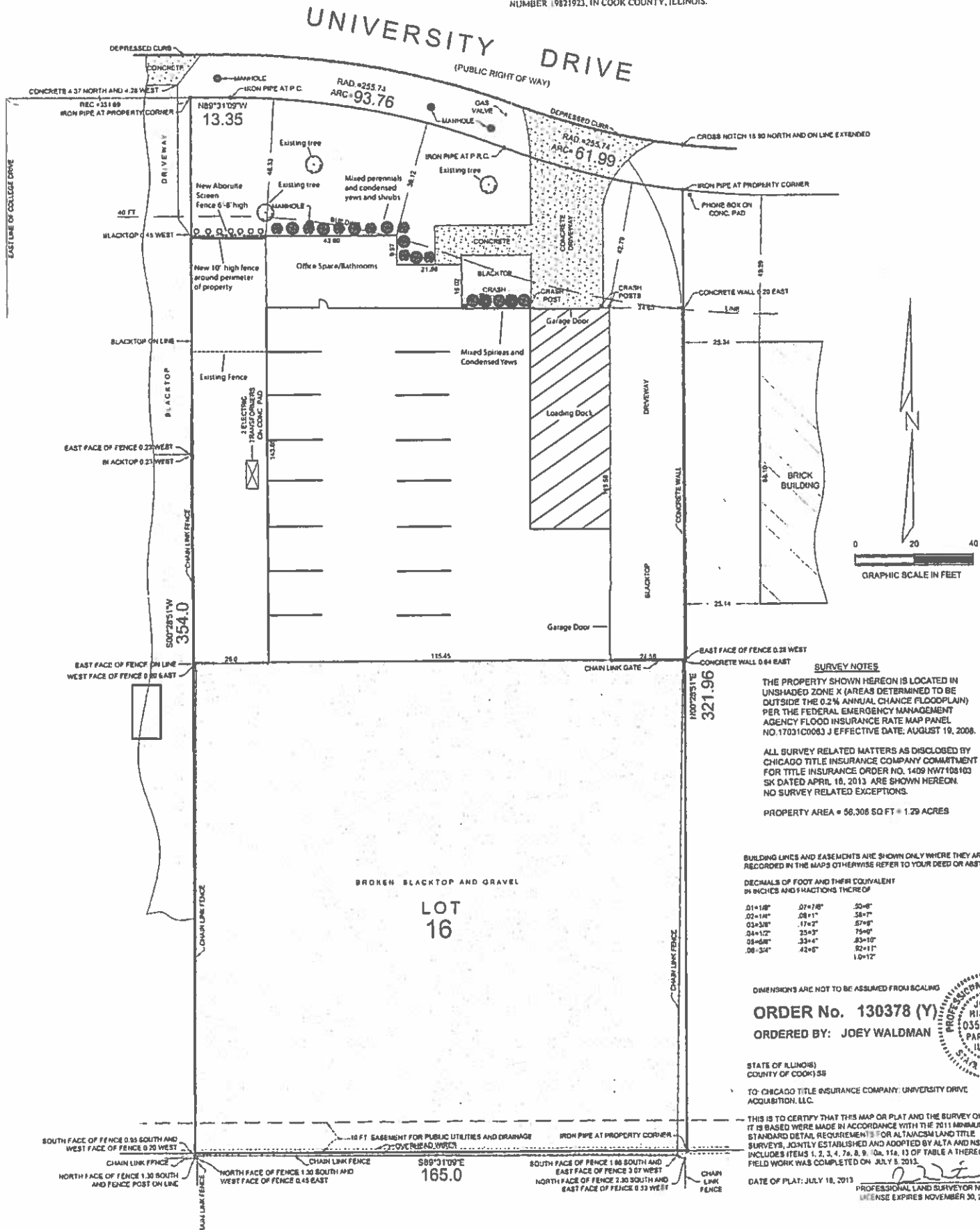
CERTIFIED SURVEY, INC.

1440 Renaissance Drive, Suite 140, Park Ridge, IL 60068 Phone 847-296-6900 Fax 847-296-6906

Email: surveys@certifiedsurvey.com

ALTA/ACSM LAND TITLE SURVEY

LOT 16 IN REFSUBDIVISION OF PART OF LOT 1 AND ALL OF LOTS 2 THRU 5 INCLUSIVE IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 1, A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 IN SECTION 8, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 10, 1966 AS DOCUMENT NUMBER 19821923, IN COOK COUNTY, ILLINOIS.



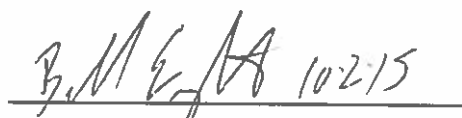
PC #15-004

Hillside Towing

Planning and Community Development

Round 2 Comments- October 2, 2015

1. The petitioner has indicated that a new 10 foot tall solid fence will be installed around the perimeter of the rear parking/outdoor storage area. Please revise the site plan to indicate the location of the new fence and provide details on the type of fence (ie provide a cut sheet example of the fence type).
2. Staff concurs that given excess parking at 120 E. University Drive and being within 1,000 feet of 25 E. University Drive, that the 25 E. University Drive site does not require a parking variation. However, please stripe spaces for the anticipated employees along the south side of the building.
3. Staff is in agreement that the rear lot, which is primarily storage, does not need to be fully repaved or curbs provided. However, as stated by the petitioner the rear lot shall be patched and potholes filled. Given the use of this area and the commitment to install a new 10 foot tall fence, the area does not require landscaping.
4. The petitioner, in its Application to the Village of Arlington Heights Plan Commission dated 3/13/15, states in the Petitioners Responses to Development Committee's Recommendation, #'s 7 -8, that "If this variance is granted, Hillside anticipates transitioning all of its operations to the University Drive locations in or before December 2015." Staff concurs with this timeline and is of the expectation that the petitioner shall follow through with their statement to transition all operations.
5. Once operations transition from 200 E. Palatine Road to the University Drive sites, does the petitioner plan to demolish all existing structures at 200 E. Palatine Road and if so what is the timeline for completing demolition?
6. Please revise the floor plan and label each of the bays by number to clearly delineate the bays. Also provide dimensions on the floor plan for a typical bay and the drive aisles.
7. Please detail the type of work that will be performed at the site such as body work, oil changes, transmission repairs, painting, etc to more clearly indicate operations.
8. Will there be any sound mitigation upgrades to the building?
9. This project will be scheduled for public hearing of the Plan Commission on October 28, 2015 subject to the Petitioner providing the revised site plan and providing responses to these comments.

A handwritten signature in black ink, appearing to read "B. Enright", is written over a horizontal line. To the right of the signature, the date "10-2-15" is handwritten.

Bill Enright, Deputy Director Planning and Community Development

PLAN COMMISSION PC #15-004
Hillside Towing
120 W. University Dr.
LUV
Round 2

11. Engineering's comment #2 from the first round was that the MWRD may need to be involved. The existing sanitary system (grease trap) would have to be evaluated to see if it met their criteria for automotive use.
12. No new comments.

 9/28/15
James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED
SEP 28 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



200 E. Palatine Road, Arlington Heights, IL 60004
120 W. University Drive, Arlington Heights, IL 60004
Phone (847) 253-0183 Fax (847) 253-1658

October 9, 2015

Via E-Mail

Plan Commission
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
benright@vah.com

Re: Response to Plan Commission Round 2 Comments
Petitioner: Hillside Auto Body & Service, Inc.
Property: 25 E. University Drive, Arlington Heights
PIN No. 03-08-103-0004-0000
File No.: P.C. 15-004

Dear Plan Commission:

Petitioner, Hillside Auto Body & Service, Inc. ("Petitioner" or "Hillside"), provides its written response to the Plan Commission's Round 2 Comments to Petitioner's Application for a Land Use Variation for 25 E. University Drive, Arlington Heights (the "Property"):

Planning and Community Development:

1. The petitioner has indicated that a new 10 foot tall solid fence will be installed around the perimeter of the rear parking/outdoor storage area. Please revise the site plan to indicate the location of the new fence and provide details on the type of fence (ie provide a cut sheet example of the fence type).

Response: Please see attached site plan. The new fence will be a 10 foot solid vinyl, simulated stone fence. Petitioner anticipates installing a Simtek Vinyl Fence, specifications attached.

2. Staff concurs that given excess parking at 120 [W] University Drive and being within 1,000 feet of 25 E. University Drive, that the 25 E. University Drive site does not require a parking variation. However, please stripe spaces for the anticipated employees along the south side of the building.

Response: Hillside will stripe parking spaces for anticipated employees along the south side of the Building.

3. Staff is in agreement that the rear lot, which is primarily storage, does not need to be fully repaved or curbs provided. However, as stated by the petitioner the rear lot shall

be patched and potholes filled. Given the use of this area and the commitment to install a new 10 foot tall fence, the area does not require landscaping.

No response required.

4. The petitioner, in its Application to the Village of Arlington Heights Plan Commission dated 3/13/15, states in the Petitioner's Responses to Development Committee's Recommendation, #7-8, that "if this variance is granted, Hillside anticipates transitioning all of its operations to the University Drive locations in or before December 2015." Staff concurs with this timeline and is of the expectation that the petitioner shall follow through with their statement to transition all operations.

Response: Petitioner once again respectfully requests additional guidance from the Village with regard to this Comment and similar comments made to Petitioner; specifically, Petitioner requests citation to the relevant VAH Code Section requiring information regarding an unrelated property for a land use variance. *See* Report of Proceedings of the Plat & Subdivision Committee (Oct. 22, 2014); Email to Latika Bhide (Oct. 23, 2014); Hillside's Application to Plan Commission Responses 6 and 7 (Mar. 13, 2015); Hillside's Responses to Round 1 Comments No. 23 (Sept. 16, 2015).

As noted in Hillside's Application, this anticipated timeline was provided for informational purposes only and was not intended to be a binding representation. *See* Hillside's Application Nos. 6-7 n. 4-5. While Hillside will fully transition operations to the University Drive sites, it cannot guarantee a date it will cease operations at 200 E. Palatine Road. The use of 200 E. Palatine Road is not relevant to Hillside's request for a variance at 25 E. University Drive, and Hillside objects to the inclusion of any conditions related to 200 E. Palatine Road in the variance for 25 E. University Drive. Notwithstanding the foregoing, the December 2015 timeline initially provided in March 2015 is no longer feasible. Hillside believes July 2016 is a more accurate timeframe.

5. Once operations transition from 200 E. Palatine Road to the University Drive sites, does the petitioner plan to demolish the existing structures at 200 E. Palatine Road and if so what is the timeline for completing demolition?

Response: Petitioner once again respectfully requests additional guidance from the Village with regard to this Comment and similar comments made to Petitioner; specifically, Petitioner requests citation to the relevant VAH Code Section requiring information regarding an unrelated property for a land use variance. *See* Report of Proceedings of the Plat & Subdivision Committee (Oct. 22, 2014); Email to Latika Bhide (Oct. 23, 2014); Hillside's Application to Plan Commission Responses 6 and 7 (Mar. 13, 2015); Hillside's Responses to Round 1 Comments No. 23 (Sept. 16, 2015). Moreover, as noted in Hillside's Application, Hillside is not the owner of 200 E. Palatine Road, but leases 200 E. Palatine Road from Balek Properties, LLC. *See* Hillside's Plan Commission Application Nos. 6-7.

6. Please revise the floor plan and label each of the bays by number to clearly delineate the bays. Also provide dimensions on the floor plan for a typical bay and the drive aisles.

Response: Please see attached Revised Floor Plan. At this time, Hillside anticipates 12 bays that will be approximately 25 feet by 15 feet each, with a drive aisle from the side garage and down the center.

7. Please detail the type of work that will be performed at the site such as body work, oil changes, transmission repairs, painting, etc to more clearly indicate operations.

Response: Hillside will not paint at 25 E. University Drive. Painting will occur at 120 W. University in Hillside's spray booth. Body work will include removing and installing body parts like fenders, bumpers, bumper covers, assemblies, mirrors, and wheels. All minor mechanical work such as tune-ups, brakes, and minor mechanical and electrical repair.

8. Will there be any sound mitigation upgrades to the building?

Response: Hillside does not anticipate any sound mitigation updates at this time.

9. This project will be scheduled for public hearing of the Plan Commission on October 28, 2015 subject to the Petitioner providing a revised site plan and providing responses to these comments.

No response required.

Engineering

11. Engineering's comment #2 from the first round was that the MWRD may need to be involved. The existing sanitary system (grease trap) would have to be evaluated to see if it met their criteria for automotive use.

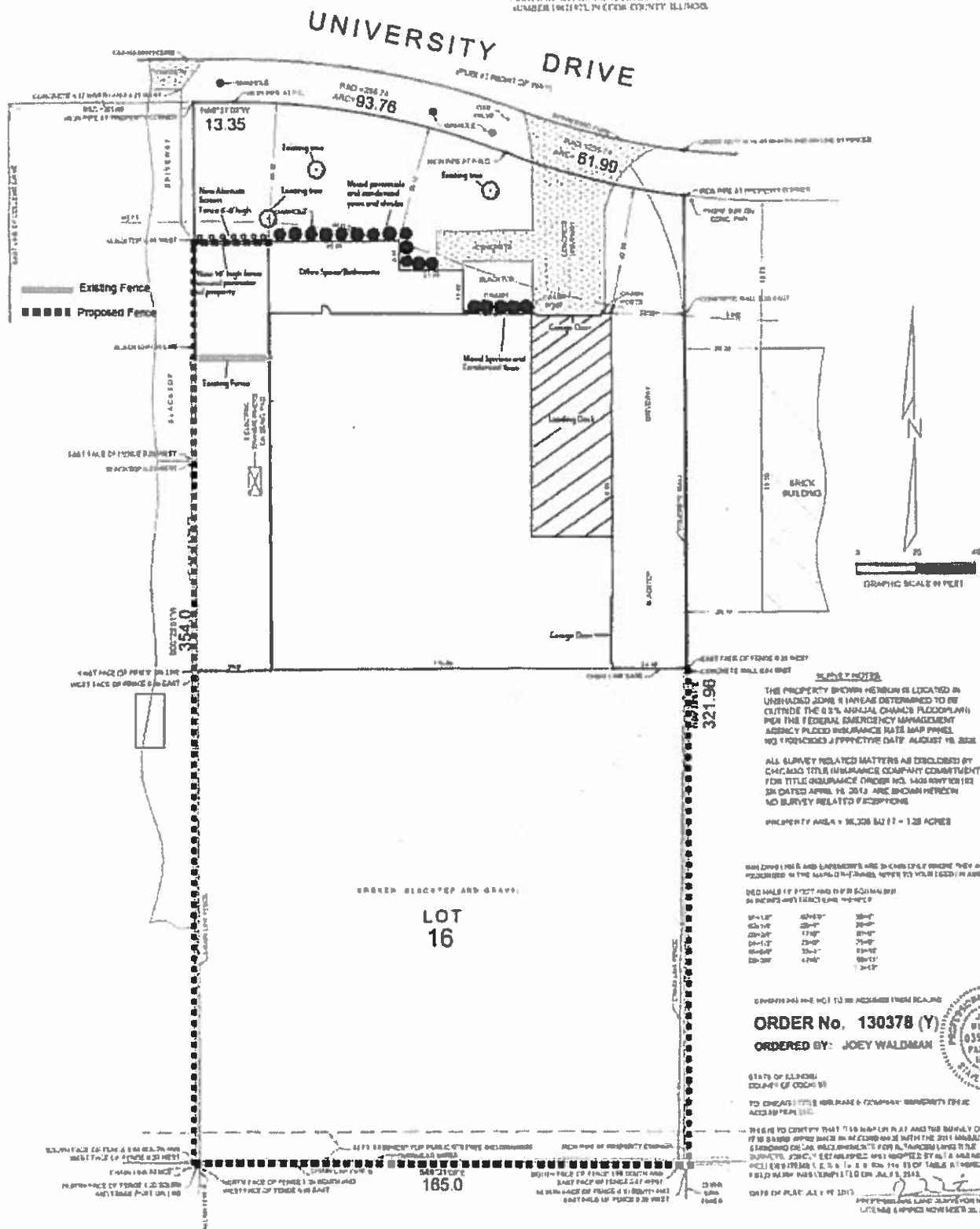
Response: Hillside will cooperate with all necessary evaluations.

12. No new comments.

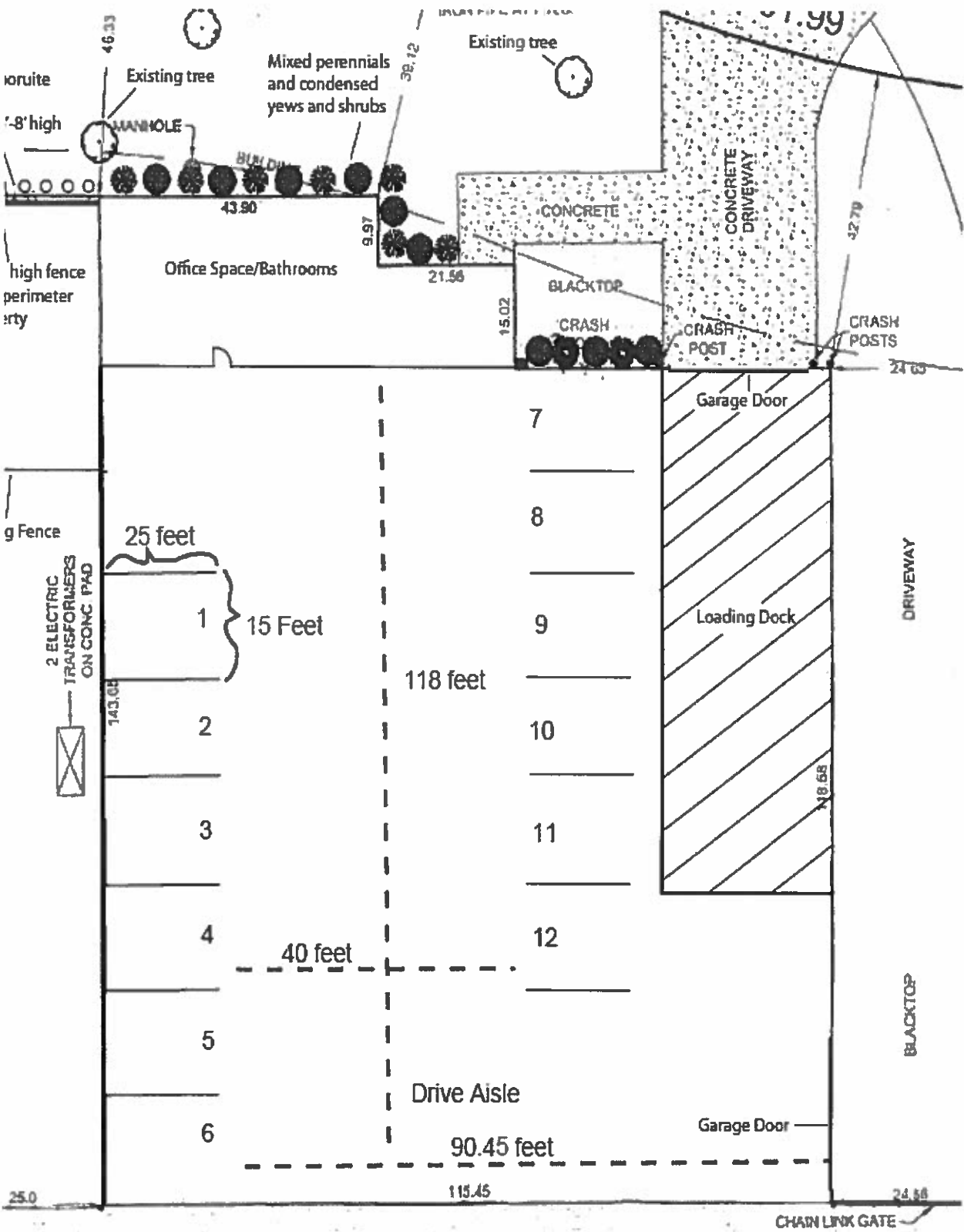
No response required.

Respectfully submitted,
James A. Balek, Jr.
Mark Balek

cc. Colleen J. Balek
Laura Luisi
Mark S. Dym

[illegible]

Hillside Auto Body & Service, Inc.
Floor Plan





SIMTEK ADVANTAGE

SimTek Fence has reinvented fence manufacturing with its patented design of rotationally-molded fencing resulting in realistic stone appearance and superior performance. Each Ecostone and Ecostone Plus fence system boasts the following:

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Easily remove graffiti using a high-powered pressure washer.

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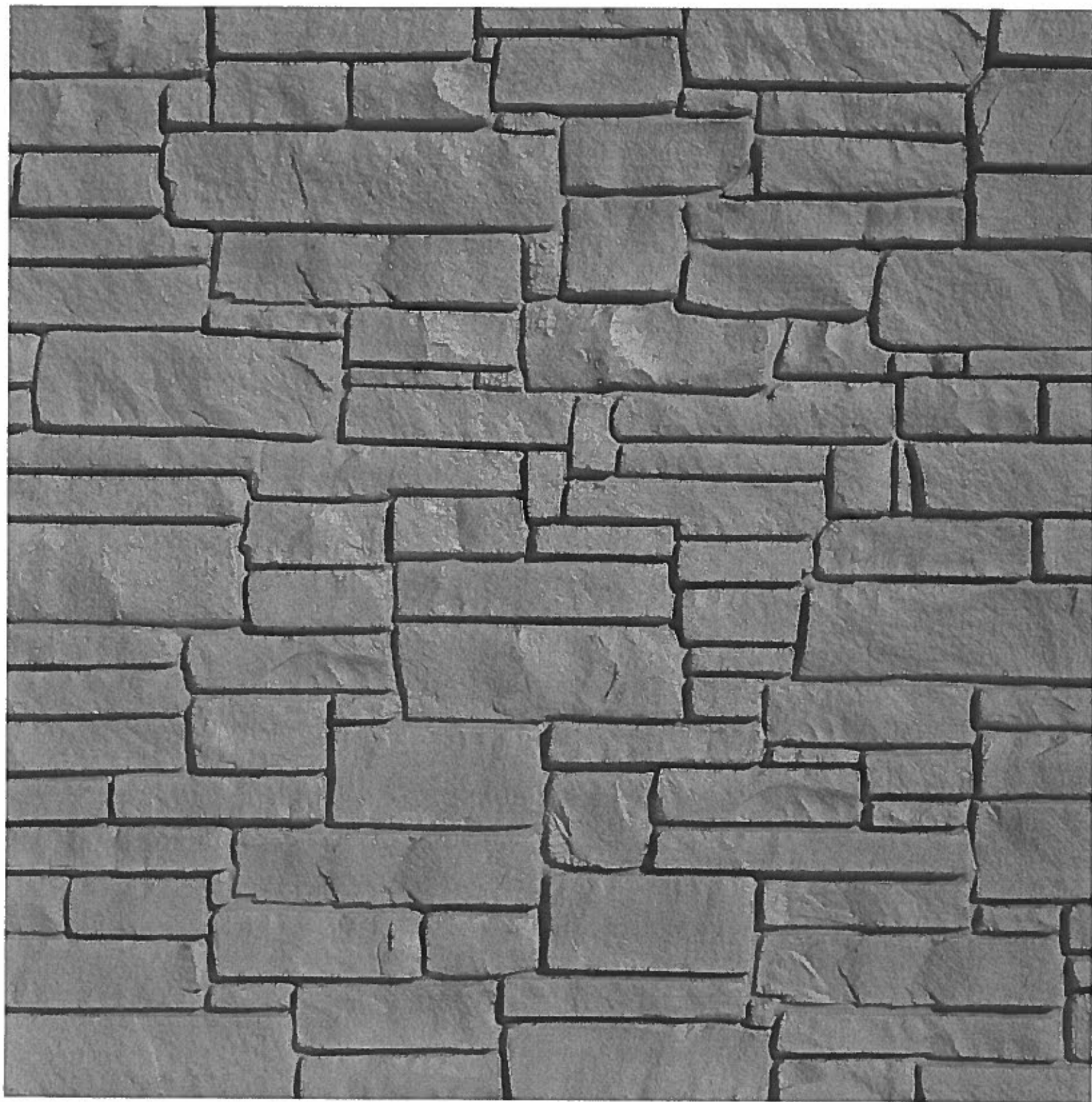
One of the most user-friendly fences on the market. For installation instructions, [click here](#).

Solid Privacy and Security

SimTek provides exceptional privacy and security for you and your family.

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We care about the sustainability of our environment and you should too. Both Ecostone and Ecostone Plus use recycled content in their construction.



PLAN COMMISSION PROJECT TIMELINE

Project Name: Hillside Auto
 PC Number: PC 15-004
 Location: 25 E University Drive
 Requested Action: Land Use Variation

	Date	# of Business Days
Plat and Sub Committee Meeting	10-22-14	
Awaiting Petitioner PC Application	3-25-15	5 months
PC Application Submittal Date	3-25-15	
1 st Round Department Comments	4-9-15	11 days
Petitioner's Response	9-16-15	114 days
2 nd Round Department Comments	10-2-15	12 days
Petitioners Response	10-9-15	5 days
PC Hearing*	10-28-15	155 days from application date
Village Board	11-16-15	12 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Arlington Downs - 3400 W. Euclid Ave. - PC#15-020

Department: Planning & Community Development

BACKGROUND

1. Amendment to PUD Ordinances 12-006, 12-039 and 14-025 to allow modifications to the approved Arlington Downs development plan.
2. A variation from Chapter 28, Section 5.1-22.1, Conditions of Use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area, north of Building D1.
3. A variation from Chapter 28, Section 11.4, Schedule of Parking Requirements from the required 2,526 spaces to allow 2,028 spaces.

RECOMMENDATION

A public hearing was held on October 28, 2015 where Commissioner Warskow moved and Commissioner Sigalos seconded:

A motion to recommend approval to the Village Board of Trustees of PC#15-020, an amendment to PUD Ordinances 12-006, 12-039 and 14-025 to allow modifications to the approved Arlington Downs development plan as follows:

- Repeal Ordinance #12-006, Section Six, which granted conceptual approval for restaurants, a drive through bank and drive through pharmacy.
- Repeal Ordinance #12-006, Section Nine: General Condition #5 which granted conceptual approval for future restaurants.
- Repeal Ordinance #12-006, Section Nine: General Condition # 7 which limited the amount of non sales and food and beverage tax generators.
- Repeal Ordinance 12-039 Section Two, #1b regarding the current requirement for a right turn lane on Rohlwing Road.
- Conceptual approval for the following:

"Up to 26,825 square feet of indoor restaurant space and 6,400 square feet of outdoor restaurant space in Zones A, D and E combined, subject to further evaluation of parking during the Special Use process."

And variations to Chapter 28, Section 5.1-22.1, Conditions of Use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area north of Building D1; and Chapter 28, Section 11.4,

Schedule of Parking Requirements from the required 2,526 spaces to allow 2,028 spaces.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following conditions detailed in the Staff Development Committee report dated October 22, 2015:

1. No more than 15,000 SF of medical office is permitted in Zone D and E combined and no more than 21,600 SF of medical office is permitted for all zones.
2. No more than 20,000 SF of non-sales tax / food and beverage tax generators shall be allowed in Zones D and E combined.
3. The petitioner shall install a right hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue as part of Phase 2 (hotel and water park), or with Phase 3, 4 or 5 if any of those phases precede Phase 2. Implementation may occur at a later phase, or not required at all, if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows.
4. The entry feature / sign at Euclid and Rohlwing Roads will require separate review by staff prior to issuance of a permit.
5. Developer shall grant an easement, if necessary, along Euclid Avenue to accommodate a portion of the proposed bike path.
6. All restaurants and child day care will require Special Use approval.
7. The landscape plan shall be revised prior to Village Board consideration to address comments dated October 21, 2015 attached as Exhibit A.
8. Compliance with the Design Commission motion of September 9, 2015.
9. Compliance with all Federal, State and Village policies and regulations.

Roll Call Vote: Commissioners Warskow, Sigalos, Cherwin, Dawson, Drost, Ennes, Green, Jensen and Chairman Lorenzini voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

Staff Report
PC Minutes 10/28/15 - DRAFT
Location Map
DC Staff Report
DC Minutes 9/8/15
Site Development Plans - A
Site Development Plans - B
Parking Study
Traffic Impact Study
Traffic Study Update
Truck Turning Exhibits
Department Comments - Petitioner Response
PC Timeline Tracker

Report
Minutes
Exhibits
Board or Commission Report
Minutes
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits
Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Bill Enright, Deputy Director Planning and Community Development
Meeting Date: October 28, 2015
Date Prepared: October 22, 2015
Project Title: Arlington Downs
Address: 3400 W. Euclid Avenue

BACKGROUND INFORMATION

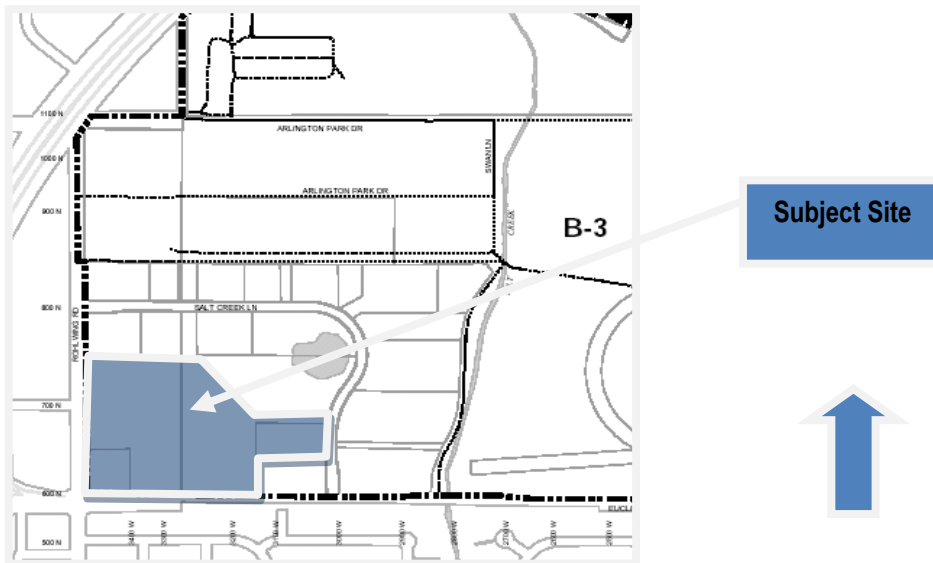
Petitioner: Jeffrey Funke
Address: Funke Architects
 515 Lincoln Ave.
 Winnetka, IL 60093
Existing Zoning: B-3, General Service, Wholesale and Motor Vehicle District

Requested Action:

1. Amendment to PUD Ordinances 12-006, 12-039 and 14-025 to allow modifications to the approved Arlington Downs development plan.

Variations Required:

- Chapter 28, Section 5.1-22.1, Conditions of Use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area, north of Building D1.
- Chapter 28, Section 11.4, Schedule of Parking Requirements from the required 2,526 spaces to allow 2,028 spaces.

**Surrounding Land Uses:**

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3, General Service Wholesale & Motor Vehicle District	Various Office and Light Industrial Buildings & Open Space	Offices Only & Mixed Use
South	The City of Rolling Meadows; Single Family Homes		
East	B-3, General Service Wholesale & Motor Vehicle District	Various Office and Light Industrial Buildings	Offices Only & Mixed Use
West	The City of Rolling Meadows; Various Office and Light Industrial Buildings		

Background:

The subject site is located at the northeast corner of Euclid Avenue and Rohlwing Road and consists of several land parcels that have a combined area of 27 acres. In 2012, and a subsequent amendment in 2014, the Village Board of Trustees approved the Arlington Downs mixed use development which included the following:

A master development plan for the Arlington Downs mixed use development that was divided into 5 different use zones; Zones A and C: Residential / Mixed Use, Zone B: Hotel and Entertainment (Water Park), and Zones D and E: Commercial. When combined, the Arlington Downs Mixed Use Development includes:

- 657 luxury apartment units;
- 161 limited service hotel rooms;
- The reopening of the water park with a 1,000 person occupancy and a new entry addition along the west building elevation to include an arcade;
- 100,750 square feet of commercial/retail space;
- 2,013 parking spaces.

A copy of the previously approved 2014 site plan is attached.

Current Request

The petitioner is requesting an amendment to the existing PUD with the primary changes being the following:

- Change in the architecture for the commercial Zones D and E;
- Eliminate two right-in, right-out curb cuts in Zone D (one on Euclid and one on Rohlwing);
- Enhanced plaza spaces in Zone D, including reintroducing a second outlot building (building D4) in front of the existing residential tower;
- Developing Zone E as a 12,000 square foot retail/restaurant building instead of the previously approved 12,000 square foot pharmacy with drive through and 5,000 sq ft of medical office;
- Eliminating a drive through bank in Zone D and a 7,000 sf restaurant in Zone B;
- Eliminating the requirement that a right turn lane for southbound Rohlwing Road (at Euclid) be installed.

Staff supports most changes as they are enhancements to the development plan, however staff at this time does not support the request to eliminate the right turn lane for southbound Rohlwing Road at Euclid Avenue. Staff is willing to evaluate this request further but will need to do so in consultation with staff from the city of Rolling Meadows and Cook County Department of Highways.

Requested Revisions and Amendments to PUD Conditions

Based on the changes to the proposed plans in Zone D and E, the petitioner is requesting the following amendments to certain conditions of the PUD approval as stipulated in Ordinance #12-006 (Preliminary PUD) , Ordinance #12-039 (Final PUD) and Ordinance #14-025 (PUD Amendment) as follows:

Original PUD

- Ordinance #12-006, Section Six: That conceptual approval is hereby granted for the following:
 - a. up to 20,000 square feet of restaurant space in Zones A and/or D;
 - b. a drive-through pharmacy in Zone E, and
 - c. a drive-through bank in Zone D.

The current request is for the conceptual approval of 26,825 SF of indoor restaurant space in Zones A, D and E, and an additional 6,400 square feet of outdoor restaurant space. The petitioner is no longer seeking to include a bank and pharmacy, each with a drive through. Staff concurs with these changes. Also staff concurs with the request for conceptual approval for restaurant space, however there are some concerns with the parking in Zone E, which may limit the amount of seating area for restaurants. Therefore Ordinance 12-006, Section Six should be repealed in its entirety. This amendment to the PUD would then include the following:

Conceptual approval is hereby granted for the following:

- a. "up to 26,825 square feet of indoor restaurant space and 6,400 square feet of outdoor restaurant space in Zones A, D and E combined, subject to further evaluation of parking during the Special Use process."

In addition, the following condition should also be repealed in its entirety::

- Ordinance #12-006, Section Nine: General Conditions, 5. Conceptual approval for future restaurant up to 20,000 SF gross total in Zones A and/or D.

Non Sales tax and Food and Beverage Tax Generators

The PUD Ordinance restricts the amount of square feet in Zones D, E and A as follows:

- Ordinance #12-006, Section Nine: General Conditions, 7. No more than 27,100 SF of gross leasable area in Zones D, E and Buildings #5 and #6 in Zone A, shall be leased to non-sales tax / food and beverage tax generators.

Buildings #5 and #6 in Zone A are now labeled buildings D4 and D5 and are in Zone D. The developer is proposing 15,000 sf of medical office in Building D1 and a 1,610 sf hair salon in building E1 for a total of 16,610 sf. These uses do not generate sales tax nor food and beverage taxes. As with the current PUD, staff continues to recommend a maximum amount of square feet so that the remainder of uses generate important sales and food and beverage taxes. Staff is recommending that the condition above be repealed and a new condition included in this PUD amendment so that no more than 20,000 SF of non- sales tax / food and beverage tax generators are allowed in Zones D and E combined, which allows for flexibility to add some additional service type uses in Zones D and E.

In addition staff recommends a maximum square footage of medical offices in Zone D and E to be capped at the current request, which is 15,000 square feet. Additional medical office in other zones may be feasible therefore there should be a cap of 21,600 square feet of medical office overall for the project (the additional 6,600 sf of medical is based on previous requests by the developer to allow for additional medical office, particularly in Zone C).

Plat and Subdivision Committee

The Plat and Subdivision Committee met on September 9, 2015 and provided positive feedback to the developer and recommended that they proceed forward with the petition.

Zoning and Comprehensive Plan

The petitioner is seeking an amendment to the underlying PUD Ordinances 12-006 and 12-039 and the amended PUD Ordinance 14-025 to allow for certain modifications to the previously approved Arlington Downs site development plan.

The Arlington Downs multi-use concept was presented and approved as a unique development that offered a variety of different land uses (commercial, entertainment, residential), incorporated pedestrian friendly amenities and plazas, included a prominent and centralized open space pavilion, and created interesting focal points and visual alignments that linked the five different development zones in a cohesive, unified and interconnected manner. The Staff Development Committee is very supportive of the Petitioner moving forward with the proposed modifications as the unified site planning features will continue to be maintained.

Site Plan and Building Design

The Design Commission recommended approval of the new architectural design at their September 8, 2015 meeting. The new design is a more contemporary architecture with larger window openings to enhance the retail appeal of the development. A modern theme for the retail portion of Arlington Downs is appropriate and consistent with the modern aesthetic of Tower One and the approved Sheraton Hotel building. Also the plaza spaces at the corner of the development between buildings D1 and D2 and between buildings D4 and D5 are more detailed and contemporary as well. In addition, the connectivity of the various buildings has been enhanced with decorative crosswalks, elimination of the bank drive through in Zone D, and better linkages between the two plazas in Zone D. The entry feature sign at the corner of Euclid and Rohlwing will require a separate review as Staff would like to work further with the petitioner on the design and size of this feature.

The proposed site plan delineates 5 retail buildings in Zone D which are proposed as a mix of retail, restaurant and medical office. Zone E consists of 1 retail building with restaurant and commercial uses. Also included is a 4,500 square foot restaurant and a child day care in Zone A (the existing residential building). The breakdown of square feet for Zones A, D and E is:

<u>Building</u>	<u>Use</u>	<u>Square feet</u>
A	Mixed Residential/Comm.	11,100
D1	Medical Office	15,000
D2	Mixed Commercial	11,350
D3	Mixed Commercial	11,350
D4	Restaurant	5,150
D5	Restaurant	5,150
E1	Mixed Commercial	<u>12,000</u>
Total		71,100

Per Section 5.1-22 Overlay Zoning District, Euclid Avenue / Rohlwing Avenue, the following setbacks are required for this development:

- Building Setbacks: 15 feet along Euclid Avenue and Rohlwing Road and 70 feet along Salt Creek Lane
As proposed, all buildings (D1, D2, D3 and E1) meet the 15 foot setback requirement.
- Parking Lot Setbacks: 15 feet along Euclid Avenue and Rohlwing Road and 10 feet along Salt Creek Lane
The parking area, north of Building D1 does not meet the 15 foot setback requirement from Rohlwing Road (it is setback 10 FT). All other parking areas meet the setback requirement.

Therefore, the following variation is needed:

- Chapter 28, Section 5.1-22.1, Conditions of Use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area north of Building D1.

The petitioner submitted a written response to the following variation criteria:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and
- The plight of the owner is due to unique circumstances; and
- The variation, if granted, will not alter the essential character of the locality.

Staff does not object to this variation as it's for 10 parking spaces only, and still provides for a 10 foot setback allowing adequate space for landscaping.

On the following page is a chart comparing the current approvals and the proposed changes to the PUD.

Arlington Downs 2015 PUD Amendment: Current and Proposed PUD			
		Current PUD	Proposed Amendment
Zone A	Residential tower	214 dwelling units	no change
		24,750 commercial (health club; restaurant)	Eliminate health club but add a day care; 11,100 sf (4,500 sf restaurant; 6,600 sf day care estimate)
		5,100 sf outlot (1)	moved to Zone D
Zone B	Hotel	161 rooms / conference rooms	no change
	Water Park	1,000 capacity	no change
Zone C	Residential Tower Phase 2	442 dwelling units	no change
		6,600 sf medical	No office / commercial
Zone D	Commercial	46,200 sf	48,000 sf
		(15,600 sf medical dental; 1 restaurant; bank)	(15,000 sf medical; 3 restaurants)
Zone E	Commercial	18,100 sf (commercial)	12,000 sf
		(or mix of 12,600 sf commercial & 5,500 sf med.)	(3 restaurants & 1,610 sf salon)
	Total Commercial (excluding Zone B)	100,750 sf (27,700 sf medical)	71,100 sf (15,000 sf medical)

Traffic & Parking

The petitioner has submitted a detailed traffic and parking study assessing the impacts of the development. A shared parking model has been used to evaluate the parking requirements for this development as was done with the original PUD and amendments thereto. Below is a comparison of the current approved PUD and the proposed amendment (please refer to Exhibit B for more details on parking data):

Parking	Current PUD	Proposed Amendment
Required by Code:	2,562	2,526
Supply:	2,013	2,028
Deficit by Code:	(549)	(498)
Peak Demand (Shared Parking Analysis):	1,825	1,858
Supply:	2,013	2,028
Surplus based on Peak Demand:	+188	+170

The following parking variation is required:

- **A variation from Chapter 28, Section 11.4 to allow a reduction to the required parking from 2,526 parking stalls to 2,028 parking stalls.**

Said variation can be supported as the petitioner has provided an extensive shared parking analysis which demonstrates that the peak parking demand is estimated at 1,858 at 6:00 PM weekdays and 1,814 at 12:00 PM weekends. Overall the parking supply of

2,028 is adequate to meet peak demand. Analyzing parking zone by zone, Zone B is the only zone with a deficit, which is 84 spaces at the peak demand hour (6:00pm weekdays). However the adjacent Zone D has a surplus of 165 spaces at 6:00PM weekdays. The chart below summarizes the combined parking demand / supply for Zones B and D.

Zones B and D Parking Demand:

<u>Weekdays (6:00pm)</u>	<u>Peak Demand</u>	<u>Supply</u>	<u>Surplus / (Deficit)</u>
Zone B (hotel and Family Entertainment/Water Park):	498	414	(84)
Zone D (retail/restaurant):	<u>291</u>	<u>456</u>	<u>165</u>
TOTAL:	789	870	81

<u>Weekends (12:00pm)</u>	<u>Peak Demand</u>	<u>Supply</u>	<u>Surplus / (Deficit)</u>
Zone B:	460	414	(46)
Zone D:	<u>302</u>	<u>456</u>	<u>154</u>
TOTAL:	762	870	108

Residential Zone A has a surplus of 59 spaces and residential Zone C is at the required parking, so there is some excess parking in Zone A to meet the needs of the other zones. Also, if the Zone A underground garage is made accessible to employees during the daytime, it would help address parking demand. Based on discussions with the developer the actual parking demand for the residential tower in Zone A is less than the 1.45 required per the PUD, therefore there may be excess parking available if needed. In addition, the PUD allows for an additional 28 spaces in Zone A just east of the tower if a two level garage is constructed if necessary. Zone A now includes a day care and restaurant. Both will require a Special Use.

Based on the proposed uses, Zone E is required by code to provide 144 parking spaces and 109 spaces are provided for a deficit of 35 spaces. The shared parking study estimates a peak weekday demand in Zone E of 105 spaces at 6:00pm, a surplus of 4. However the weekend peak demand increases to 146, a deficit of 37 spaces. Once specific restaurant users are identified a reduction in the total seating area within Zone E may be required or accommodations for employee parking made in Zone A to cover this demand shortfall for Zone E. Each restaurant will require a Special Use at which time specific seating areas, type of restaurant, and estimated parking demand can be evaluated and limited if necessary.

Site Access

The developer is proposing eliminating two curb cuts, one along Euclid Avenue and one along Rohlwing Road. Both were right-in right-out. Staff is in agreement with this change as it directs traffic to the two main access points along the main ring road. It also allows for better pedestrian circulation and connectivity within Zone D. The updated traffic study includes a warrant study that concludes that a traffic signal will be warranted at Euclid and the main ring road drive, however the County will likely require actual traffic counts to make the determination as to warrants being met for a new signal. The current PUD requires the developer to pay for the installation and maintenance of a future traffic signal if warranted.

The petitioner is requesting that the condition of the original PUD to require the installation of a right turn lane for southbound Rohlwing Road (to turn west onto Euclid Avenue), is eliminated as the traffic study analysis concludes that it is not necessary. Staff at this point does not concur with eliminating this requirement as the Village needs to confer with the City of Rolling Meadows and Cook County Department of Highways in order to determine if this right turn lane should be installed. However staff is agreeable to repealing this condition (and replace with a new condition). Thus, Ordinance 12-039, Section Two, #1.b. which currently states that the petitioner make the following improvement as part of Phase 2 (water park / Hotel) or with Phase 3,4 or 5 if any of those phase precede Phase 2:

“a right hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue. Implementation may occur at a later phase if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows.”

Staff agrees to repeal this condition but in its place add a new condition as part of this PUD amendment to read as follows:

"The petitioner shall install a right hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue as part of Phase2 (hotel and water park), or with Phase 3, 4 or 5 if any of those phases preceed Phase 2. Implementation may occur at a later phase, or not required at all, if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows."

The current PUD also requires a bike path along Euclid Avenue. The City of Rolling Meadows has obtained a grant to conduct preliminary engineering studies for the alignment of the path. An easement from this development may be necessary along Euclid Avenue to accommodate the bike path (maybe 2 to 3 feet). Therefore as a condition of approval Staff will recommend that the easement is granted if necessary.

RECOMMENDATION

The Staff Development Committee recommends approval of an amendment to PUD Ordinances 12-006, 12-039 and 14-025 to allow modifications to the approved Arlington Downs development plan including the following:

- Repeal Ordinance #12-006, Section Six, which granted conceptual approval for restaurants, a drive through bank and drive through pharmacy.
- Repeal Ordinance #12-006, Section Nine: General Condition #5 which granted conceptual approval for future restaurants.
- Repeal Ordinance #12-006, Section Nine: General Condition # 7 which limited the amount of non sales and food and beverage tax generators.
- Repeal Ordinance 12-039 Section Two, #1b regarding the current requirement for a right turn lane on Rohlwing Road.
- Conceptual approval for the following:
 "Up to 26,825 square feet of indoor restaurant space and 6,400 square feet of outdoor restaurant space in Zones A, D and E combined, subject to further evaluation of parking during the Special Use process."

And variations to Chapter 28, Section 5.1-22.1, Conditions of Use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area north of Building D1; and Chapter 28, Section 11.4, Schedule of Parking Requirements from the required 2,526 spaces to allow 2,028 spaces.

Said approval shall be subject to the following conditions:

1. No more than 15,000 SF of medical office is permitted in Zone D and E combined and no more than 21,600 SF of medical office is permitted for all zones.
2. No more than 20,000 SF of non-sales tax / food and beverage tax generators shall be allowed in Zones D and E combined.
3. The petitioner shall install a right hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue as part of Phase2 (hotel and water park), or with Phase 3, 4 or 5 if any of those phases preceed Phase 2. Implementation may occur at a later phase, or not required at all, if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows.
4. The entry feature / sign at Euclid and Rohlwing Roads will require separate review by staff prior to issuance of a permit.
5. Developer shall grant an easement, if necessary, along Euclid Avenue to accommodate a portion of the proposed bike path.
6. All restaurants and the child day care will require Special Use approval.
7. The landscape plan shall be revised prior to Village Board consideration to address comments dated October 21, 2015 attached as Exhibit A.
8. Compliance with the Design Commission motion of September 9, 2015.
9. Compliance with all Federal, State and Village policies and regulations.

October 22, 2015

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT A: Landscaping Comments

- 1) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area between building D2 and D3 must be fully screened and consist of walls and/or landscaping. It is recommended that evergreen trees be provided in this area. In Zone 'E' for the building east of the entry drive (building E1), provide additional landscaping to buffer the drive through lane and refuse area.
- 2) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. Identify what will be planted within the crosshatch. The legend does not identify the crosshatch that is on a 45 degree angle. The landscaping must be consistent with the prior approved plan.
- 3) Along Euclid and Rohlwing 'Long Grass' and shade trees are proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, 'the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
- 4) Site furnishings are required on the parking side of all retail buildings per the Design Guidelines. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings. Continue the gabion seat wall and planters in front of (parking lot side) building D1. The planter area shall contain a mix of shrubs and perennials.
- 5) Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts.
- 6) A tree fee of \$4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

EXHIBIT B: Parking

Based on the proposed changes, the following is the revised parking calculation for this site (please note that the table provides the surplus and deficits for each zone according to Code followed by the surplus or deficit according to the shared parking study by V3 Companies):

Zone	Land Use	Units	Code Required Parking	Total # parking spaces required	Required Parking By Zone Code / Shared Parking Study	Parking Provided	Surplus/ (Deficit) Code / Shared Parking Study
A	Apartment	214 units	2 spaces per dwelling unit	428	501 / 349	408	(93) / 59
	Day Care	15 employees	3 per 2 empl	23			
	Restaurant	4,500 SF	1/45 SF seat.	50			
B	Hotel	161 rooms	1 space per room	161	599 / 498	414	(185) / (84)
	Hotel – Conference Center	300 people	30% capacity	90			
	Water Park	1,000 people	30% capacity	300			
	Water Park – Family Entertainment	160 people	30% capacity	48			
C	Apartment	442 units	2 spaces per dwelling unit	884	884 / 615	641	(243) / 26
D	Medical Office	15,000 SF	1/200 SF	75	398 / 291	456	58 / 165
	Restaurant	14,510 SF	1/45SF* seating	161			
	Restaurant – Outdoor Seating	4,500 SF	1/45SF seating	100			
	Retail	18,490 SF	1/300 SF	62			
E	Restaurant	7,815 SF	1/45SF* seating	87	144 / 105	109	(35) / 4
	Restaurant – Outdoor Seating	1,900 SF	1/45SF seating	42			
	Salon	1,610 SF	1/250 SF	6			
	Retail	2,575 SF	1/300 SF	9			
Totals					2,526 / 1,858	2,028	(498) / 170

* Assumes seating area as 50% of gross floor area

Arlington Downs

3400 W. Euclid Ave.
Arlington Heights, IL

Arlington DEVCO LLC

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HAYMES

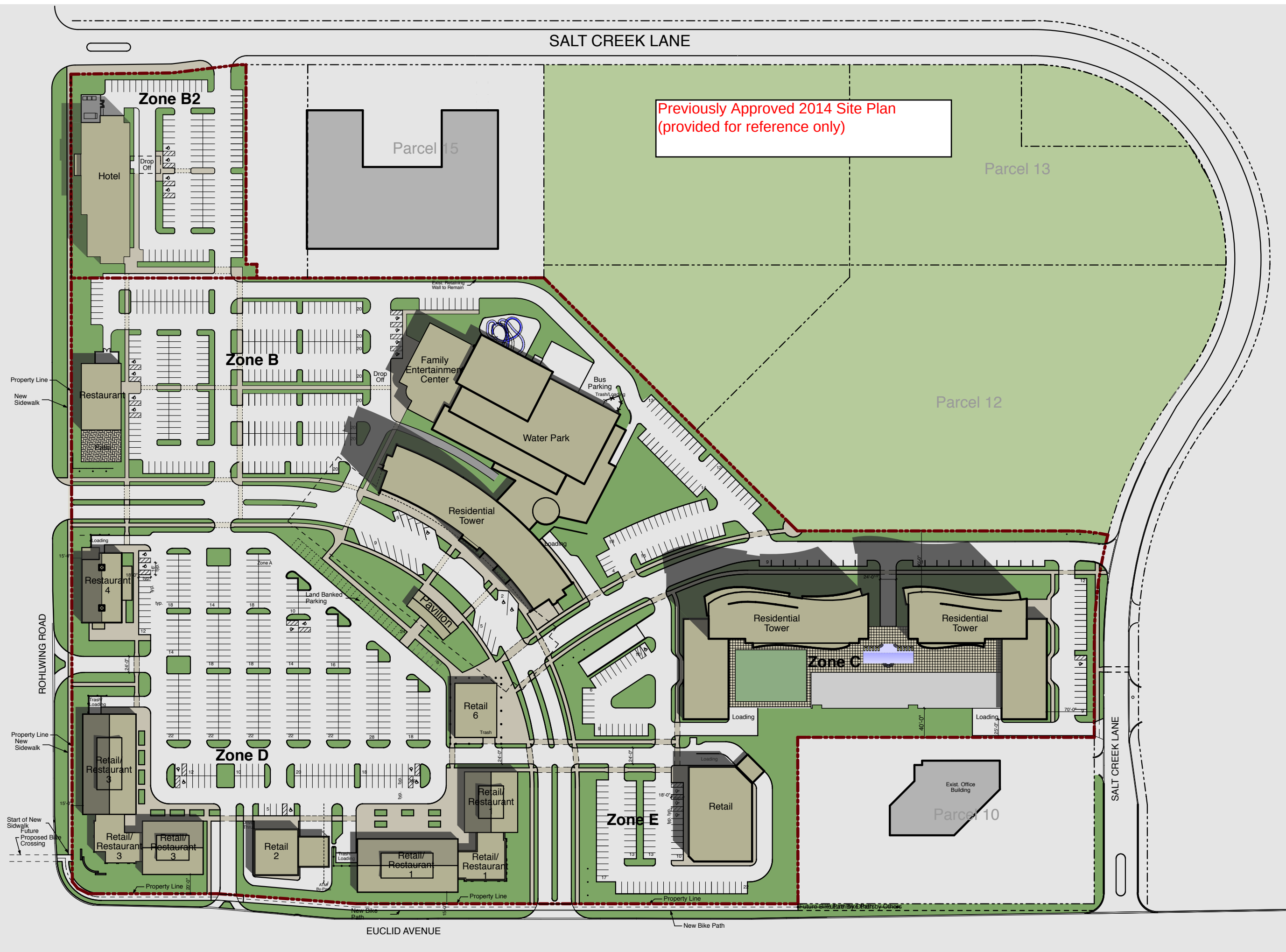
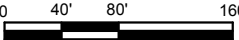
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P/H # 132216

These plans are schematic and are subject to further refinement for compliance with code required exiting, life safety improvements and coordination with existing systems.

2/24/14

Overall Site Plan



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PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: Arlington Downs - PC# 15-020

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the
Arlington Heights Village Hall, 33 South Arlington Heights
Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
28th day of October, 2015, at the hour of 8:27 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
BRUCE GREEN
LYNN JENSEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN
MARY JO WARSKOW
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

BILL ENRIGHT, Deputy Director

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CHAIRMAN LORENZINI: Okay, let's move onto the last public hearing. Arlington Downs, PC# 15-020, a PUD amendment. Is the Petitioner here?

MR. FUNK: Yes.

CHAIRMAN LORENZINI: Have all the proper notices been given, Bill?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Would anybody who is going to testify, would you please come forward and raise your right hand. (Witnesses sworn.)

MR. FUNK: I do.

MR. KETTELKAMP: I do as well.

CHAIRMAN LORENZINI: Okay, would you please state your name and spell it for the court reporter?

MR. FUNK: My name is Jeff Funk, I'm with the developer and the design team.

CHAIRMAN LORENZINI: Okay, why don't you just give your names as you come up.

MR. FUNK: Okay.

CHAIRMAN LORENZINI: So why don't you get started with your presentation and we'll go from there.

MR. FUNK: We are part of the, we're the developer and we're part of the design team and we are working on 60,000 square feet of retail and included in that we have 2,028 parking spaces. And the idea is we're basically doing an amendment to the existing PUD. And that amendment, we're doing a change in architectural style, more of a modern, contemporary style with what call these piazzas that this idea of it creating these piazzas, or these plazas that kind of interact with the retail buildings and then interact with the bicycle paths and walking paths. So we're trying to create a space that's not only just your typical strip mall but something that's different, something that creates spaces, something that creates some outdoor spaces, places where we can, you know, restaurants and outdoor seating and very pedestrian friendly.

MR. ENRIGHT: Do you have the clicker?

MR. FUNK: No I don't. It's right here?

MR. ENRIGHT: That one, that will move your slide to the middle.

MR. FUNK: Okay. On the site we have 27 acres on the corner of Rohlwing and Euclid Avenue. Which is about a half mile east of the interchange of Euclid and 53. Right now you could see the existing site, 27 acres. Basically what we're doing is we want to create the retail that faces Euclid Avenue and faces Rohlwing Road and the main plazas or piazzas that we call them on Euclid and Rohlwing. And then in front of the new residential tower.

This is an aerial rendering of our proposed

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building. So you can see we're trying to create this identity, this contemporary architecture with basically four-sided buildings that are not only pedestrian friendly on the Euclid Avenue, but pedestrian friendly on the north side where the cars are parking and where the pedestrians will be entering the spaces.

And then we're creating the entrance point at the spine road and the plazas, you could see the connection, oops, sorry. In front of the tower, and then we have a smaller piazza plaza that kind of is a buffer for the parking and then it connects to the plaza at Euclid and Rohlwing.

You could see our buildings here, we have 60,000 square feet of retail. Building D1, along Rohlwing Road is 15,000 square feet. Building D2, and D3 are both 12,000 square feet. We're creating the plaza in-between building D1 and D2, a friendly plaza that not only opens up that vista towards the tower, but creates that expression of the two buildings.

And then buildings D3 and E1 act as entrance points to the spine road. And then you see D4 and D5, we're creating another, the idea is to have two restaurants there where you have this open plaza, outdoor seating and water feature in that area.

And then this is the civil drawings, we're going to have the civil engineer, he'll come up and discuss some of the challenges we have onsite.

CHAIRMAN LORENZINI: State your name and spell your last name, please.

MS. SHAFER: Sure, my name is Laura Shafer, and Shafer is spelled, S-h-a-f-e-r. We are the civil engineer for the project and overall some of the infrastructure for the site has been provided by phases I and II of the project. There's an overall regional detention facility that's up to the northeast, it's an existing pond. But we will be providing some additional underground detention on the site itself to meet the Village's a little bit more stringent requirements for detention.

The sanitary for, to serve all of the buildings will run north along the three buildings and then up and connect into an existing stub coming out of Rohlwing Road. And the water connections are actually provided onsite themselves as well.

MR. FUNK: From an elevation standpoint and a plan standpoint a typical building. What we're doing is all the trash and the utilities to the, to each building are enclosed in the building. So you're not going to see this outdoor trash area. So everything's actually part of the building, which is a nice feature.

And then from an exterior standpoint you could see we're doing these, what we call translucent screens, that float in front of the building. They add shadow, they add texture, and at night time, they're going to be back-lit so it, you know, we're trying to

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create a different feel so the buildings change at night. So we have this dynamics of day and night included in the architecture.

And then the smaller buildings, the 4500 square foot buildings, you could see they have kind of the same architectural aesthetic with all the trash enclosures and the utility rooms, they're all part of the building envelope. So you don't see any of this stuff, it's all hidden, we've got screens, doors that are basically screening that, would screen all the trash and the utilities.

And then where, we have two different colors for the buildings, for all six buildings. One color is charcoal with a white stripe and then the other one is the white with the charcoal stripe. So, trying to create identity and trying to create a diversification among the buildings.

And then you could see those screens, the nice thing about the screens is that we can attach the signage to the screens and we had the idea of incorporating the site as part of those screens. And then at the end of the buildings we have those, what we call one-and-a-half to two-story glass structures that become very transparent during the day and at night they glow. So it acts as an entrance point to the spine road.

This is a section, how we're screening the rooftop units. The rooftop units are all located at the center of the floor plan, or the roof plan. And our parapets are approximately 48 inches tall so from anywhere on the site, you're not going to see any of the rooftop units from a pedestrian standpoint or an auto standpoint.

This is a three dimensional section of our screenage that we have, these floating screens that add articulation and dynamics to our buildings. It's a simple idea of creating a, basically a simple box with screens that highlight the architecture and create dynamics at night time. And they're going to be back-lit at night. And then at the base of the screening we're going to include a gabion wall structure which would be recycled rocks or recycled concrete from the site. Very sustainable.

This is a view of building E1 at night time, you could see the corner unit. Right now we have a restaurant that's planning on going on the corner. So we have this beautiful outdoor seating in that area. And then you could see how the screen is going to be back-lit with, creating an exciting architectural element not only during the day, but at night time.

And then I want to let our landscape architect talk about some of our great landscape elements.

CHAIRMAN LORENZINI: Could you state your name please, and just spell your last name.

MR. KETTELKAMP: My name is Ryan Kettelkamp, Kettelkamp and Kettelkamp Landscape Architecture. Kettelkamp is spelled K-e-t-t-e-l-k-a-m-p. As Jeff mentioned, the job of the landscape architect,

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you know particularly with this development, is to develop outdoor spaces that activate the overall development. And with those two plazas and what we call a micro-park in the middle of the parking lot, it's a big, leftover space there. We believe that we're doing that. What you see in front of you now is the overall landscape plan anything that is shown colored is essentially a landscape feature. This plan shows where all of the proposed trees are planned to be located as well as the areas for ornamental plantings.

At the top right there's a table, and that tabulates all of the plants that are planned to be installed in the development. On the right-hand side are a series of styling images that help to communicate some of the areas that I'll be talking a little bit more about as we go through my six slides.

The top one is a fountain image showing a fountain that's planned for the plaza space between D4 and D5, that's in the center of the development. The image in the center is a designated buffer yard and that is to show the treatment that we'd like to use along Euclid and along Rohlwing as a foil for some of our sculptural elements that'll be incorporated, that'll help to attract the attention that we want to attract from Euclid and, the intersection of Euclid and Rohlwing.

And then below it there's a styling image that shows sort of the intended character of the plaza space that's located at the corner of Euclid and Rohlwing.

Oops, Mr. Enright how does, which --

MR. ENRIGHT: The bottom right, the bottom button.

MR. KETTELKAMP: The bottom button? Got it, thank you. This is the detail of the plaza between buildings D4 and D5 and it also shows the included micro-park. Indicated on the plan are areas of planting, as designated in the, either greens or the bright yellows. And then areas of paving that are designated in the light yellow and then the light gray.

Off to the right-hand side are a series of character images to indicate the plants that will be installed within this particular area. The key feature of this plaza is a water feature that's located in the middle. It's a fountain, that fills the center of that space. It's a zero-depth fountain and it has the ability to be drained down and serve as additional plaza space should that space ever need to be utilized as an outdoor performance space we can gain additional plaza space in that way. Where basically the water just drains away. That's sort of the key feature for that development.

And then as you transition from buildings D4 and D5, throughout the remainder of the site, the way that you circulate is, to reach the other, the other buildings, D1, D2, D3, is you transition out through the parking lot in the designated crossing areas out to this, what we call a micro-park which is in this leftover space

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that's located in the middle of the parking lot. Within that area there's a series of plantings some seat walls, some green space, all-in-all just another space that allows people to hang out if they didn't necessarily want to participate in any shopping or anything like that.

Continuing on to Euclid and Rohlwing, this is the, this is a detail of the southwest plaza at that intersection and it also shows some of the building frontages that are currently planned out there. The area again is color-coded to indicate the locations of the proposed trees. And then the bright gold areas indicate the areas of more ornamental plantings and the areas that are designated in sort of a hatched-green color, those designate those areas where we want to create the, this tall perennial grass area that will serve as a location for some of our sculptural features that you'll see a bit, or as I continue through the slides.

The main feature of this plaza is a large, open lawn space in the middle in addition to a number of seat walls and associated lighting. There are some lighting standards that we'll be reviewing a bit later where I can show you how those lighting, those light fixtures and standards will attract attention to this corner, and again to the development.

Continuing on to building E1 and the entrance off of Euclid to the spine road. The existing plantings that are located currently at that entrance are going to be preserved down the middle of the road and protected during the construction period. And over and above that there will be a series of monument signs that are located here. I didn't point that out at the previous slide but we'll be looking at that in just a bit. But there is also a large monument sign that's located at the intersection of Rohlwing and Euclid as well. At this entry there are a series of monument signs that are located and there are associated plantings that are going there to attract attention to those intersections. Those will be ornamental, flowering trees as are pictured on the character-styling images at the top right. The species that are indicated on the right are the species then that correspond to the ones that are being utilized on this plan.

There is provision for bike parking. It does tie into the bike path that runs along the perimeter of the development. You'll see that there. The bike path, or parking is located immediately adjacent to the, immediately adjacent to the bike path and then allows for transitioning up and into the businesses that will be occupying building E1. One of the key features of this particular detail shot is the unique sculptural feature that I've been talking about. And I'll be pointing that out, that acknowledges the activities that are taking place down the street at Arlington Racetrack.

As you're coming down Euclid, there'll be a series of sculptures that are large, cutout pieces of metal, similar to possibly those cutout images that you may have seen at O'Hare as you

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enter O'Hare, they're some silhouettes of a man walking at O'Hare. This is very similar to that. A series of horse images. We, one of the first, when they first came out with movies they had these devices called zoetropes and they would spin the zoetrope and you would see this horse galloping. It was one of the first examples of moving pictures and we wanted to sort of pick up on that theme and explore it here in this development. So what we're doing is we're essentially, across the berm that's located along Euclid, and there's a slight rise that goes up there, it's a grade change greater than three feet, but less than five I believe. There will be sort of a meadow of grass. And then running through that meadow of grass will be this series of horse cutouts that you see here. Again, it's a feature that's designed to attract attention and let people ask the question what's going on in there that would make me want to go in. So it was just something kind of fun we decided to incorporate in order to activate this end of the development and down toward the intersection of Euclid and Rohlwing.

On the left-hand side are a series of the types of furniture that are planned. We've indicated waste receptacles, there'll be bike staging areas or bike stanchions. And in addition, ample seating that's provided throughout, in the form of traditional benches which are seen there on the bottom left. At the top center, are some of the gabion walls that Jeff was talking about in describing these gabion walls, which are essentially a wire-mesh structure that then is in-filled with some of the recycled concrete from the site. But the exterior portion of those gabion baskets is filled with decorative rock that will be laid up in a series of layers that you'll see. So the sustainable, recycled portion is the interior of the wall and the exterior is the more decorative stone.

And then on the right-hand side you'll see a series of lighting images that indicate the lighting that's planned to be used throughout the development. This compliments some of the existing site lighting out there. In fact it's, we are using the exact same lighting that's already onsite. This is just, again provided to re-emphasize the fact that we're playing off of some of the existing themes that are being utilized out there from both a way-finding light standpoint which is a little bit of a higher, taller light standard. Those will be incorporated into that plaza at the corner of Euclid and Rohlwing. Pathways will be lit with borrowed lighting, you'll see that at the bottom right.

At a series of, on the pedestrian fronts of the buildings there are some pedestrian lights. Those are called sidewalk lights, those are indicated at the top and there are some of those out there already. And then likewise to bring light to the parking lots, we've got a series of street and parking lights. Again, all fixtures that are currently being utilized out there on the site.

At the intersections, or at the spine road and

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Euclid, there are a series of entry walls that incorporate signage that identify the development as being Arlington Downs. In association with that, and you see that in the middle of the drawing that's up there now. In the middle of that and attached to that, are a series of panel walls. Those panel walls will be used to provide the necessary screening for the parking that comes within proximity of the spine road. All of that parking will be screened with this fencing. The character image at the top right, where you see a sidewalk and then some mesh fencing with vines growing up it, and that's a project in Evanston that we're quite familiar with. And that entire, that fence right now is completely covered in vines and screening the parking lot on the inside. Incorporated that image as a real life image to sort of show our design intent.

Over and above that what we're indicating as we come down through the styling images is a series of paving. The paving that is used on the site is of two types. There'll be scored or decorative, scored concrete that will be utilized in addition to areas of enhanced pavers. Those enhanced pavers are shown in the middle and at the top left are a series of paving details just in terms of how those plazas will incorporate the concrete and the pavers. And at the top right, we wanted to provide a detail showing that all pedestrian crossings throughout the parking lot and from building, essentially from building node to building node, will be designated with stamped asphalt that are designated with a, there will be some texture change there. So when someone drives across it, they know that they're crossing a special area. And then in addition, there'll be some color differentiation that takes place there to indicate visually that there's something coming up ahead that needs to be addressed as regards to the safety of pedestrians.

And then lastly, at the bottom, you'll see the image of the gabion entry monument sign that's located at that intersection of Euclid and Rohlwing. At the top of the sign, similar to the sign that's currently located there, there'll be indication that this is the Village of Arlington Heights. And below that there'll be a feature or a sign indicating that this is Arlington Downs. All the signs will be illuminated. We have provided some detailing for illuminating some of the signs from within so that that loose structure of the wall, as you see over there on the right, it's a series of stacked ornamental rock. That can be lit from both within and then the facades of those can be illuminated as well. And we wanted to provide those for you so that you had a better idea of what would be, of what we would be dealing with here.

MR. FUNK: And that's it.

CHAIRMAN LORENZINI: Are you done?

MR. FUNK: Is that the last slide?

CHAIRMAN LORENZINI: Has the Petitioner read the nine

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conditions?

MR. FUNK: We have, yes.

CHAIRMAN LORENZINI: Do you agree with them?

MR. FUNK: We do.

CHAIRMAN LORENZINI: Thank you. Okay, Bill, staff report, please.

MR. ENRIGHT: Chairman Lorenzini and members of the Planning Commission, we think the improvements here are excellent. It's a better plan than the first plan, which was presented in 2012 when this project went through the original PUD approval process. Of particular importance, I think, is that the two driveways, two right-in/right-outs, are being eliminated from the project. Between buildings D2 and D3, there was a right-in/right-out proposed originally, that's being eliminated as part of this project. Which makes, as well a right-in/right-out off of Rohlwing Road which would go approximately in the middle of D1, because before it was two separate buildings north and south of that right-in/right-out.

Because of those changes, this makes the Zone B, this retail zone, a lot more pedestrian friendly and easier to go from one building to another without encountering cars coming off the road where you're trying to exit. So we think that's a great enhancement. It also follows the track up to the main ring road. Which is also a very good idea because it helps with, one space to achieve a traffic signal at Euclid and the main ring road, which Petitioners provided a in-depth study on that. That would have to go to the County eventually when the project is up and running to see if that will be permitted.

We see those as great improvements. The plaza areas are much more enhanced, much more detail, well thought out, much more interesting. So this is a better pedestrian environment, I think it's, and that's kind of the idea of this whole development. And I think the architect should be commended for, in both landscape and architects for the thought that's going into this, and the better plan.

In addition, the original plan had a drive-through bank in Zone D, right off of Euclid. That's been eliminated which also, we were never real wild about. But that's been eliminated.

Zone E, was originally thought of as a pharmacy with a drive-through. That is no longer part of the project, that would be a retail building with some restaurants. So all these enhancements we think are very good.

As part of the original PUD, there were several off-site public improvements required of the development. And even though this particular iteration of the development is less intense than the original, and I'll talk about that in a second, all of the off-site improvements that were required from the get-go in 2012, are still required with this development. Those off-site improvements include a left-turn lane eastbound Euclid into the main ring road which

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is in this area right here on Euclid to be able to turn into the ring road. That's a requirement that will have to occur with either/or either the hotel and waterpark addition, or development of the retail Zones D and E, whichever comes first. That's the requirement of the PUD.

So whatever they start to build next, they'll have to put in all these off-site improvements because they need to be tied to whatever comes first. The hotel is contemplated to come first, they're in for permits. The permit conditions these off-site improvements but it's possible that the retail zone may even proceed that, which is fine. But they've got to then do the improvements with that occurring. So whatever they do next, those off-site improvements have to come with that part of the project.

The other off-site improvements include a pedestrian activated signal to cross Rohlwing Road on the north side of Euclid to get from the east side of Rohlwing to the west side, where Rolling Meadows has an existing bike path. It also includes a bike path along the full frontage of the north side of Euclid Avenue. The developer is responsible for that or Rolling Meadows, through a grant would be paying for, you know, whatever percentage that the Federal grant allows, which I believe is 80 percent. And Rolling Meadows has obtained that grant and there in the process of doing preliminary engineering. Now that, that has to be supplemented with local funding, and the village has, to this point, assisted with a portion of the funding of their preliminary studies. So that's an important part of the project.

The Petitioner and the City of Rolling Meadows has indicated to us they're designing that bypass so we have to, you know, can make that available to the developer so that they can make sure that their grading plan works with the bike path. Right now the bike path would be completely in the public right-of-way, but there is a requirement that that bike path has to be set back five feet from the back of curb on Euclid. And right now, it might be, with the widening of Euclid, because Euclid has to be widened slightly to accommodate for this new left turn lane into the development project. There may only be three or four feet so the bike path might have to shift about a foot or two and if that's the case, we're probably going to need, we will need at least a one or two, probably a one-to-two foot easement and maybe three feet. Which is a condition of this approval.

In addition, the developer has already put in a left-turn striped lane on southbound Rohlwing at the main ring road entrance for the project. That was done with, when the ring road was put in. There's also requirement with this next phase, whatever happens, in addition to the left-turn lane off Euclid, and a pedestrian activated signal to cross Rohlwing, a right-turn lane to, for southbound Rohlwing, to head west on Euclid. And that is still part of

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the recommendation, it is an absolute, it is a requirement.

Now the Petitioner has provided an in-depth traffic study which we have recently given to the City of Rolling Meadows, to review with us to determine whether or not that can be eliminated because the traffic study the Petitioner's consultant has provided will be used and is not needed, however staff with the Village of Arlington Heights, at this point, is not necessarily in agreement with that. We're not in disagreement, but we're not in agreement, we are reviewing it. And part of that review will be, include reviewing with the City of Rolling Meadows. So one of the conditions of this particular project, is to modify the existing condition that it has to be done, to allow us the flexibility to not require it if both the Village of Arlington Heights and the City of Rolling Meadows agree that it's not needed. If either the Village of Arlington Heights or the City of Rolling Meadows wants that right-turn lane, it's going to go in with whatever gets built next. So we're going to work with Rolling Meadows on that to see where we end up and if the City of Rolling Meadows wants it to stay, it will stay, and it will be a requirement and it will have to be put in with whatever is built next.

Having said that, the project requires two variations, one is for parking, which has been from the beginning. The parking variation is to allow 2,028 spaces where 2,526 is required by Village code. However, we do allow shared parking and the Petitioner has provided a very in-depth shared parking analysis, which indicates that there is ample parking for the project. The only concerns we have with parking is that given the information that we have at this point, which is very preliminary from the developer about having three restaurants in Zone E1, at peak on a weekend, there may not be enough parking. So we're okay with conceptually saying three restaurants in Zone E is okay, but every restaurant requires a special use, so you'll see that in the future when they have an actual restaurant who's developed the plans, we know what the seating area is and we can hash that out when they go through the process to make sure there's enough parking. So there may be some slight reductions to the seating areas because they're estimated at 50 percent of the floor area, which is probably a little generous. It's probably generally going to be less than that. So we'll have to deal with that when we go through the special use process for the restaurants just like we do with any restaurant in town above the 150 square foot threshold.

So that's one parking variation. There's also a variation for setback for the 10 parking spaces north of building D1. The overlay zoning district that we created in 2012, required a 15 foot setback, these 10 spaces would be 10 feet. We see that as a minor change, because it's only 10 parking spaces and they're still going to have plenty of room for landscape. And there's an additional 25 feet before you even reach the curb line.

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Another requirement of the development is that they put a new sidewalk on the east side of Rohlwing for the, from Euclid all the way up to the boundary of the property which is a requirement of this next phase, whether it's the retail or the hotel, whichever comes first. So all those things will be implemented.

Regarding the overall project, the current planning development calls for 161 hotel rooms. That's not changing. The original PUD in 2012, actually approved 300, so there's actually quite a bit of reduction that was previously in that as of last year through these, the hotel rooms. So that's a negative, not a negative, but it's a reduction in terms of parking need and traffic needs.

In addition, they've eliminated the drive-through pharmacy, the drive-through bank, the health club that they anticipated in Zone A, which is the residential tower that's been renovated. That's no longer part of the plan, which is a high parking demand for uses like that.

The single story commercial and the first floor commercial in Zone A and the future Zone C, looking at that square footage, so I'm excluding the waterpark and the hotel, looking at leasable square footage, the current PUD allows 100,000 square feet. This current PUD I've listed as 71,000, it's actually a little bit more, it's about 75/76,000. So there's been about a 25 percent reduction to the, you know, retail/commercial area because of some of the changes that they've made. So there is actually an overall reduction in trip generation from this project versus the original iteration. But they still have to do all the improvements required with the caveat that we will review as the City of Rolling Meadows, the right-turn requirement off of Rohlwing.

There's several conditions the staff is recommending. There's several ordinance conditions from previous ordinances, the original PUD and the final PUD from 2012. We're seeking to repeal those, but then institute new requirements based on the new plan. And that centers around the maximum number of retail and for restaurants as well as maximizing, or minimizing actually the amount of non-retail/non-sales tax generators. They do have, in D1, that's a 15,000 square foot building that they want to do for medical. So we have limits on that, so that the rest of that area is, you know, there's some accommodation for a little bit more service uses. But we want to put a cap on that so that we insure that we get sales tax generating and through better tax generating uses particularly in Zones D and E.

There are several conditions recommended, one through nine, and I won't go through each one of those, but they're basically updating some of the conditions from the previous ordinances. One new condition is that the entry feature sign at Euclid and Rohlwing that their landscape architect showed us earlier, where, we like it

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generally but we want to discuss in more detail about the magnitude of it and the size, to get a little more comfortable with it. So that would require further review, it needs a sign permit so we would address that so, you know, our main issue and it's not the same issue, but one thing we want to discuss is the size of it.

Secondly, regarding the bike path, I mentioned that there may be a requirement for an easement of maybe a foot or two. That's condition number five that if a easement is necessary to accommodate the bike path, the developer shall grant that easement. And then the landscape plan there's a few things that we want more details on, but generally speaking, and they provided that recently. Generally speaking this is in need of greater elevation of architecture and landscaping than even the original PUD, which was very good to begin with.

And that's, you know, one thing I haven't mentioned is that the architecture is completely different for this project. The buildings are basically in the same spot, a little bit different configuration, but the architecture is a much more contemporary, modern architecture to reflect the renovated building that's currently operational with the residential.

The Design Commission was fully supportive of the new architecture, as is staff. It's a lot more I think exciting and interesting and I think it will help them to attract tenants as well. So overall, staff is fully supportive of this PUD amendment and we conclude our report.

CHAIRMAN LORENZINI: Thank you, Bill. Could I have a motion to include the staff report into the public record?

COMMISSIONER JENSEN: So moved.

COMMISSIONER DROST: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay let's go to questions from Commissioners. It's probably appropriate to start with our esteemed architect, Commissioner Green.

COMMISSIONER GREEN: I don't have a lot of questions, I do want to say that this is a very nice variation from where we started. I love these plazas and I think this is just fantastic. The landscaping is exceptional, and the elements, especially the horses and all that is, it's a lot of fun. Good job, guys. That's all I can say.

CHAIRMAN LORENZINI: Commissioner Ennes:

COMMISSIONER ENNES: In Plat and Sub I saw a comment from Mr. Bertucci, is here tonight? You indicated that you wanted to go ahead the commercial buildings --

CHAIRMAN LORENZINI: Could you come up to the mic,

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please? If you could give your name just for the record.

MR. BERTUCCI: Vince Bertucci, last name is spelled B-e-r-t-u-c-c-i.

COMMISSIONER ENNES: And you had indicated that you're ready to go ahead, that the developer is ready to go ahead with the commercial buildings, the six buildings?

MR. BERTUCCI: The six buildings, yes.

COMMISSIONER ENNES: Have you, have tenants been identified for those yet?

MR. BERTUCCI: I know that multiple tenants have been working with the developer for space, I don't know where the agreements are yet, but.

COMMISSIONER ENNES: Okay, and so that's that they're looking to go ahead with in the next --

MR. BERTUCCI: All six, yes. I think that was --

COMMISSIONER ENNES: When do you think those will be done by?

MR. BERTUCCI: We'd hope to get started as soon as we can get entitlement and permitting.

MR. FUNK: So, yes, and if it's possible to get the MWRD approvals we'd like start literally site work in December if it's possible. But worst case scenario we'd like to start in March or April, work on the site. And we have LOI's in from Chipotle, PotBelly's, Experience and other couple retailers and restaurants that are interested. But, you know, what we're hearing is that they want to see construction starting before they're going to actually sign leases. So that's why we, exactly and we have deadlines that we need to be finished by to turnover the buildings, you know, in August. So we've met with contractors and we have pricing in on this already and we are, and they feel pretty, pretty good about getting the buildings completed by the end of August, beginning of September.

COMMISSIONER ENNES: As soon as the site is good to go.

MR. FUNK: Yes. We appreciate it, thank you.

COMMISSIONER ENNES: Glad to hear it's moving forward. That's really all I have.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes, well I was glad to hear you mention what restaurants were going in there because with the plazas or piazzas whichever you choose to call them, I was a little concerned how you were going to get service to those areas. But as long as they're kind of take-out, then I'm more comfortable with that piazza aspect.

For the landscape architect, I'm not an expert, but I know native plantings are better than exotic plantings. So of the ones that you showed pictures of, what percentage of those would you say are natives?

CHAIRMAN LORENZINI: Come back to the mic, please.

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MR. KETTELKAMP: We've worked on a series of lead development projects where we routinely incorporate plants that are either native or low water use plants. So let me toggle back through here really quickly because I haven't quite thought about it from a percentage standpoint.

COMMISSIONER WARSKOW: Okay.

MR. KETTELKAMP: Let me go up.

COMMISSIONER WARSKOW: And I don't need an exact percentage, but have you taken into account natives and are they a good portion of the plantings?

MR. KETTELKAMP: We definitely have, that's, the perimeter of the project where I was talking about that foil for the horses, that's a solid planting of native grass that you'll see there. In the middle image there where the horses are running through the grass, those are mass plantings of prairie dropseed, which is a native grass looks as great in the summer as it does in the winter. Super low water usage on that. As for the remainder of the plantings, I'd say that 50 percent of the plants are specifically native and the other 50 are then selected for drought tolerance.

In terms of going from the, you know, going from the top down, the Hawthorne's at the top, definitely native. The Oak at the top, definitely native. The Crabapple, definitely native. Getting down into some of the ornamental grasses, I mentioned, I'd say that 50 percent of the ornamental grasses that we're proposing to use are native. Continuing down the list, the shrubs that are indicated on the right-hand side, there are two types that are indicated there, both of those are native. So, I'd say that 75 percent of the plants that we're using are native and 25 percent are drought tolerant and suited to our climate.

COMMISSIONER WARSKOW: Wonderful.

MR. KETTELKAMP: Thank you.

COMMISSIONER WARSKOW: And the pavement is that permeable or non-permeable sidewalk pavers?

MR. KETTELKAMP: That is not permeable.

COMMISSIONER WARSKOW: Okay, was there any consideration into making it permeable? Was that strictly budget or did you not feel the need for permeable pavers?

MR. KETTELKAMP: From an engineering standpoint it wasn't necessarily required. There are a number of other what we call green features incorporated into the development. But the plazas were not using permeable pavers in the plaza, I think it has a little bit to do with, I don't know, I would call it a richness of look is what I would say. I think that sometimes the permeable pavers used in those plaza areas can look a bit, I don't know utilitarian is what I would say because you do see the gravel in between the individual pavers. And in this case they'll be, there's no loose gravel, but again,

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everything will be fully vetted by MWRD but there currently are no areas of permeable that are required.

But again, I do want to point out that as far as those walls that we're using throughout the development, a substantial portion of those walls are constructed with reclaimed material that's going to be harvested from the site and reused.

COMMISSIONER WARSKOW: I understand that and I'm a little confused about that.

MR. KETTELKAMP: It looks great, it's a more contemporary look is what I would tell you.

COMMISSIONER WARSKOW: I mean if it's hidden in the gabion benches --

MR. KETTELKAMP: It's hidden within the interior, yes, exactly.

COMMISSIONER WARSKOW: And I would assume concrete can be reused to make more concrete.

MR. KETTELKAMP: Absolutely.

COMMISSIONER WARSKOW: So I'm not exactly sure what the benefit of that is but --

MR. KETTELKAMP: The existing concrete that's onsite will be picked up, broken up and then incorporated as the core of those structures. We have done projects before where the entire structure is out reclaimed concrete. But in this particular instance, we wanted to do something that was, I don't know, perceived as being a little bit more decorative although I've got to tell you I love the purely recycled and reclaimed concrete walls, I think they look great. And are really a compliment to modern contemporary architecture.

COMMISSIONER WARSKOW: Well it doesn't have everything I would want it to have, but it's really, it looks wonderful and I do appreciate the efforts on sustainability.

MR. KETTELKAMP: Great thank you.

COMMISSIONER WARSKOW: There's a mention of childcare facility, is that new with this series of --

MR. ENRIGHT: Well yes, I mean that requires a special use and you'll see that in the future. So --

COMMISSIONER WARSKOW: Is there something driving the idea of having a childcare --

MR. ENRIGHT: Well I'm assuming they have someone in mind.

COMMISSIONER WARSKOW: Is that the case?

MR. ENRIGHT: But I don't know who.

COMMISSIONER WARSKOW: I'm not asking for particulars.

MR. ENRIGHT: Right.

COMMISSIONER WARSKOW: I was just wondering what's driving the childcare --

MR. FUNK: Well, right now we have a tenant that's

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interested, KinderCare, they've selected this as one of their sites. So we don't, we're not, I think we're in the top three so.

COMMISSIONER WARSKOW: Okay.

MR. FUNK: It's just an option.

COMMISSIONER WARSKOW: Current occupants in the tower, are there many families with small children that would utilize that onsite?

MR. FUNK: You know, and I think that's part of their vetting process, but I don't know if it's going to go in the tower or that maybe it's in one of the buildings I mean that's something that --

COMMISSIONER WARSKOW: No, no, I don't mean the facility would go, I like would the use be, I'm seeing this as you're trying to somewhat make it kind of a sustainable little community of its own.

MR. FUNK: Right.

COMMISSIONER WARSKOW: So I was just wondering if there was occupants of the residences that would continue that theme of --

MR. FUNK: No, that's a good question, and you know, I don't know what the demographics are of the tower, but, you know, I just know that we are in the top three of one of the sites, so, I mean we have got a leasing agent that's very, he's very aggressive in trying to make sure that when we start construction on this that, you know, we're creating an exciting environment that's full, you know, and it's not vacant buildings. So, that's the idea right now, so.

COMMISSIONER WARSKOW: I was just very curious how a childcare facility came into --

MR. FUNK: And we actually do, and it's not on the plan, but you know, we're actually in talks to with a theater group that, it's part of another phase, but you know, so we're trying to create a, you know, an exciting development that not only has the hotel, but the waterpark and all these beautiful outdoor restaurants, outdoor seating --

COMMISSIONER WARSKOW: The destination --

MR. FUNK: Right, destination, you know, and --

COMMISSIONER WARSKOW: Yes, also something that's sustainable for the people that live there.

MR. FUNK: Right.

COMMISSIONER WARSKOW: I appreciate that, thanks.

MR. FUNK: All right, thank you, thank you for the comments.

CHAIRMAN LORENZINI: Commissioner Jensen?

COMMISSIONER JENSEN: Yes, I can only echo what Mr. Enright and those Commissioners that spoke in here said, I think iteration of this has gotten better and I'm very impressed with it, so I really don't have any questions.

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CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: I'm impressed with the process too, because I think coming into get the original approvals there was a vision and it needs now to be reworked in light of what the reality of it is. And if you could step forward, Mr. Funk, I was going try to find out a little bit more on the demographics. You say that there are none there, how's the leasing going for the --

MR. FUNK: The leasing's actually going very well, right now we're at --

COMMISSIONER DROST: What's very well?

MR. FUNK: I would say, I think 88 percent full.

COMMISSIONER DROST: 88 percent full.

MR. FUNK: Right, from what I, the last --

COMMISSIONER DROST: The expectations have been hit with the original plan --

MR. FUNK: Absolutely, absolutely.

COMMISSIONER DROST: And the levels are sustainable?

MR. FUNK: Absolutely and, you know, we, I mean there are great amenities in the tower and I think what we hear from the residents. And you know, we actually built a five foot by three foot model to show all the residents what we're doing from a retail standpoint and restaurant standpoint to get everybody excited. So they're really excited about this phase, what we call, you know, phase III, I guess. Phase II would be the hotel/waterpark and Phase III would be the retail building.

COMMISSIONER DROST: So that is meeting those expectations. What's the biggest surprise that you've had as a developer?

MR. FUNK: Really, I mean we've got a great team I have to say, and I think the --

COMMISSIONER DROST: Plus or a negative?

MR. FUNK: No, I mean I think everything's been great actually to be honest with. We've gotten great feedback from the Village and you know, we try to work as a developer and as a, you know, being a designer and an architect I, you know, we like to do that shared formula where we sit and we really listen to, we've met several times with the Village and listening to them and their concerns. And you know, bringing that back into our design I thought was really positive. So I have to say it was great. Everything's been great.

COMMISSIONER DROST: Mr. Enright, did you like the amenities, is there something else at their other locations that --

MR. ENRIGHT: Sure.

COMMISSIONER DROST: This is sort of a common point, you know, with a funky old city to, you know, a pretty sizzling looking development.

MR. ENRIGHT: And I think we're better than a funky old

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city.

COMMISSIONER DAWSON: Yes.

COMMISSIONER DROST: Well yes, but I mean, you know this has a little bit of, I think a little pizzazz to it. And the question is, is it attracting millennials, I mean this is, pointing to the daycare issue, you know, raising their kids.

MR. FUNK: Absolutely. I mean I do know from what I'm hearing that we have a lot of younger people that are actually renting the units in the apartment building. And, you know, we have top-of-the-line amenities including indoor driving, you know, a virtual driving range and you know, a beautiful game room with, you know, so, just great amenities. And we think that this retail is really going to compliment that and I mean it's kind of funny, because if you Google One Arlington, you're going to see that their biggest complaint is that there are no restaurants really in walking distance. And we're going to be providing that. So, we think it's going to be a great gateway on Euclid and 53 and that visibility and seeing these beautiful buildings on the corner and the lights and you know, how they transform at night, it's pretty exciting.

COMMISSIONER DROST: Yes, do you think if they have a health club in one of the retail spaces is that a possibility?

MR. FUNK: No, that's not a possibility.

COMMISSIONER DROST: No?

MR. FUNK: No.

COMMISSIONER GREEN: Fine project.

MR. FUNK: Thank you, appreciate it, thank you.

COMMISSIONER DAWSON: I think all the questions have been asked, it's a great project, I'm excited about it. I hope there will be retail and not just a whole bunch of restaurants, because it seems like that's what happens around here is a lot of things seem to be dominated by restaurants. But I just, it looks great, it's a great plan.

MR. FUNK: Thank you, appreciate it.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: I don't really have any questions, I think it's, from the very beginning it's been an exciting project and to watch this develop, this iteration I think is just super. I think the architecture is really exciting, so I really don't have any questions.

MR. FUNK: Thank you.

CHAIRMAN LORENZINI: Commissioner Cherwin.

COMMISSIONER CHERWIN: I echo that, I think it looks good, I, you know, I think when you went you around, sort of as thing has progressed from the serious stages you've got it coming in. This screen looks better I think the designs are really nice. The one question I have is as I was looking through the development plans, just

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briefly if you could, it looks like in a later development you have some soccer fields and stuff mapped out. What's the status of that? I mean is that --

MR. FUNK: Well we're actually working with the state, trying to get funding for that.

COMMISSIONER CHERWIN: All right.

MR. FUNK: That's something that I have to look into and find out where we're out, but I think with the situation with the state, I think it's, you know, right now we're waiting on funding for those.

COMMISSIONER DROST: Good luck.

MR. FUNK: Thank you, thank you very much. I appreciate it.

CHAIRMAN LORENZINI: Anything else? And I too like the development, especially the bike racks you're putting in.

COMMISSIONER JENSEN: This is a very appropriate use for a bike rack, as opposed to putting it at a service station as a car wash.

CHAIRMAN LORENZINI: All right, that's all I have, I think it's a good project. Any comments from the audience, the public?
(No response.)

CHAIRMAN LORENZINI: If not we'll close the public hearing portion of this and go back to the Commissioners for final questions and a possible motion.

COMMISSIONER DAWSON: I don't think anybody wants to read this one.

COMMISSIONER WARSKOW: I'll go ahead:

A motion to recommend to the Village Board of Trustees approval of PC# 15-020, an amendment to PUD Ordinances 12-006, 12-039 and 14-025 to allow modifications to the approved Arlington Downs Development Plan; a Variation from Chapter 28, Section 5.1-22.1, Conditions of use from the required 15 foot setback for parking lots along Rohlwing Road to allow 10 feet for the parking area North of building D1; and a Variation from Chapter 28, Section 11.4, schedule of parking requirements from the required 2,526 spaces to allow 2,028 spaces.

This approval is contingent upon compliance with the following conditions detailed in the Staff Development Committee report dated October 22, 2015: We have a list one through five.

- 1. Repeal Ordinance #12-006, Section Six, which granted conceptual approval for restaurants, a drive through bank and drive through pharmacy.**
- 2. Repeal Ordinance #12-006, Section Nine: General condition #5 which granted conceptual approval for future restaurants.**
- 3. Repeal Ordinance #12-006, Section Nine: General condition #7**

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which limited the amount of non-sales food and beverage tax generators.

4. Repeal Ordinance 12-039 Section Two, #1B regarding the current requirement for a right turn lane on Rohlwing Road.
5. Conceptual approval for the following:
 - ☐ Up to 26,825 square feet of indoor restaurant space and 6,400 square feet of outdoor restaurant space in Zones A, D and E combined, subject to further evaluation of parking during the special use process.

And then said approval shall be subject to the following conditions: list one through nine.

1. No more than 15,000 SF of medical office is permitted in Zone D and E combined and no more than 21, 600 SF of medical office is permitted for all zones.
2. No more than 20,000 SF of non-sales tax/food and beverage tax generators shall be allowed in Zones D and E combined.
3. The Petitioner shall install a right hand turn lane from Southbound Rohlwing Road to Westbound Euclid Avenue as part of Phase 2 (Hotel and Water Park), or with Phase 3, 4 or 5 if any of those phases precede Phase 2. Implementation may occur at a later phase, or not required at all, if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows.
4. The entry feature/sign at Euclid and Rohlwing Roads will require separate review by staff prior to issuance of a permit.
5. Developer shall grant an easement, if necessary, along Euclid Avenue to accommodate a portion of the proposed bike path.
6. All restaurants and child day care will require special use approval.
7. The landscape plan shall be revised prior to Village Board consideration to address comments dated October 21, 2015 attached as Exhibit A.
8. Compliance with the Design Commission Motion of September 9, 2015.
9. The Petitioner shall comply with all applicable federal, state, and Village codes and policies.

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: Commissioner Sigalos seconded it.

Roll call vote, please.

MR. ENRIGHT: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes.

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MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Dawson?

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Drost?

COMMISSIONER DROST: Aye.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Green?

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Chairman Lorenzini?

CHAIRMAN LORENZINI: Yes. Congratulations, you've received a unanimous recommendation and it goes to the Board of Trustees next. Is there a date for that, Bill?

MR. ENRIGHT: We're hopeful that it will go November 16th. So I'll know the week prior to that for sure.

CHAIRMAN LORENZINI: Okay great, thank you.

MR. FUNK: Thank you.

CHAIRMAN LORENZINI: Okay, anything else on this thing Bill, that you know of? I do have one thing I want to, one thing I wanted to mention is the Village, I received a note from the Village Manager about the Village Board's budget meetings are November 9th and November the 12th about the operation, the 2016 operating budget. Does anyone recommend --

COMMISSIONER WARSKOW: Did we get our raise?

CHAIRMAN LORENZINI: Okay, that's all I had. Bill anything else?

MR. ENRIGHT: We will be having a meeting on Thursday, November 5th to review a preliminary PUD for 13 East Miner, it's a four story apartment building in the downtown with 12 more units. In addition to that, we have a Plat of Consolidation for 608 North Haddow, as well as some variations related to that. So that will be on Thursday, November 5th at 7:30 p.m.

CHAIRMAN LORENZINI: Okay, thank you.

MR. ENRIGHT: And we do not have a Plan Commission hearing scheduled for the remainder of November. We may have Plat and Sub on November 18th, the week prior to Thanksgiving. Dependent upon whether or not we have any items, there may or may not be. I don't know if there would be any concerns or objections about Plat and Sub on the 18th from the Plat and Sub members. But let me know if there is via e-mail.

CHAIRMAN LORENZINI: Okay, anything else anybody?

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(No response.)

CHAIRMAN LORENZINI: If not, motion to adjourn?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: I do.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay, we are adjourned.

(Whereupon, the meeting was adjourned
at 9:21 p.m.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF K A N E)

I, ROBERT LUTZOW, depose and say that I am a direct record court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF _____

_____, A.D. 2015.

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Arlington Downs
3400 W. Euclid Ave.
Prepared by: Planning & Community
Development Department
September 2015

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Arlington Downs – Retail
Project Address: 3400 W. Euclid Ave.
Prepared By: Steve Hautzinger

Date Prepared: August 28, 2015

PETITIONER INFORMATION:

DC Number: 15-110
Petitioner Name: Vince Bertucci
Petitioner Address: ChiArc
515 Lincoln Ave.
Winnetka, IL 60093
Meeting Date: September 8, 2015

Requested Action(s):

1. Approval of the proposed architectural designs for six new retail buildings, landscaping, and site design elements within zones D & E of the Arlington Downs mixed use development.

ANALYSIS

Introduction:

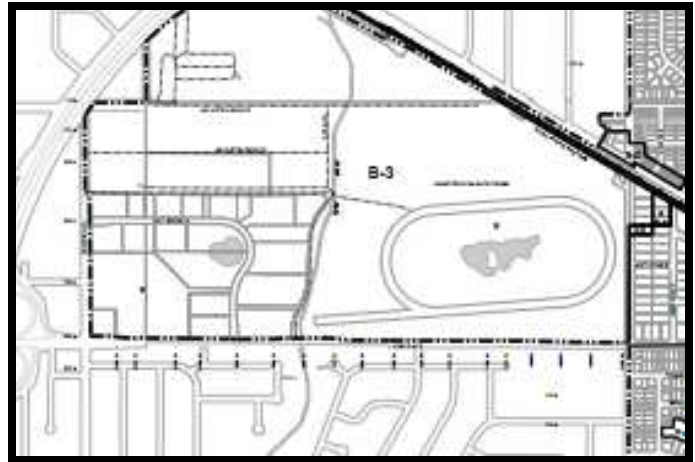
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The Arlington Downs mixed use development received Design Commission approval on December 13, 2011 with subsequent amendments. At this time, the petitioner is proposing to move forward with the development of the retail portion of the project located in Zones D & E. The scope of this proposal includes six new retail buildings and all corresponding site development within Zones D & E. The petitioner is seeking approval for the architectural designs, as well as the corresponding landscape design, hardscape design, site lighting design, and site furnishings. This proposal also requires Plan Commission approval for an amendment to the previously approved PUD.

Site Maps:



Aerial Map



Zoning Map

Design Guidelines:

Design Guidelines for the overall Arlington Downs development were required as part of the original PUD approval to establish the overall architectural style, theme, and character for the development. The Design Guidelines dated 8/5/13 were approved by the Design Commission on August 13, 2013. The retail portion of the approved Design Guidelines illustrates an architectural theme based on the Arlington Park International Racecourse. Bright white buildings with pitched roofs, cupolas, and shed dormers established an aesthetic similar to Arlington Park. The retail buildings had staggered facades and they wrapped the corners of the site. The design included a gazebo pavilion structure in the plaza across from Tower One.

Other requirements of the Design Guidelines include:

1. Pedestrian friendly site.
2. Generous landscaping and decorative hardscape areas.
3. Attractive buildings and landscape from all directions.
4. Highly detailed facades.
5. Abundant site lighting including: lighted bollards, pedestrian/sidewalk pole fixtures, street/parking pole fixtures, and decorative wayfinding fixtures with banners.
6. Screening of utilities and mechanical equipment.
7. Trash areas screened with materials to match the building.
8. Enhanced landscaping at two main street entries and the southwest corner of site.
9. Landscape is required to meet Village requirements:
 - a. Parkway trees 40' to 60' on center. Internal roads same.
 - b. Paved surfaces to be screened with minimum 3' tall shrub hedge.
 - c. Landscaped parking islands required.
10. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses.
11. Site furnishings shall be provided in the pedestrian areas on the parking side of all retail buildings.
12. Sustainable features are encouraged.

The current proposal appears to comply with the spirit of these requirements. However, the overall theme has been changed from the Arlington Park aesthetic to a much more modern style and character.

Architectural Design:

The design of the proposed retail buildings are large linear buildings built of ground face CMU with flat roofs and large planes of galvanized steel wire mesh screen walls in front of the facades. The mesh screen walls are proposed to be covered with vegetation. A large glass curtain wall feature caps one end of each building. The galvanized steel mesh material is continued throughout the site in the form of fencing along the entry drives and crushed concrete filled gabion basket features used for planters, benches, and ground signs.

A modern theme for the retail portion of Arlington Downs is appropriate and consistent with the modern aesthetic of Tower One and the approved Sheraton Hotel building. However, the overall material palette proposed has an industrial feel that the Design Commission should evaluate.

All six retail buildings share the same basic design concept, with slight changes in overall building length and CMU color. Two colors of ground face CMU are proposed, but each building will use just one of the colors. It is recommended that the design of the CMU walls be further developed with additional detailing such as horizontal banding of a contrasting color. The proposed charcoal CMU is quite dark to be used for the entire wall of a building, and it should be considered as an accent color only.

Portions of the architectural renderings inaccurately depict the proposed colors, and they should be adjusted to more accurately represent the design intent. The Design Commission should refer to the actual material samples for the actual color palette.

Items to clarify include:

1. The clear anodized storefronts and roof copings are shown as tan, where they are proposed to be silver.
2. The galvanized steel mesh wall is shown as tan on building D3, and a dark bronze color on buildings D2 & E1. The actual material sample is polished silver. The design intent needs to be clarified. It is recommended that a mock up sample of the mesh wall be provided for review.
3. The drawings are unclear regarding which buildings are proposed to be “charcoal” CMU versus “gray” CMU.
4. The drawings need to clarify where the rust colored corten steel will be used.
5. Building D1 includes a large canopy on the east. The petitioner should clarify the reason for the proposed canopy.

Mechanical Screening. All rooftop and grade mounted mechanical units are required to be fully screened from public view. The petitioner is proposing to locate all of the rooftop mechanical units towards the center of roof so that they can be fully screened by the perimeter parapet walls.

Trash and Utility Screening. The trash and utility areas are proposed to be internal to the buildings, and are nicely incorporated into the design of the buildings. All utility equipment shall be required to be installed within the designated utility areas.

Site Design Elements: The site design elements of this proposal need to be further developed and documented to clarify the design intent.

Site Design:

1. The aerial rendering of the overall site illustrated on page H1 depicts lively pedestrian plazas with outdoor dining on the south side of the retail buildings facing Euclid Avenue. This suggests lively retail storefronts facing the street. However, the site and landscape plans do not include pedestrian areas on the south side of the buildings which suggests that this will be the back side of the retail buildings. This could result in dead, blacked out storefronts. The view of the development from Euclid and Rohlwing will be the primary view corridors for this development, so it is important to evaluate this detail to ensure that all sides of the retail buildings will look like fronts.
2. The proposed pedestrian walkways range from 12.7-14.2 feet in front of the retail buildings. The retail site plan in the Design Guidelines included generous pedestrian walkways ranging from 25–60 feet. The required setback along Euclid and Rohlwing is 15 feet. Consider reducing the building setback to enlarge the pedestrian walkways.
3. The site plan indicates a row of dead end parking along the main entry drive from Euclid Avenue. Per the Design Guidelines, the main entry drives are required to have enhanced landscape features. The proposed dead end parking should be omitted in this area to allow more open space for an abundance of landscaping.

Landscape, Site Furnishings, and Signage:

1. The “Site Planting” and “Furniture-Finishes” character images represent some interesting landscaping schemes. However, detailed landscape and site furnishings plans are required to show where and how these various options will be used.
 - a. Detailed landscape plans are required with actual plans materials specified.
 - i. Along Euclid and Rohlwing ‘Long Grass’ is proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, ‘the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
 - b. Site furnishings are required on the parking side of all retail buildings. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.
2. The service areas and drive aisles along Euclid are required to be fully screened with walls and/or landscaping.

3. The steel mesh building walls are illustrated with vegetation growing on them. Planters need to be shown to support the vegetation. Vines may be difficult to establish. The appearance of the mesh walls needs to be considered without any vegetation.
4. Shade trees are recommended along the widened pedestrian storefront walks.
5. The proposed horse sculptures to be located along the Euclid parkway are a fun landscape feature to help give this development a unique identity. However, more detail is required for review, such as the size and material proposed for the sculptures. In the past, the Design Commission has reviewed requests for public art, such as horse sculptures, so it is recommended that this item return to the Design Commission at a future date for a more detailed review.
6. The gabion basket features are proposed to be filled with crushed concrete. It is recommended that a stone with a variety of warmer colors to complement the building material palette be used.
7. A crushed concrete filled gabion basket wall is proposed to face the street intersection at Euclid and Rohlwing. This feature lacks interest and requires further design development. The proposed "Arlington Downs" signage is unremarkable and requires further design development. "Village of Arlington Heights" signage should be incorporated into this feature. The proposed electronic LED sign is not allowed. Separate review is required for all signage.

Hardscape:

1. The Civil site plans indicate concrete sidewalks and striped crosswalks. The renderings show various colored pavements and pavers. Detailed hardscape plans are required to clarify the design intent. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses. The crosswalks installed as part of Tower One are just painted stripes, which does not comply with this requirement.
 - a. The checkerboard crosswalk pattern shown in the photo on page I-12 is discouraged.
2. The renderings indicate detailed plazas with intricate paving patterns, planters, and fountains. Detailed site plans are required to clarify the design intent for the plazas.

Site Lighting:

1. Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts. Additional pedestrian poles and bollard lights must be added to the proposed plans.
2. The proposed banners on the pedestrian light poles are a nice feature to add interest to the overall retail center. However, per the sign code, the lower banner arm is required to be at least 8 feet above pedestrian areas, and light poles with banners are required to have a 100 foot separation. A sign variation may be required to allow the quantity of banners proposed.
3. More detail is required regarding the proposed architectural building accent lighting.

Sustainability: The extensive amount of sustainable design features as outlined on page O-1 are encouraged and appreciated.

RECOMMENDATION:

It is recommended that the Design Commission **continue** the request for approval of the proposed architectural designs for six new retail buildings, landscaping, and site design elements within zones D & E of the Arlington Downs mixed use development located at 3400 W. Euclid Avenue to allow time for further design development and to more clearly document the design intent. This recommendation is based on the plans dated 8/12/15 and received 9/3/15, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and resolution of the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition

to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

2. Signage is not included in this review and all signage will be required to comply with code, Chapter 30, or prior stipulations

August 28, 2015

Steve Hautzinger AIA, Design Planner

c: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director Planning, Latika Bhide, Development Planner, Petitioner, DC File 15-110

SEPTEMBER 8, 2015

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present: Ted Eckhardt, Chair
John Fitzgerald
Jonathan Kubow
Anthony Fasolo

Members Absent: Alan Bombick

Also Present:

Brian Hyde, Greenscape Homes for *1013 N. Beverly Ln.*
Linda & Martin O'Brien, Owners of *903 E. Crabtree Dr.*
Tiana Brazzale & Paul Balga, Owners of *905 S. Evergreen Ave.*
Keith Ginnodo, Kingsley Ginnodo Architects for *905 S. Evergreen Ave.*
Kirsten Kingsley, Kingsley Ginnodo Architects for *905 S. Evergreen Ave.*
Katie & Chris Karsten, Owners of *1216 E. Mayfair Rd.*
Jereme Smith, Design First for *1216 E. Mayfair Rd.*
Jeff Funke, Spring Bank Real Estate Group and Funk Architects for
Arlington Downs
Ryan Kettelkamp, Landscape Architect for *Arlington Downs*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 25, 2015

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE MEETING MINUTES OF AUGUST 25, 2015. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 5. COMMERCIAL REVIEW

DC#15-110 – Arlington Downs – 3400 W. Euclid Ave. – Retail Development

Commissioner Fasolo recused himself from the discussion because of his previous involvement with the project, and left the meeting.

Mr. Jeff Funke, representing *Spring Bank Real Estate Group* and *Funke Architects*, **Mr. Ryan Kettelkamp**, the landscape architect, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The Arlington Downs mixed use development received Design Commission approval on December 13, 2011 with subsequent amendments. At this time, the petitioner is proposing to move forward with the development of the retail portion of the project located in Zones D & E. The scope of this proposal includes six new retail buildings and all corresponding site development within Zones D & E. The petitioner is seeking approval for the architectural designs, as well as the corresponding landscape design, hardscape design, site lighting design, and site furnishings. This proposal also requires Plan Commission approval for an amendment to the previously approved PUD.

The Arlington Downs Design Guidelines were presented to the commissioners, which were required as part of the original PUD approval to establish the overall architectural style, theme, and character for the development. The Design Guidelines dated 8/5/13 were approved by the Design Commission on August 13, 2013. The retail portion of the approved Design Guidelines illustrates an architectural theme based on the Arlington Park International Racecourse. Bright white buildings with pitched roofs, cupolas, and shed dormers established an aesthetic similar to Arlington Park. The retail buildings had staggered facades and they wrapped the corners of the site. The design included a gazebo pavilion structure in the plaza across from Tower One. Other requirements of the Design Guidelines were also reviewed. The current proposal appears to comply with the spirit of these requirements; however, the overall theme has been changed from the Arlington park aesthetic to a much more modern style and character.

With regards to the architectural design, **Mr. Hautzinger** stated that the renderings really tell the story. A modern theme for the retail portion is appropriate and consistent with the modern aesthetic of Tower One and the approved Sheraton Hotel building. However, the commissioners should evaluate the overall material palette proposed, which has an industrial feel. All six retail buildings share the same basic design concept, with slight changes in overall building length and CMU color. It is recommended that the design of the CMU walls be further developed with additional detailing such as horizontal banding of a contrasting color, and due to the dark color of the proposed charcoal CMU, it is recommended that this color be considered as an accent color only.

Mr. Hautzinger pointed out that portions of the architectural renderings inaccurately depict the proposed colors and they should be adjusted to more accurately represent the design intent. Items to clarify include:

1. The clear anodized storefronts and roof copings are shown as tan, where they are proposed to be silver.
2. The galvanized steel mesh wall is shown as tan on building D3, and a dark bronze color on buildings D2 & E1. The actual material sample is polished silver. The design intent needs to be clarified. It is recommended that a mock up sample of the mesh wall be provided for review.
3. The drawings are unclear regarding which buildings are proposed to be “charcoal” CMU versus “gray” CMU.
4. The drawings need to clarify where the rust colored corten steel will be used.
5. Building D1 includes a large canopy on the east. The petitioner should clarify the reason for the proposed canopy.

In regards to the site design, the site design elements of this proposal need to be further developed and documented to clarify the design intent, such as the following:

Site Design:

1. The aerial rendering of the overall site illustrated on page H1 depicts lively pedestrian plazas with outdoor dining on the south side of the retail buildings facing Euclid Avenue. This suggests lively retail storefronts facing the street. However, the site and landscape plans do not include pedestrian areas on the south side of the buildings which suggests that this will be the back side of the retail buildings. This could result in dead, blacked out storefronts. The view of the development from Euclid and Rohlwing will be the primary view corridors for this development, so it is important to evaluate this detail to ensure that all sides of the retail buildings will look like fronts.
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 - a. Detailed landscape plans are required with actual plant materials specified.
 - Along Euclid and Rohlwing ‘Long Grass’ is proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, ‘the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.’
 - b. Site furnishings are required on the parking side of all retail buildings. Site furnishing

plans are required with manufacturer cut sheets for all proposed site furnishings.

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5. The proposed horse sculptures to be located along the Euclid parkway are a fun landscape feature to help give this development a unique identity. However, more detail is required for review, such as the size and material proposed for the sculptures. In the past, the Design Commission has reviewed requests for public art, such as horse sculptures, so it is recommended that this item return to the Design Commission at a future date for a more detailed review.
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2. The proposed banners on the pedestrian light poles are a nice feature to add interest to the overall retail center. However, per the sign code, the lower banner arm is required to be at least 8 feet above pedestrian areas, and light poles with banners are required to have a 100 foot separation. A sign variation may be required to allow the quantity of banners proposed.
3. More detail is required regarding the proposed architectural building accent lighting.

Sustainability:

The extensive amount of sustainable design features outlined are encouraged and appreciated.

Mr. Hautzinger concluded by stating that Staff recommends the project be continued until some of the previous items can be further clarified. He also pointed out that the petitioner has an updated presentation for tonight, which may respond to some of the comments in the Staff report.

Mr. Funke gave an overhead presentation and said that they have been working on the 30-acre site for the last year and a half, trying to find a way to connect people and bring people closer together with the buildings, sidewalks and landscaping. The prominent corner at Euclid and Rohlwing is critical to how they set the stage for the retail development. Focal points were created to connect the tower to the corner at Euclid and Rohlwing with a pedestrian friendly plaza in front of the tower, a water feature, outdoor pavilion, and simple building architecture that creates and emphasizes the plazas and the landscape to bring people through to the retail landscape. Buildings E1 and D3 activate the corner with an entrance road created off Euclid, and screen walls were designed that create a trellis/canopy system that activates during the day as well as at night, and screen not only the trash enclosure area but also allow for outdoor space. The proposed retail building design is a simple rectangular design with trash and electrical rooms brought inside, which allows for more excitement for the screen walls and the end caps of the buildings. The two smaller buildings in front of the tower are also a simple design, with trash enclosures inside and an exciting glass wall/terrace feature.

Mr. Funke said that from an elevation perspective, the buildings are designed to be four-sided. However, they do anticipate retailers to focus their tenant space entrances on the north side of the buildings. They are not opposed to increasing the width of the sidewalks on the north side of the buildings along Euclid Avenue

Mr. Kettelkamp gave an overhead presentation of the proposed landscaping, plaza spaces, entry signage, site lighting, and site furnishings being proposed in each zone of the overall site. This includes enhanced paving in the pedestrian crosswalks, expanded green zones on the south side along Euclid and on the west side along Rohlwing Road, and a linear bike path that continues along Euclid with designated nodes for bike parking upon entry into the site. Trees will be planted in a grid “orchard” pattern to reinforce the architecture and allow the tree plantings to speak to the architecture. The lighting plan was also presented which introduces a pedestrian level of lighting, which is a continuation of the types and fixtures that exist on the site, as well as lighting on the screen walls. A series of mesh fencing with vines will help screen the parking, and a slight berm along Euclid Avenue will screen the restaurant drive thru lane. Proposed planting images were also shown that included a variety of vines for the screen walls, a hierarchy of tall grasses, tree hedging, ornamental trees that replicate the look of an orchard, and a layering of plantings to complement the existing plants on the site. The front corner of the site will be transformed to create a very memorable experience with a combination of signage, grasses, flowering perennials, lighting, site furnishings and sculptural elements. **Mr.**

Funke also presented and reviewed the material samples and colors being proposed. He clarified that the mesh building walls will be galvanized steel, not stainless steel as shown on the sample board, and the corten steel shown on the sample board has been omitted.

Mr. Hautzinger reiterated that the commissioners should decide if they feel there is enough information provided tonight to make a motion to approve the retail portion of this development. Staff felt that landscape and site design were not quite at a level of detail for approval, and he added that previous portions of this development were approved at a higher level of design development with specific details called out such as specific plantings. Staff felt the commissioners should provide feedback tonight as to whether or not there were any large areas that were heading in the wrong direction, both architecturally and site design.

Commissioner Fitzgerald liked the overall plan being proposed, although it was quite a departure from what was originally presented. He was in favor of the layout, the outdoor areas for people to gather, the screen walls with plantings, the different colors within the buildings, and the gabion walls that are very cool. He felt the landscaping looked preliminary at this level, although the basics look good, and he was not opposed to Staff approving the final details. He also liked the pedestrian paving treatments.

Commissioner Kubow liked the architecture being proposed and how the petitioner focused on the main entrance that was being accentuated at the prominent corner at Rohlwing and Euclid. He also liked how the mesh screen walls extend past the buildings. He understood the reason for no parking on the south side of the buildings along Euclid and he asked if efforts would be made to activate the south side of the retail buildings, such as with outdoor seating as shown in the rendering. **Mr. Funke** replied that the glass storefronts facing south will not be spandrel glass but might be used as storefront display areas. Outdoor seating would depend on each tenant; however, they intend on being as adaptive to each tenant as possible. In terms of the landscaping, **Commissioner Kubow** liked the concept of the long grass and the introduction of a berm along Euclid, which creates some intrigue within the development to draw people in. He felt the prominent corner was going in a good direction and he hoped to see the concept taken further, although he wondered about the gabion wall. **Mr. Funke** explained that the gabion wall will have a three dimensional quality with the different rocks creating shadows, which will then be lit at night.

Chair Eckhardt felt the development was very monumental, completely different than the white cupola design of the racetrack, which he felt was wise to move away from. He felt the 6 end cap pavilions were fantastic; however, he questioned if there were too many and whether the development was big enough to create sub-areas. He also referred to the proposed screen walls with plantings that were made into major elements of the facades and he felt the proposed vegetation was not realistic. Because the building architecture is well designed and so strong, he was concerned about the appropriateness of the end caps all being the same and how a tenant might want to modify it for their specific space. In terms of the proposed materials, **Chair Eckhardt** had no issue with the big blank walls, which help the signable area.

He felt the project was going in the right direction, although he wondered about the repetitiveness of the building design instead of each building having its own unique design.

Chair Eckhardt asked Staff for clarification regarding approval tonight and whether or not the individual buildings would return for another review. **Mr. Hautzinger** explained that the petitioner is seeking approval tonight for the architectural designs for all six retail buildings, as well as for all of the site design elements, and if approved, the individual buildings would not return for another review. **Chair Eckhardt** asked if there was enough detail being presented tonight. **Mr. Hautzinger** felt the petitioner answered and clarified many questions tonight, and there was adequate architectural details being shown tonight for an approval; however, he was not as comfortable with the amount of site design details presented tonight, which is a huge component of this development.

Chair Eckhardt asked about any Plan Commission review process for this portion of the project and **Mr. Hautzinger** explained that the petitioner will need to amend the PUD that was previously approved for the project because the layout of the buildings, overall square footage of the buildings, and parking has changed; however, the changes are mostly consistent with the original PUD approval.

Mr. Hautzinger also said that Staff shares the same concerns stated by Chair Eckhardt about the repetition of the building design, and he referred to the small, modern Esplanade Center located directly east of the site that has a lot of variety. He added that architectural lighting is a key component for the development, which he felt needed to be further clarified with regards to the mesh walls that are a huge feature within the development and depicted in different ways in the renderings. Staff suggested that a larger scale mock-up sample of the mesh wall be considered. **Mr. Funke** clarified that the mesh walls are intended to all be the same. In response to the reference made to the Esplanade, he said that they want to create simplicity with the buildings, and changing colors, shapes, and parapet height will lose its sense of place and take away from the cleanness of the building.

Chair Eckhardt stated that all 3 commissioners must vote in favor for the project for it to be approved tonight, since one commissioner is not here and another commissioner recused himself.

Mr. Funke also clarified that the mesh panels were revised to be a tighter weave and will consist of galvanized steel with a galvanized 1 x 1 mesh panel; and the vines have been omitted from the proposal. **Chair Eckhardt** cautioned the petitioner about wind noise with the mesh panels.

Mr. Hautzinger asked the commissioners if they were comfortable with the charcoal grey CMU color being proposed for the entire wall, which Staff felt was too dark and more appropriate as an accent color. Staff also asked for clarification on the alternating grey colors being proposed for the buildings. **Mr. Funke** replied that the building colors would be switched up with every other one being light grey and the other being dark grey, and some are larger, some are smaller, and the mesh panels slide in different ways to screen certain elements. **Mr. Hautzinger**

reiterated that there was still confusion about many of site design items and that the site plans need to be further developed before final approval can be given.

Chair Eckhardt asked Commissioner Fitzgerald for feedback on the current status of the landscape architecture. **Commissioner Fitzgerald** said there was nothing in the entire presentation that he did not like and he was fine with Staff approving the final details; however, if anything substantially changes from what is being shown tonight, then it should be brought back to the commissioners. **Commissioner Kubow** agreed.

Mr. Hautzinger asked for clarification from the commissioners that they felt the building design and site design for the development should be in substantial compliance with the renderings shown tonight, and the commissioners confirmed this. **Mr. Funke** clarified that from a plaza perspective, some of the details in the renderings vary slightly from what is actually being proposed; however, overall, the elements shown in the rendering will be incorporated into the final design. There will be more green space than what is shown in the rendering and a different paving pattern.

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE ARCHITECTURAL DESIGNS FOR SIX NEW RETAIL BUILDINGS, LANDSCAPING, AND SITE DESIGN ELEMENTS WITHIN ZONES D & E OF THE ARLINGTON DOWNS MIXED USE DEVELOPMENT LOCATED AT 3400 W. EUCLID AVENUE, AS SUBMITTED, AND WITH REVISIONS SUBMITTED ON 9/8/15. THIS RECOMMENDATION IS BASED ON THE PLANS DATED 8/12/15 AND RECEIVED 9/3/15, REVISED PLANS RECEIVED 9/8/15, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND RESOLUTION OF THE FOLLOWING:

- 1. APPROVAL OF THE OVERALL ARCHITECTURAL THEME AND SITE DESIGN CONCEPTS PRESENTED TONIGHT, WITH A REQUIREMENT THAT STAFF REVIEW AND APPROVE THE FINAL DETAILS WHEN THEY ARE DEVELOPED, WITH ANY DRAMATIC CHANGES OR INCORRECT IMPLEMENTATION TO BE BROUGHT BACK TO THE DESIGN COMMISSION.**
- 2. THIS REVIEW REPRESENTS DESIGN APPROVAL ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, SIGN CODE OR BUILDING OR ANY OTHER REVIEWS.**
- 3. IT IS THE PETITIONER'S RESPONSIBILITY TO SUBMIT THE APPROPRIATE PERMIT APPLICATION(S) TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO PROCEEDING WITH ANY WORK. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.**

Chair Eckhardt was okay with the very broad motion tonight; however, he encouraged the petitioner to not lose any of the charm that was presented tonight through the renderings when the final details are submitted to Staff for final approval. Staff needs to be convinced that the renderings being shown tonight are the true direction of the final design.

**FITZGERALD, AYE; KUBOW, AYE; ECKHARDT, AYE; FASOLO, RECUSE.
ALL WERE IN FAVOR. MOTION CARRIED.**

ARLINGTON DOWNS RETAIL 3400 W EUCLID AVENUE

New Construction for Six Retail Buildings
and Development of Related Property
Arlington Heights, Illinois 60005

OWNER:
Arlington Downs WPH, LLC.
Arlington Downs Commercial, LLC.
PSB / Euclid, LLC.

ARCHITECT:
FUNKE.ARCHITECTS, LLC.
160 EAST GRAND SUITE 300 CHICAGO, IL 60611
P: 312.202.0586 F: 312.202.0587

ARCHITECT:
ChiArc (Chicago Architects), LLC.
515 Lincoln Ave. WINNETKA, IL 60093
P: 312.451.5103

CIVIL CONSULTANT:
V3 Companies
7325 James Avenue Woodridge, IL 60517
P: 630.729.6216

LANDSCAPE CONSULTANT:
Kettelkamp & Kettelkamp
1315 Sherman Place Evanston, IL 60201
P: 847.905.1281

PLAN COMMISSION APPLICATION REV. 1
for PUD AMENDMENT 10.07.15

3400 W EUCLID AVENUE - DRAWING INDEX		DESIGN COMMISSION SUBMITTAL	PLAN COMMISSION APPLICATION	PLAN COMMISSION APPLICATION REVISION 1
SHT NO.	SHEET DESCRIPTION			
			9/3/2015	10/7/2015
GENERAL INFORMATION				
A	TITLE/COVER SHEET		X	X
A0.10	RENDERING		X	X
A0.20	PLAT OF SURVEY		X	X
A0.30	SUBJECT PROPERTY MAP w/ ADDRESS & PIN	X	X	X
CIVIL				
C3.0	OVERALL SITE PLAN		X	X
C3.1	LAYOUT AND PAVING PLAN - SOUTH		X	X
C3.2	LAYOUT AND PAVING PLAN - NORTH		X	X
C4.1	GRADING PLAN - SOUTH		X	X
C4.2	GRADING PLAN - NORTH		X	X
C5.0	OVERALL UTILITY PLAN			X
C5.1	UTILITY PLAN - SOUTH		X	X
C5.2	UTILITY PLAN - NORTH		X	X
LANDSCAPE ARCHITECTURE				
L1.0	OVERALL SITE LANDSCAPE PLAN / TREE PRESERVATION	X	X	X
L1.1	LANDSCAPE PLAN - SOUTH		X	X
L2.1	LANDSCAPE PLAN - NORTH PLAZA		X	X
L2.2	LANDSCAPE PLAN - ZONE E		X	X
L2.3	LANDSCAPE PLAN - SOUTH PLAZA		X	X
L3.0	LANDSCAPE DETAILS		X	X
L3.1	LANDSCAPE DETAILS		X	X
L3.2	LANDSCAPE DETAILS			X
ARCHITECTURAL				
	SITE PLANS			
A1.10	SITE PLAN w/ LIGHTING	X	X	X
	FLOOR PLANS			
A2.10	BUILDING 'D1' GROUND FLOOR AND ROOF PLANS		X	X
A2.20	BUILDING 'D2' GROUND FLOOR AND ROOF PLANS		X	X
A2.30	BUILDING 'D3' GROUND FLOOR AND ROOF PLANS		X	X
A2.40	BUILDING 'D4' GROUND FLOOR AND ROOF PLANS		X	X
A2.50	BUILDING 'D5' GROUND FLOOR AND ROOF PLANS		X	X
A2.60	BUILDING 'E1' GROUND FLOOR AND ROOF PLANS		X	X
A2.70	BUILDING PLAN DETAILS			X
	ELEVATIONS, SECTIONS			
A3.10	BUILDING 'D1' EXTERIOR ELEVATIONS		X	X
A3.20	BUILDING 'D2' EXTERIOR ELEVATIONS		X	X
A3.30	BUILDING 'D3' EXTERIOR ELEVATIONS		X	X
A3.40	BUILDING 'D4' EXTERIOR ELEVATIONS		X	X
A3.50	BUILDING 'D5' EXTERIOR ELEVATIONS		X	X
A3.60	BUILDING 'E1' EXTERIOR ELEVATIONS		X	X
	BUILDING SECTIONS			
A4.10	BUILDING SECTIONS		X	X
A4.20	BUILDING PARAPET SECTION			X
	WALL SECTIONS			
A5.20	SCREEN WALL DETAILS			X
A5.21	SCREEN WALL DETAILS			X



RENDERING SW CORNER

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ARLINGTON
DOWNS -
RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN
COMMISSION
APPLICATION

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SHEET TITLE:

RENDERING

SHEET NO.

A0.10



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PLAN COMMISSION APPLICATION

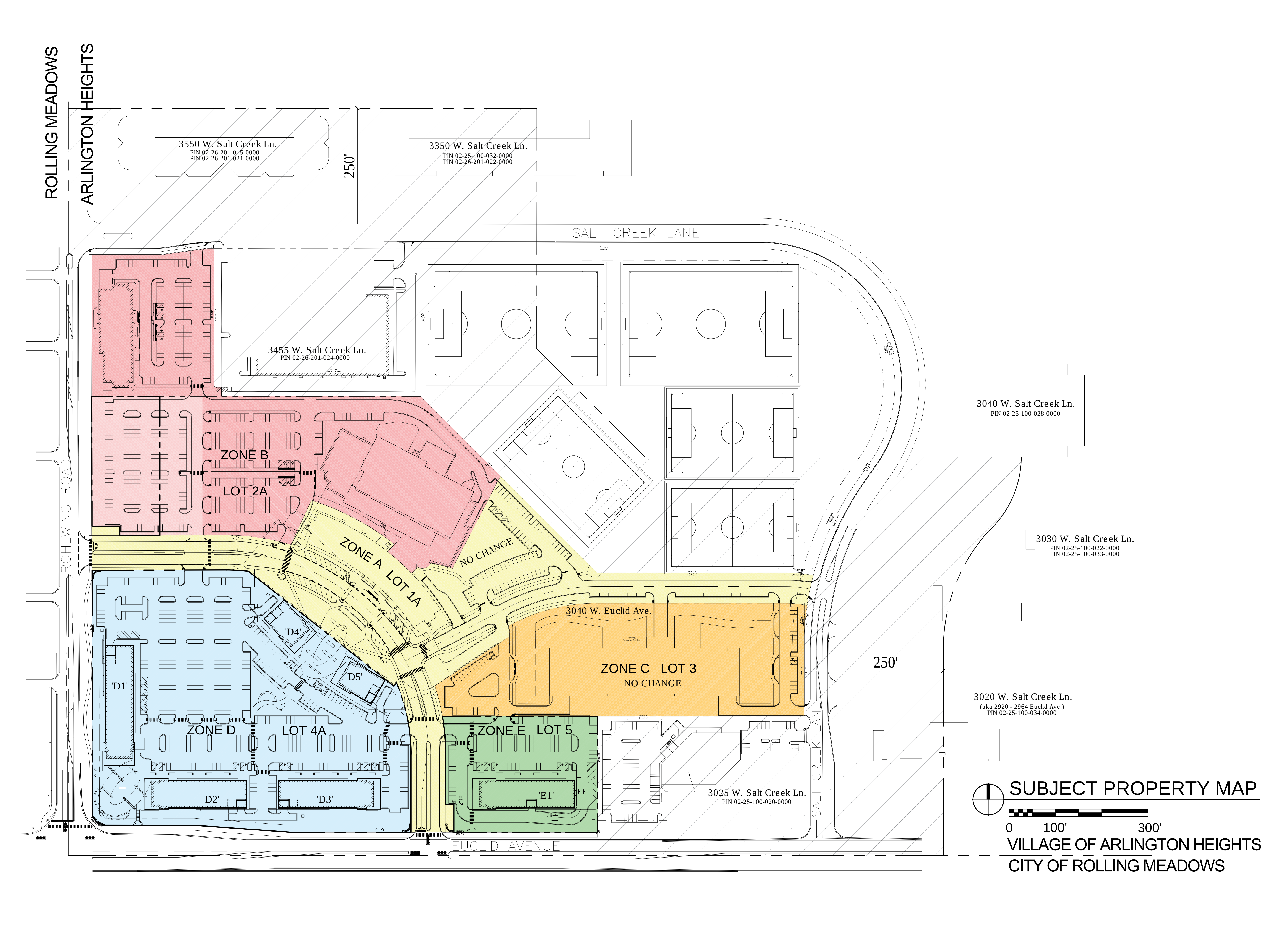
		
		
		
		
		
		
2	09.03.15	PLAN COMMISSION APPLICATION REV. 1
		
1	09.03.15	PLAN COMMISSION APPLICATION
		
NO.	DATE	DESCRIPTION

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PLAT OF SURVEY

SHEET NO.

A0.20



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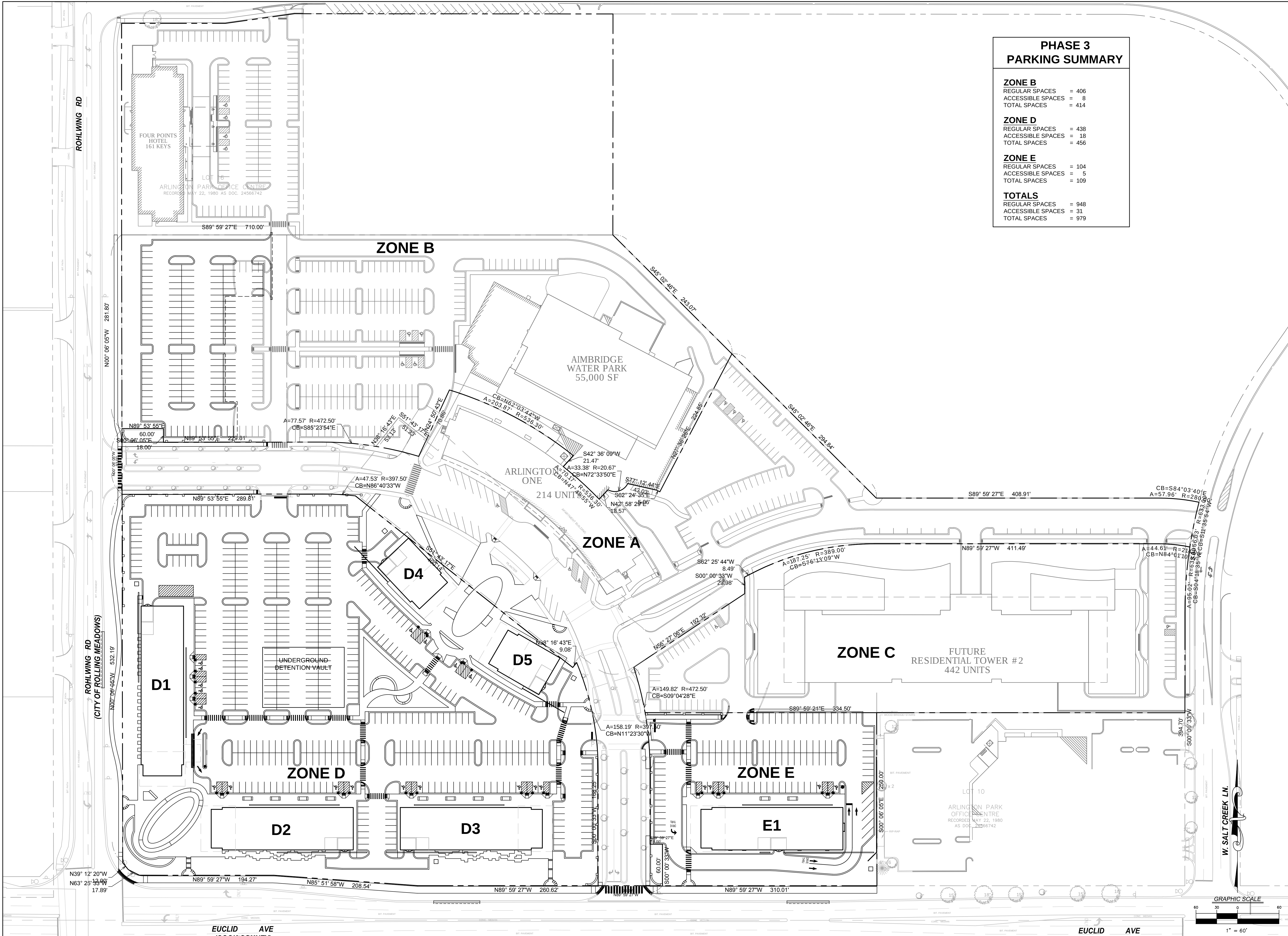
PLAN COMMISSION APPLICATION

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2	09.03.15	PLAN COMMISSION APPLICATION
NO.	DATE	DESCRIPTION

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SHEET TITLE:
**SUBJECT
PROPERTY
MAP**

SHEET NO.
A0.30



PHASE 3 PARKING SUMMARY	
ZONE B	
REGULAR SPACES	= 406
ACCESSIBLE SPACES	= 8
TOTAL SPACES	= 414
ZONE D	
REGULAR SPACES	= 438
ACCESSIBLE SPACES	= 18
TOTAL SPACES	= 456
ZONE E	
REGULAR SPACES	= 104
ACCESSIBLE SPACES	= 5
TOTAL SPACES	= 109
TOTALS	
REGULAR SPACES	= 948
ACCESSIBLE SPACES	= 31
TOTAL SPACES	= 979

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architects

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V3

V3 Companies

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630.724.9200 phone

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10-07-15

PLAN COMMISSION APPLICATION REV.1

▲

09-03-15

PLAN COMMISSION APPLICATION

▲

08-12-15

DESIGN COMMISSION REVIEW SUBMITTAL

NO.

DATE

DESCRIPTION

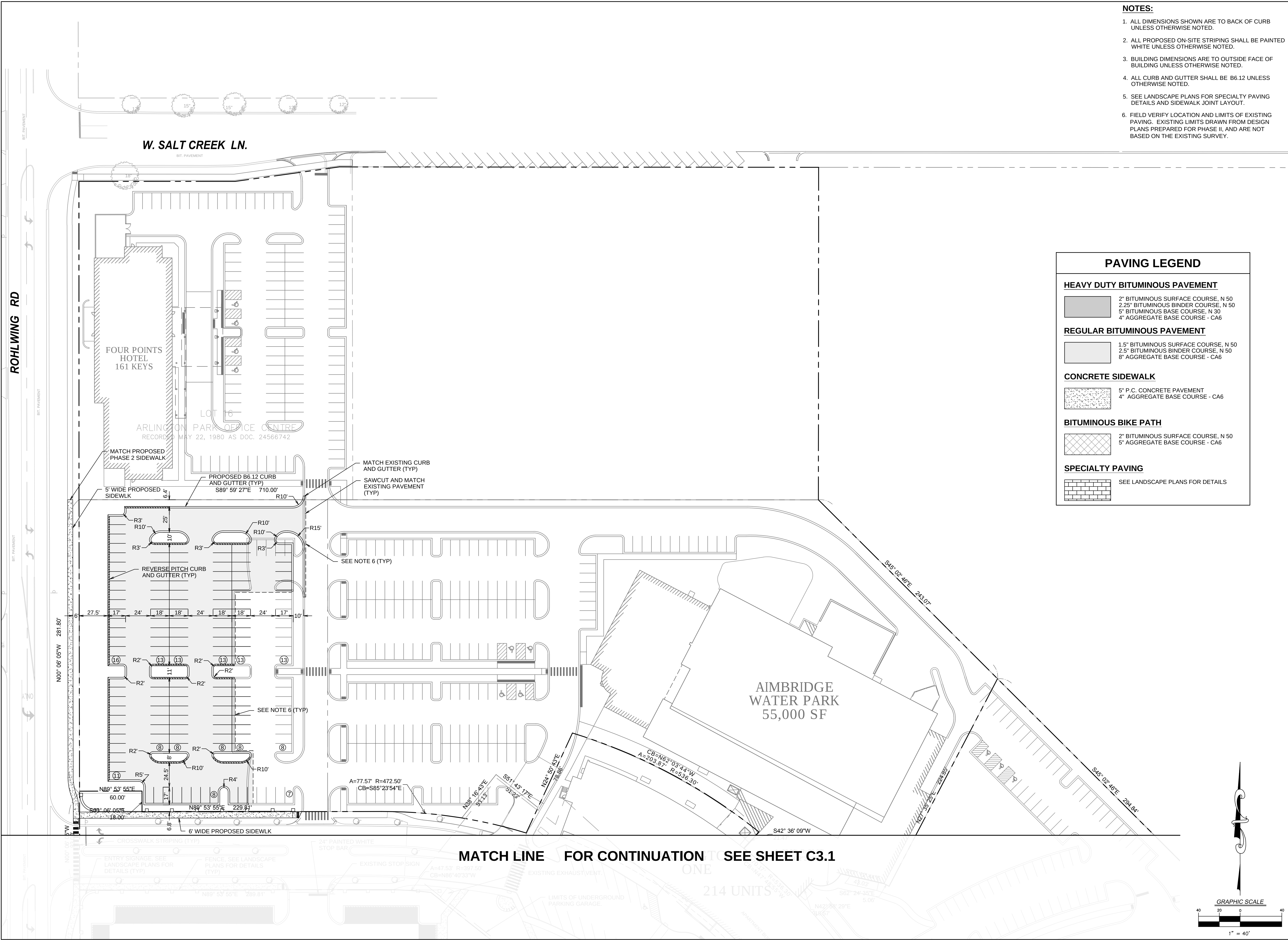
Revisions

SHEET TITLE:

OVERALL
SITE PLAN

SHEET NO.

C3.0



- NOTES:**
1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
 3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
 4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
 5. SEE LANDSCAPE PLANS FOR SPECIALTY PAVING DETAILS AND SIDEWALK JOINT LAYOUT.
 6. FIELD VERIFY LOCATION AND LIMITS OF EXISTING PAVING. EXISTING LIMITS DRAWN FROM DESIGN PLANS PREPARED FOR PHASE II, AND ARE NOT BASED ON THE EXISTING SURVEY.

PAVING LEGEND

HEAVY DUTY BITUMINOUS PAVEMENT

2" BITUMINOUS SURFACE COURSE, N 50
2.25" BITUMINOUS BINDER COURSE, N 50
5" BITUMINOUS BASE COURSE, N 30
4" AGGREGATE BASE COURSE - CA6

REGULAR BITUMINOUS PAVEMENT

1.5" BITUMINOUS SURFACE COURSE, N 50
2.5" BITUMINOUS BINDER COURSE, N 50
8" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

BITUMINOUS BIKE PATH

2" BITUMINOUS SURFACE COURSE, N 50
5" AGGREGATE BASE COURSE - CA6

SPECIALTY PAVING

SEE LANDSCAPE PLANS FOR DETAILS



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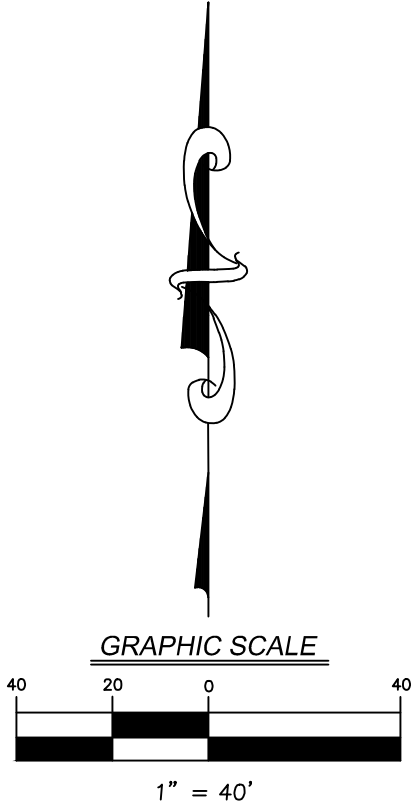
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△	09-03-15	PLAN COMMISSION APPLICATION
△	08-12-15	DESIGN COMMISSION REVIEW SUBMITTAL
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Revisions		

SHEET TITLE:
**LAYOUT AND
PAVING PLAN
- NORTH**

SHEET NO.

C3.2



MATCH LINE FOR CONTINUATION SEE SHEET C4.2

NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

ARLINGTON ONE
214 UNITS

FF=729.2

FF=729.1

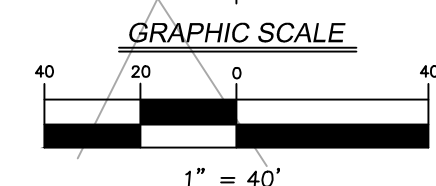
FF=730.1

FF=729.1

FF=725.8

ROHLWING RD
(CITY OF ROLLING MEADOWS)

EUCLID AVE
(COOK COUNTY)



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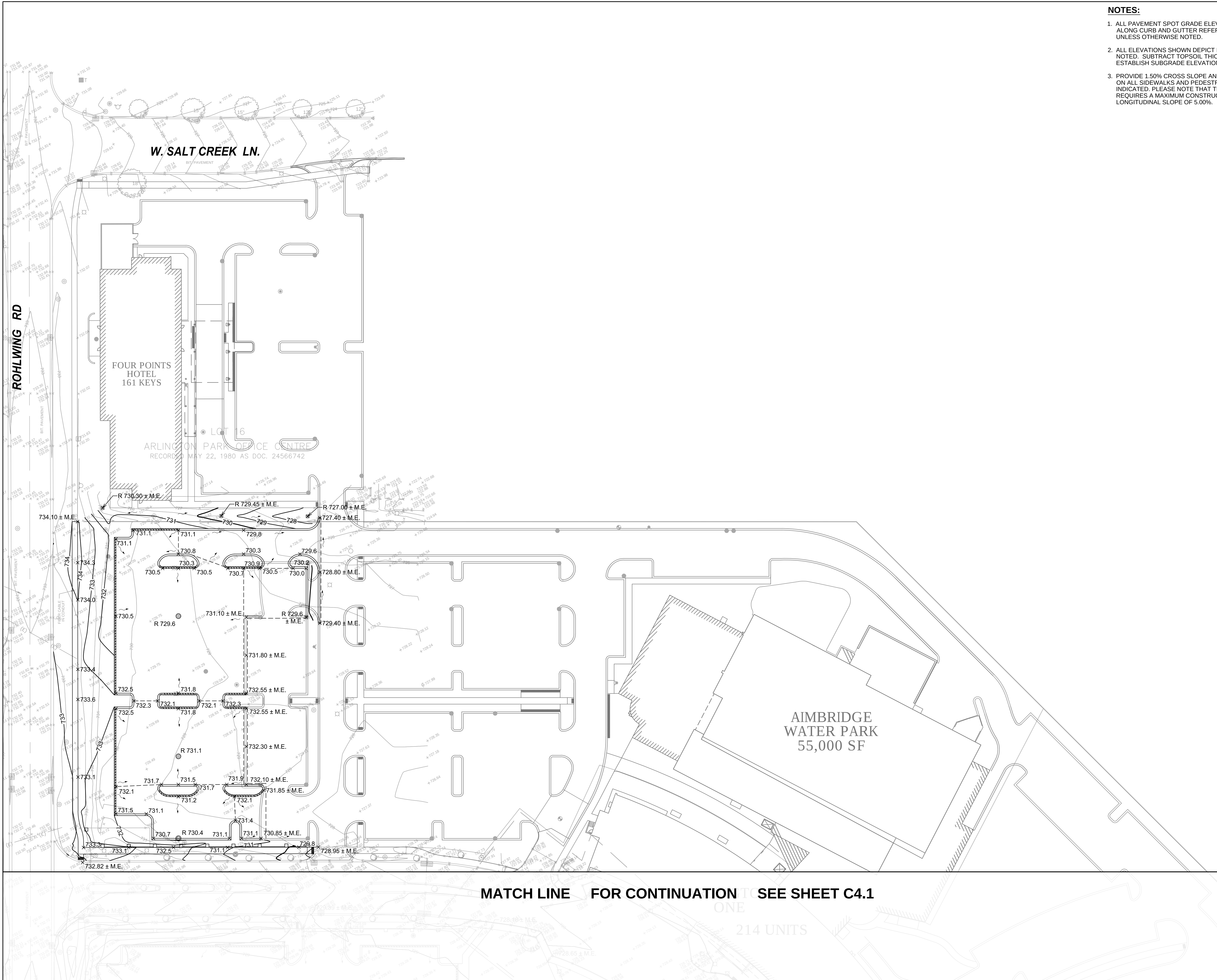
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NO.	DATE	DESCRIPTION
Revisions		

SHEET TITLE:
GRADING
PLAN -
SOUTH
SHEET NO.

C4.1



NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.



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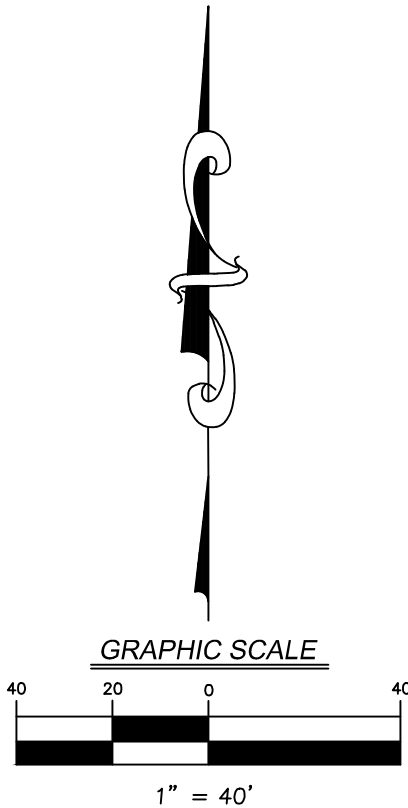
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△	10-07-15 PLAN COMMISSION APPLICATION REV.1	
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△	08-12-15 DESIGN COMMISSION REVIEW SUBMITTAL	
NO.	DATE	DESCRIPTION
Revisions		

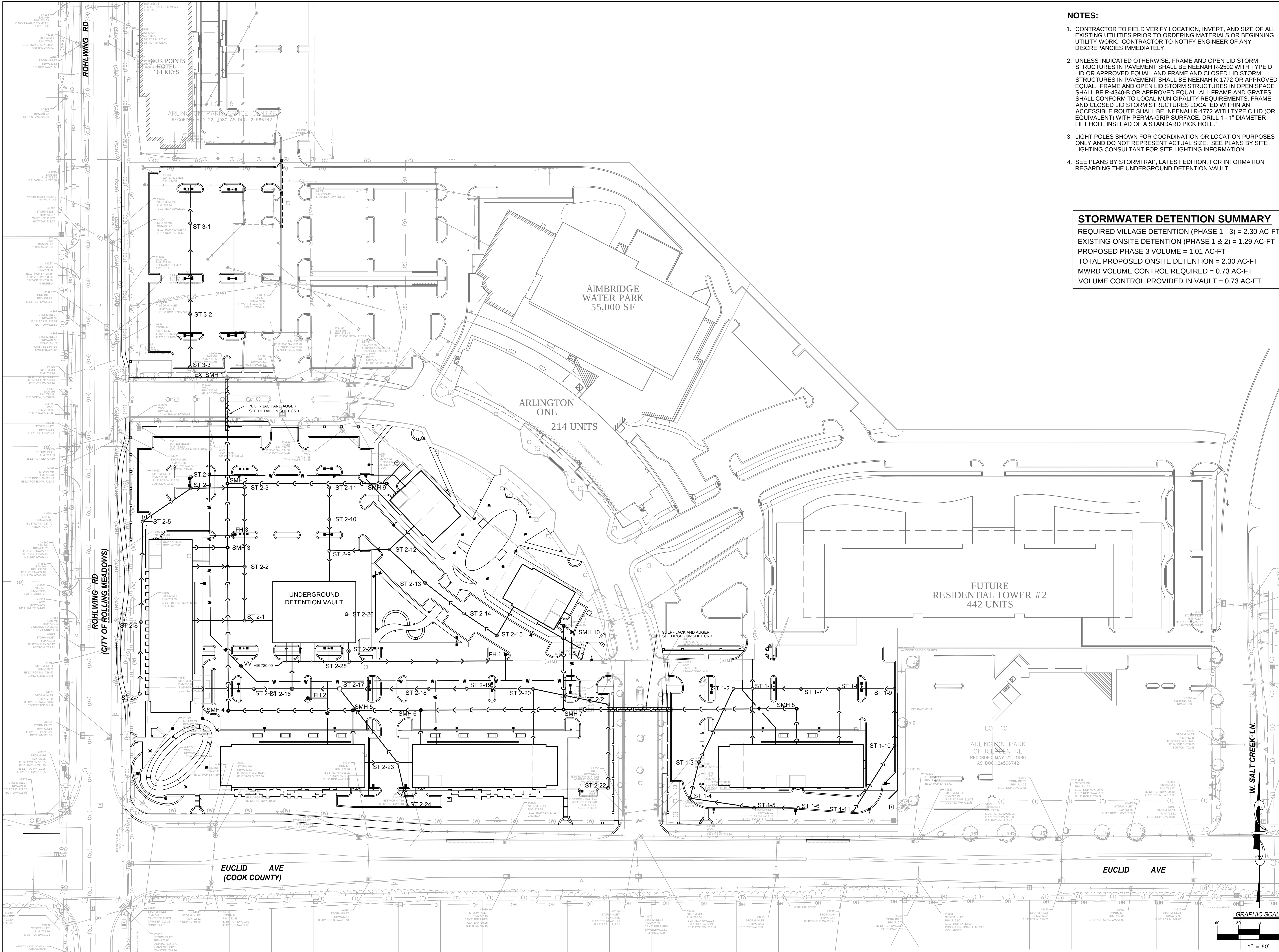
SHEET TITLE:

**GRADING
PLAN -
NORTH**

SHEET NO.

C4.2





- NOTES:**
1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
 2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS. FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
 3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.
 4. SEE PLANS BY STORMTRAP, LATEST EDITION, FOR INFORMATION REGARDING THE UNDERGROUND DETENTION VAULT.

STORMWATER DETENTION SUMMARY

REQUIRED VILLAGE DETENTION (PHASE 1 - 3) = 2.30 AC-FT
EXISTING ONSITE DETENTION (PHASE 1 & 2) = 1.29 AC-FT
PROPOSED PHASE 3 VOLUME = 1.01 AC-FT
TOTAL PROPOSED ONSITE DETENTION = 2.30 AC-FT
MWRD VOLUME CONTROL REQUIRED = 0.73 AC-FT
VOLUME CONTROL PROVIDED IN VAULT = 0.73 AC-FT

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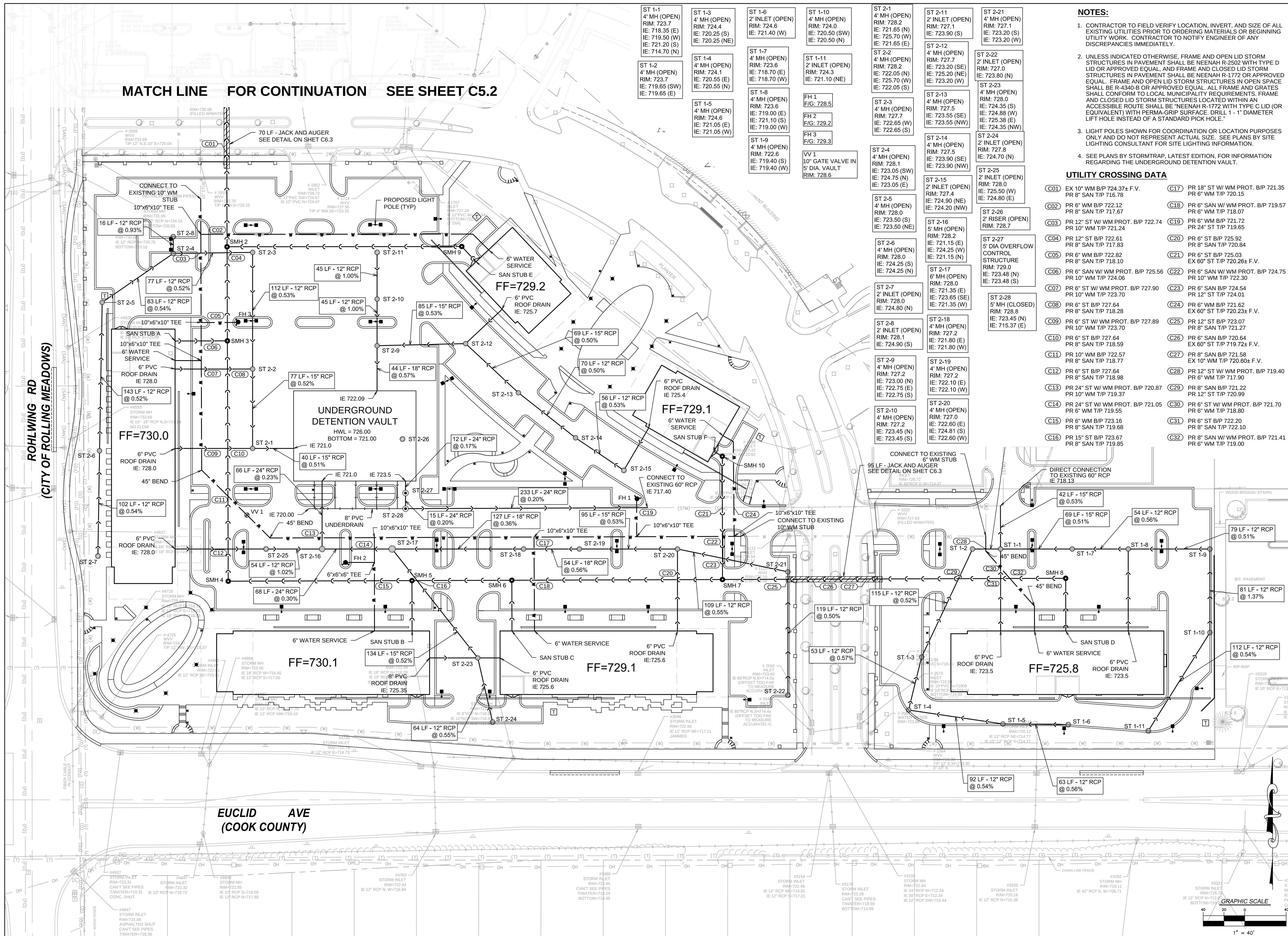
NO.	DATE	DESCRIPTION
10-07-15	PLAN COMMISSION APPLICATION REV.1	
09-03-15	PLAN COMMISSION APPLICATION	
08-12-15	DESIGN COMMISSION REVIEW SUBMITAL	
Revisions		

SHEET TITLE:

OVERALL UTILITY PLAN

SHEET NO.

C5.0



- NOTES:**
- CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
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 - LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.
 - SEE PLANS BY STORMTRAP, LATEST EDITION, FOR INFORMATION REGARDING THE UNDERGROUND DETENTION VAULT.

UTILITY CROSSING DATA

C01	EX 10" WM B/P 724.37± F.V. PR 8" SAN T/P 716.78	C17	PR 18" ST W/ WM PROT. B/P 721.35 PR 6" WM T/P 720.15
C02	PR 6" WM B/P 722.12 PR 8" SAN T/P 717.67	C18	PR 6" SAN W/ WM PROT. B/P 719.57 PR 6" WM T/P 718.07
C03	PR 12" ST W/ WM PROT. B/P 722.74 PR 10" WM T/P 721.24	C19	PR 6" WM B/P 721.72 PR 24" ST T/P 719.65
C04	PR 12" ST B/P 722.61 PR 8" SAN T/P 717.83	C20	PR 6" ST B/P 725.92 PR 8" SAN T/P 720.84
C05	PR 6" WM B/P 722.82 PR 8" SAN T/P 718.10	C21	PR 6" ST B/P 725.03 EX 60" ST T/P 720.26± F.V.
C06	PR 6" SAN W/ WM PROT. B/P 725.56 PR 10" WM T/P 724.06	C22	PR 6" SAN W/ WM PROT. B/P 724.75 PR 10" WM T/P 722.30
C07	PR 6" ST W/ WM PROT. B/P 727.90 PR 10" WM T/P 723.70	C23	PR 6" SAN B/P 724.54 PR 12" ST T/P 724.01
C08	PR 6" ST B/P 727.64 PR 8" SAN T/P 718.28	C24	PR 6" WM B/P 721.62 EX 60" ST T/P 720.23± F.V.
C09	PR 6" ST W/ WM PROT. B/P 727.89 PR 10" WM T/P 723.70	C25	PR 12" ST B/P 723.07 PR 8" SAN T/P 721.27
C10	PR 6" ST B/P 727.64 PR 8" SAN T/P 718.59	C26	PR 6" SAN B/P 720.64 EX 60" ST T/P 719.72± F.V.
C11	PR 10" WM B/P 722.57 PR 8" SAN T/P 718.77	C27	PR 8" SAN B/P 721.58 EX 10" WM T/P 720.60± F.V.
C12	PR 6" ST B/P 727.64 PR 8" SAN T/P 718.98	C28	PR 12" ST W/ WM PROT. B/P 719.40 PR 6" WM T/P 717.90
C13	PR 24" ST W/ WM PROT. B/P 720.87 PR 10" WM T/P 719.37	C29	PR 6" ST W/ WM PROT. B/P 721.22 PR 6" WM T/P 720.99
C14	PR 24" ST W/ WM PROT. B/P 721.05 PR 6" WM T/P 719.55	C30	PR 6" ST W/ WM PROT. B/P 721.70 PR 6" WM T/P 718.80
C15	PR 6" WM B/P 723.16 PR 8" SAN T/P 719.68	C31	PR 8" ST B/P 722.20 PR 8" SAN T/P 722.10
C16	PR 15" ST B/P 723.67 PR 8" SAN T/P 719.85	C32	PR 8" SAN W/ WM PROT. B/P 721.41 PR 6" WM T/P 719.00



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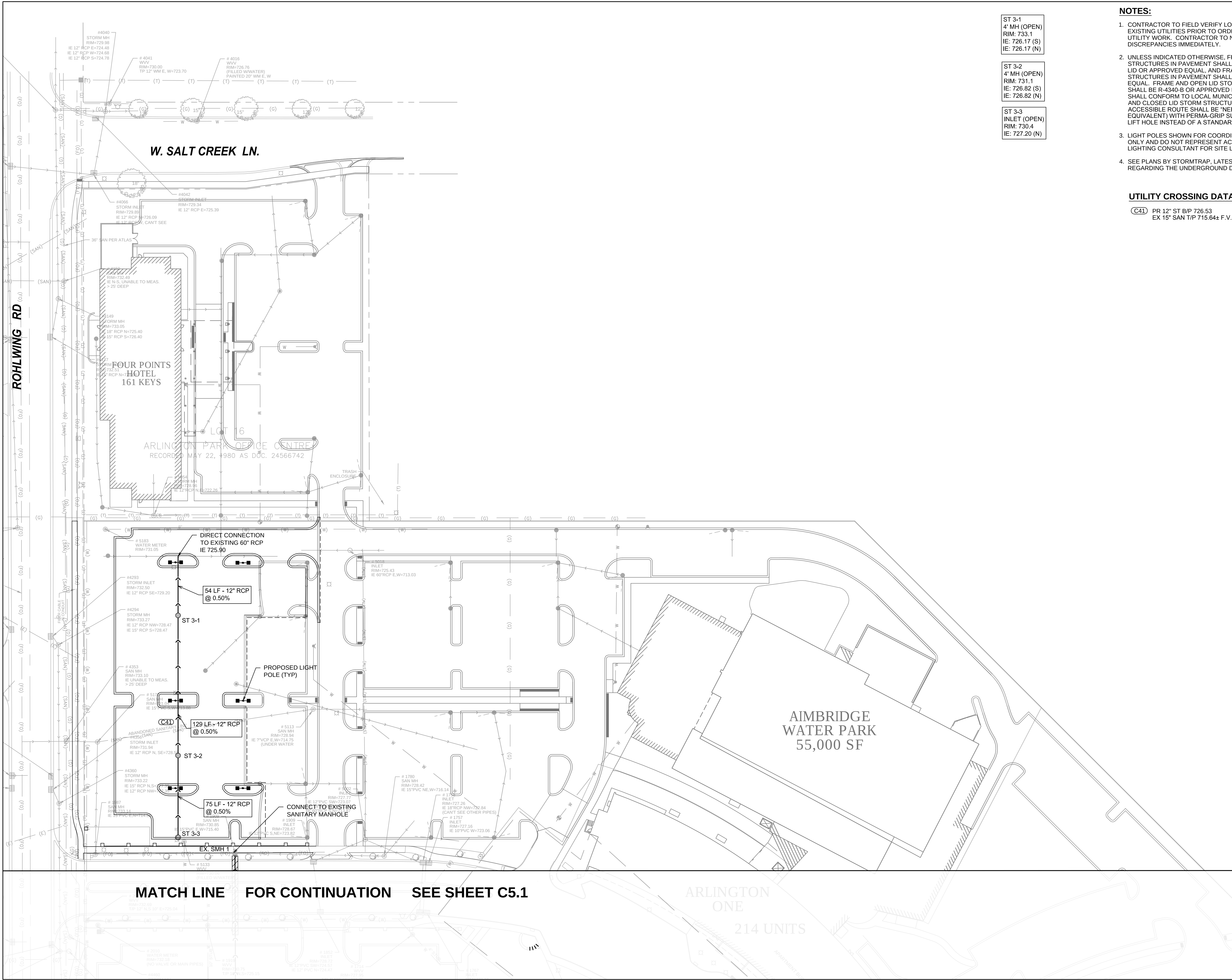
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2920 W. EUCLID AVENUE
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Revisions

NO.	DATE	DESCRIPTION
10-07-15		PLAN COMMISSION APPLICATION REV.1
09-03-15		PLAN COMMISSION APPLICATION
08-12-15		DESIGN COMMISSION REVIEW SUBMITAL

SHEET TITLE:
**UTILITY PLAN
- SOUTH**

SHEET NO.
C5.1



ST 3-1
4" MH (OPEN)
RIM: 733.1
IE: 726.17 (S)
IE: 726.17 (N)

ST 3-2
4" MH (OPEN)
RIM: 731.1
IE: 726.82 (S)
IE: 726.82 (N)

ST 3-3
INLET (OPEN)
RIM: 730.4
IE: 727.20 (N)

NOTES:

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- SEE PLANS BY STORMTRAP, LATEST EDITION, FOR INFORMATION REGARDING THE UNDERGROUND DETENTION VAULT.

UTILITY CROSSING DATA

C41 PR 12" ST B/P 726.53
EX 15" SAN T/P 715.64± F.V.



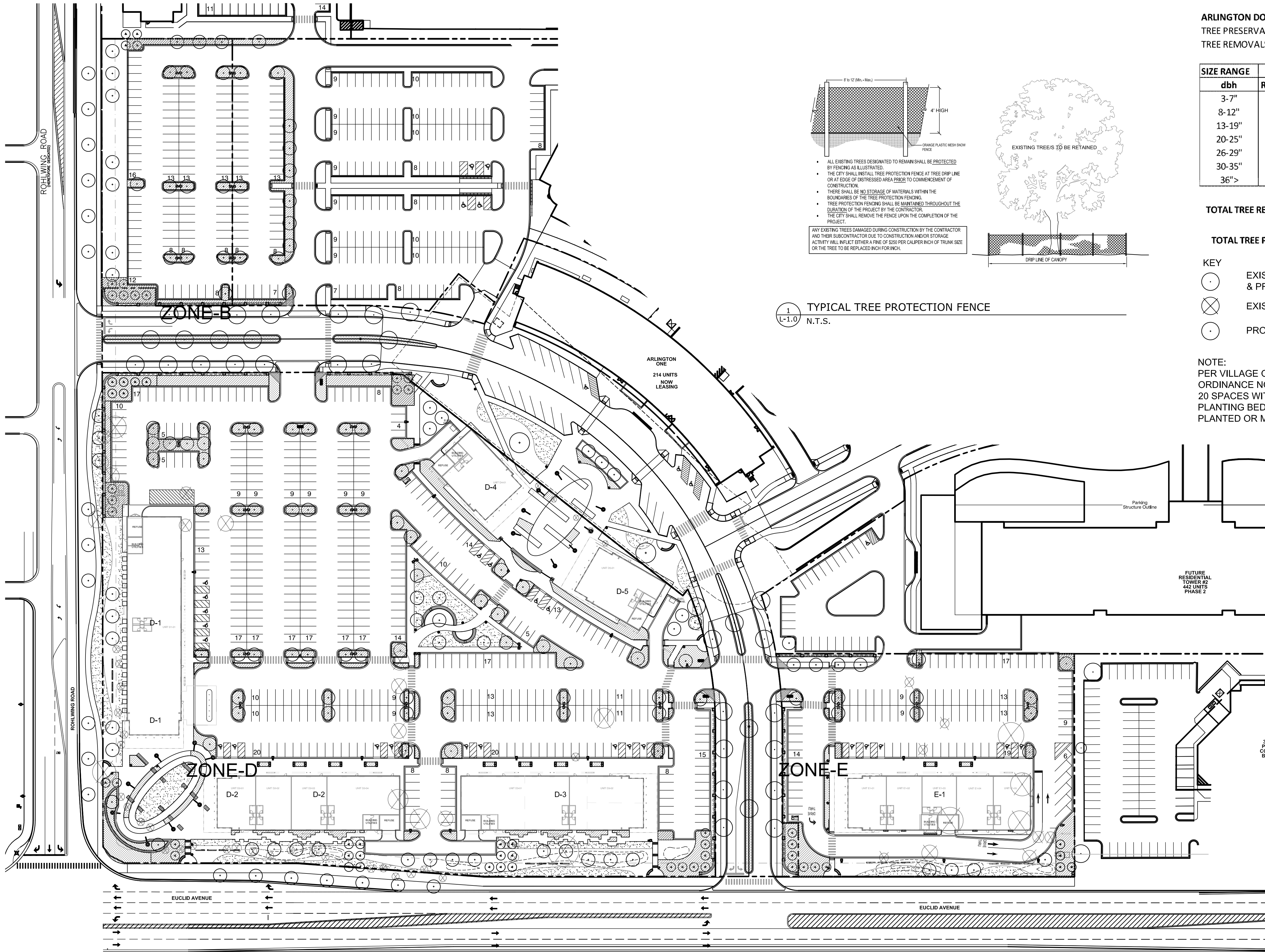
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Revisions		

SHEET TITLE:
**UTILITY PLAN
- NORTH**
SHEET NO.

C5.2



ARLINGTON DOWNS
TREE PRESERVATION PLAN
TREE REMOVALS REMOVALS

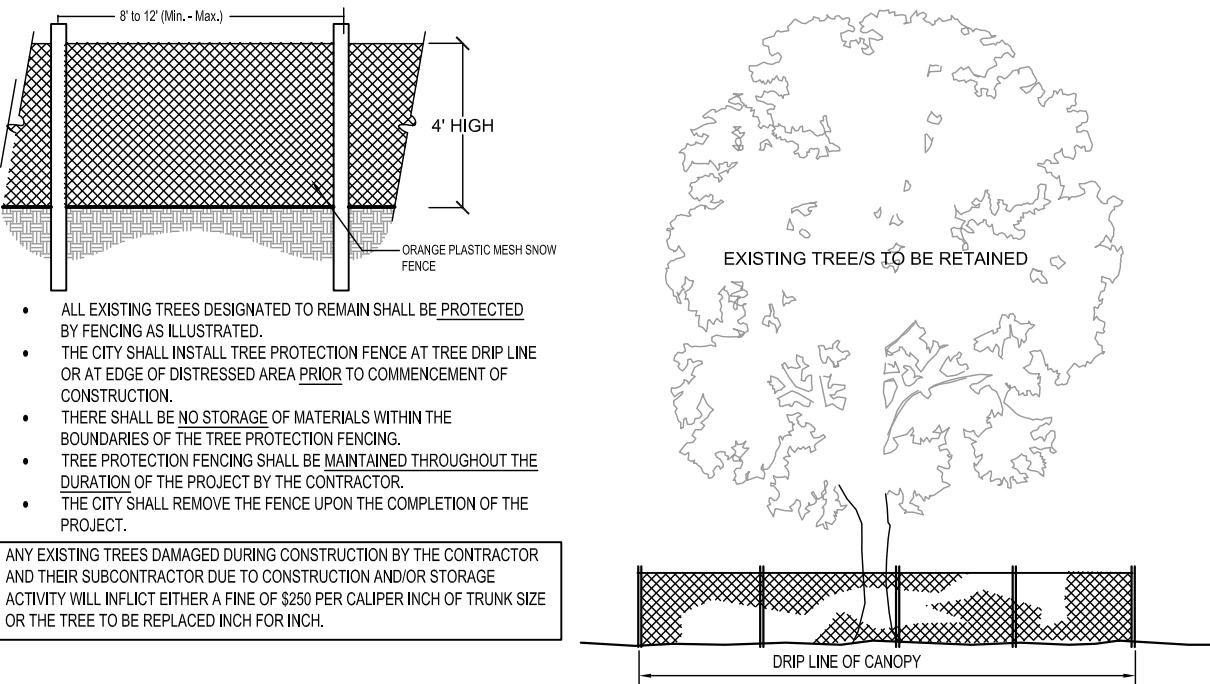
SIZE RANGE	QTY	REPLACEMENT	
dbh	REMOVALS	RATE	REQUIRED
3-7"	31	0	0
8-12"	14	3	42
13-19"	12	4	48
20-25"	1	5	5
26-29"	0	6	0
30-35"	0	7	0
36">	0	8	0

TOTAL TREE REQUIRED FOR REPLACEMENT 95

TOTAL TREE PROVIDED AS REPLACEMENT 144

- KEY
- EXISTING TREES TO BE RETAINED & PROTECTED (Per Detail 1)
 - EXISTING TREES TO BE REMOVED
 - PROPOSED SHADE TREES - Min. 4" caliper

NOTE:
PER VILLAGE OF ARLINGTON HEIGHTS LANDSCAPE ORDINANCE NO PARKING BAY TO BE LONGER THAN 20 SPACES WITHOUT A A PARKING SPOT SIZED PLANTING BED WITH ONE 4" CALIPER SHADE TREE & PLANTED OR MULCHED GROUNDCOVER.



1 L1.0 TYPICAL TREE PROTECTION FENCE
N.T.S.

1 OVERALL SITE PLAN
L1.0 SCALE: 1" = 60'



THE LANDSCAPE ARCHITECT AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT THEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT OF SUCH CONDITIONS SHALL ABSOLVE THE LANDSCAPE ARCHITECT FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE OR CONSENT OF THE LANDSCAPE ARCHITECT, OR IN CONTRADICTION TO THE LANDSCAPE ARCHITECT'S WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE LANDSCAPE ARCHITECT, BUT OF THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION.



Kettelkamp & Kettelkamp
landscape architecture
1315 Sherman Place
Evanston Illinois 60201
847.905.1281

ARLINGTON DOWNS - RETAIL

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LICENSED STAMP
AND SIGNATURE

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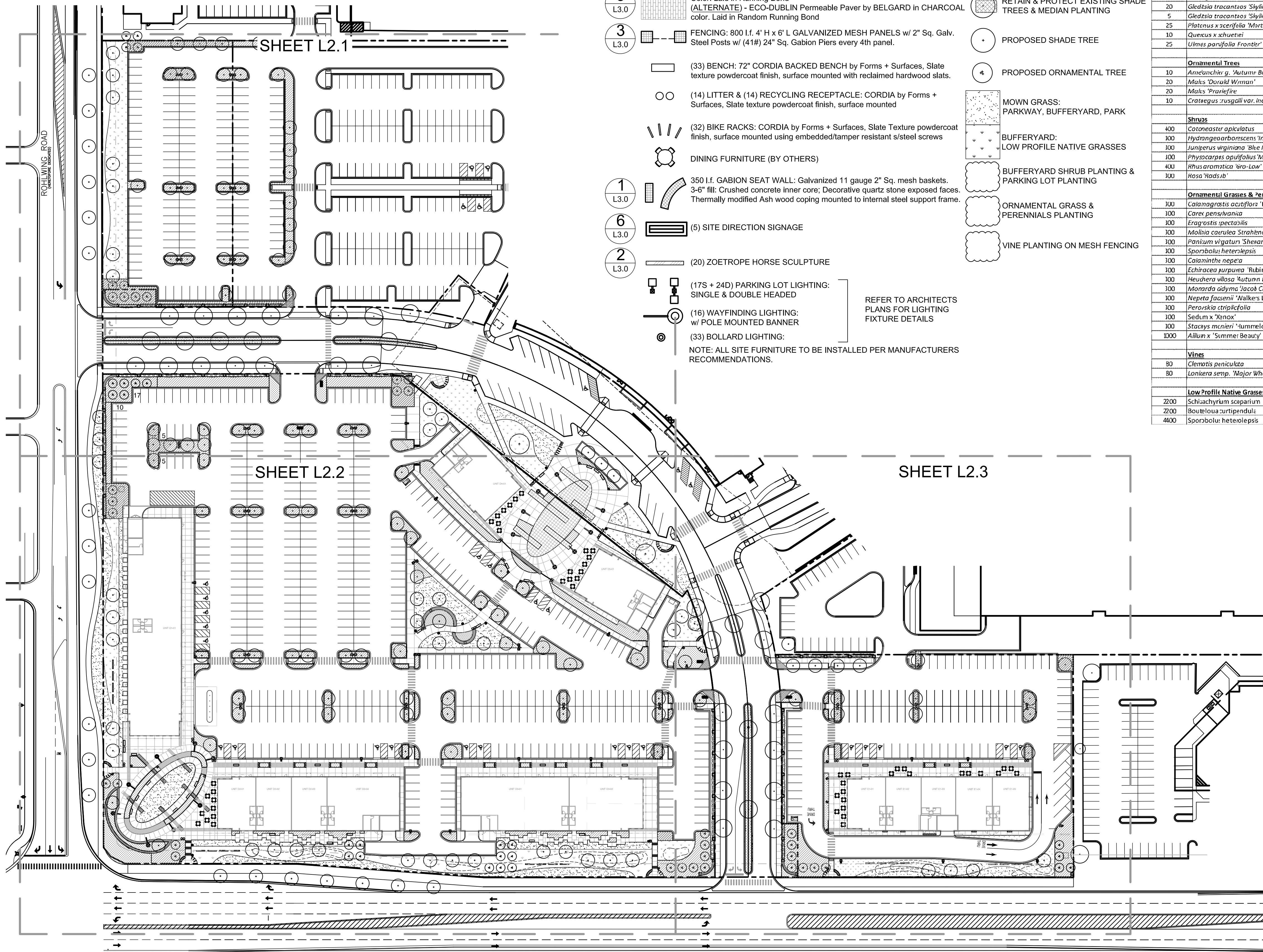
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SHEET TITLE:
**OVERALL SITE
LANDSCAPE
PLAN**

SHEET NO.

L1.0



KEY

SITE AMENITIES

5
L3.0

4,700 s.f. ACCENT PAVING: 4"x24" MODULE By BELGARD In GRAPHITE Color. Laid in Running Bond
(ALTERNATE) - ECO-DUBLIN Permeable Paver by BELGARD in CHARCOAL color. Laid in Random Running Bond

3
L3.0

FENCING: 800 L.f. 4" H x 6" L GALVANIZED MESH PANELS w/ 2" Sq. Galv. Steel Posts w/ (41#) 24" Sq. Gabion Piers every 4th panel.

(33) BENCH: 72" CORDIA BACKED BENCH by Forms + Surfaces, Slate texture powdercoat finish, surface mounted with reclaimed hardwood slats.

(14) LITTER & (14) RECYCLING RECEPTACLE: CORDIA by Forms + Surfaces, Slate texture powdercoat finish, surface mounted

(32) BIKE RACKS: CORDIA by Forms + Surfaces, Slate Texture powdercoat finish, surface mounted using embedded/tamper resistant s/steel screws

DINING FURNITURE (BY OTHERS)

1
L3.0

350 L.f. GABION SEAT WALL: Galvanized 11 gauge 2" Sq. mesh baskets. 3-6" fill. Crushed concrete inner core; Decorative quartz stone exposed faces. Thermally modified Ash wood coping mounted to internal steel support frame.

6
L3.0

(5) SITE DIRECTION SIGNAGE

2
L3.0

(20) ZOETROPE HORSE SCULPTURE

(17S + 24D) PARKING LOT LIGHTING: SINGLE & DOUBLE HEADED

(16) WAYFINDING LIGHTING: w/ POLE MOUNTED BANNER

(33) BOLLARD LIGHTING:

NOTE: ALL SITE FURNITURE TO BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.

PLANTING

RETAIN & PROTECT EXISTING SHADE TREES & MEDIAN PLANTING

PROPOSED SHADE TREE

PROPOSED ORNAMENTAL TREE

MOWN GRASS: PARKWAY, BUFFERYARD, PARK

BUFFERYARD: LOW PROFILE NATIVE GRASSES

BUFFERYARD SHRUB PLANTING & PARKING LOT PLANTING

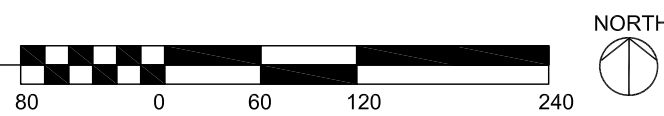
ORNAMENTAL GRASS & PERENNIALS PLANTING

VINE PLANTING ON MESH FENCING

PLANT SCHEDULE

QTY	SCIENTIFICNAME	COMMON NAME	SIZE	LOCATION
Shade Trees				
25	Acerx freemanii 'Marms'	Marm's Freeman Maple	4" BB	Bufferyard, Parking Lot, On Site Planting
20	Gleditsia tracantosa 'Siyline'	Honey Locust	6"-8" BB	Bufferyard, Parking Lot, On Site Planting
5	Gleditsia tracantosa 'Siyline'	Honey Locust	10" Space	Large Signature Tree, Plaza
25	Platanus x scerifolia 'Morton Circle'	ExclamationPlaneTree	4" DB	Bufferyard, Parking Lot
10	Quercus x schuettei	Schuettei's Hybrid Oak	4" DB	Bufferyard
25	Ulmex parvifolia Frontier	Frontier Lacebark Elm	4" BB	On-Site Planting
Ornamental Trees				
10	Anemone x 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8'-10" BE	On-Site Tree Planting
20	Mahs 'Dorvald Wiman'	White Flowering Crabapple	8'-10" BE	Bufferyard
20	Mahs 'Prairie Fire'	Pink Flowering Crabapple	8'-10" BE	Bufferyard
10	Crataegus ruscifolia var. Inermis	Clump Thornless Hawthorn	8'-10" BE	Bufferyard
Shrubs				
			(2,000 @ 3" c.c.)	
400	Cotoneaster apiculatus	Cranberry Cotonester	5-gallon	Bufferyard
300	Hydrangea arborescens 'Incrediball'	Incrediball Hydrangea	5-gallon	Bufferyard
300	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	5-gallon	Bufferyard
100	Physocarpus opulifolius 'Minda'	Coppertina Ninebark	7-gallon	Bufferyard
400	Rhus aromatica 'Gro-Low'	Gro-Low Sunac	5-gallon	Bufferyard
300	Rosa 'Hadsib'	Carefree Sunshine Shrub Rose	3-gallon	Bufferyard
Ornamental Grasses & Perennials				
			(4500 @ 3" o.c.)	
300	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1-gallon	On-Site Planting
300	Carex pensylvanica	Pennsylvania Sedge	1-gallon	On-Site Planting
300	Eragrostis spectabilis	Purple Love Grass	1-gallon	On-Site Planting
300	Muhlenbergia caerulea 'Shenandoah'	Tall Moor Grass	1-gallon	On-Site Planting
300	Panicum virgatum 'Shenandoah'	Red Switch Grass	3-gallon	On-Site Planting
300	Sporobolus heterolepis	Prairie Dropseed	1-gallon	Parking lots
300	Calaminthe nepeta	Lesser Calamint	1-gallon	On-Site Planting
300	Echinacea purpurea 'Rubinstern'	Coneflower	1-gallon	On-Site Planting
300	Heuchera villosa 'Autumn Bride'	Autumn Brice Alumroot	1-gallon	On-Site Planting
300	Monarda adyma 'Jacob Cline'	Jacob Cline Beebalm	1-gallon	On-Site Planting
300	Nepeta fasciculata 'Walker's Low'	Walker's Low Catmint	1-gallon	On-Site Planting
300	Perovskia atriplicifolia	Russian Sage	1-gallon	On-Site Planting
100	Sedum x 'Xanox'	Sedum	1-gallon	On-Site Planting
100	Stacya mcnieri 'Lummelo'	Betony	1-gallon	On-Site Planting
1000	Allium x 'Summer Beauty'	Ornamental Onion	Bulb	On-Site Planting
Vines				
			(1,000 l.f. / 1 per panel)	
80	Clematis paniculata	Sweet Autumn Clematis	1-gallon	Parking lot Mesh Fence
80	Lonicera semp. 'Major Wheeler'	Major Wheeler Honeysuckle	1-gallon	Parking lot Mesh Fence
Low Profile Native Grasses				
			(35,000 s.f. / 1' o.c. = 8,800 plugs)	
2200	Schizanthus scoparium	Little Bluestem	plugs	Bufferyard
2200	Bouteloua curtipendula	Sideoats Grama	plugs	Bufferyard
4000	Sporobolus heterolepis	Prairie Dropseed	plugs	Bufferyard, Parking Lot

1 LANDSCAPE PLAN
L1.1 SCALE: 1" = 60'



"THE LANDSCAPE ARCHITECT AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT THEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT OF SUCH CONDITIONS SHALL ABSOLVE THE LANDSCAPE ARCHITECT FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE OR CONSENT OF THE LANDSCAPE ARCHITECT, OR IN CONTRADICTION TO THE LANDSCAPE ARCHITECT'S WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE LANDSCAPE ARCHITECT, BUT OF THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION."



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847.905.1281

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DOWNS -
RETAIL

OWNER(S):

ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

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10.07.15 Plan Commission Application (Rev. 1)
08.03.15 Plan Commission Application
NO. DATE DESCRIPTION

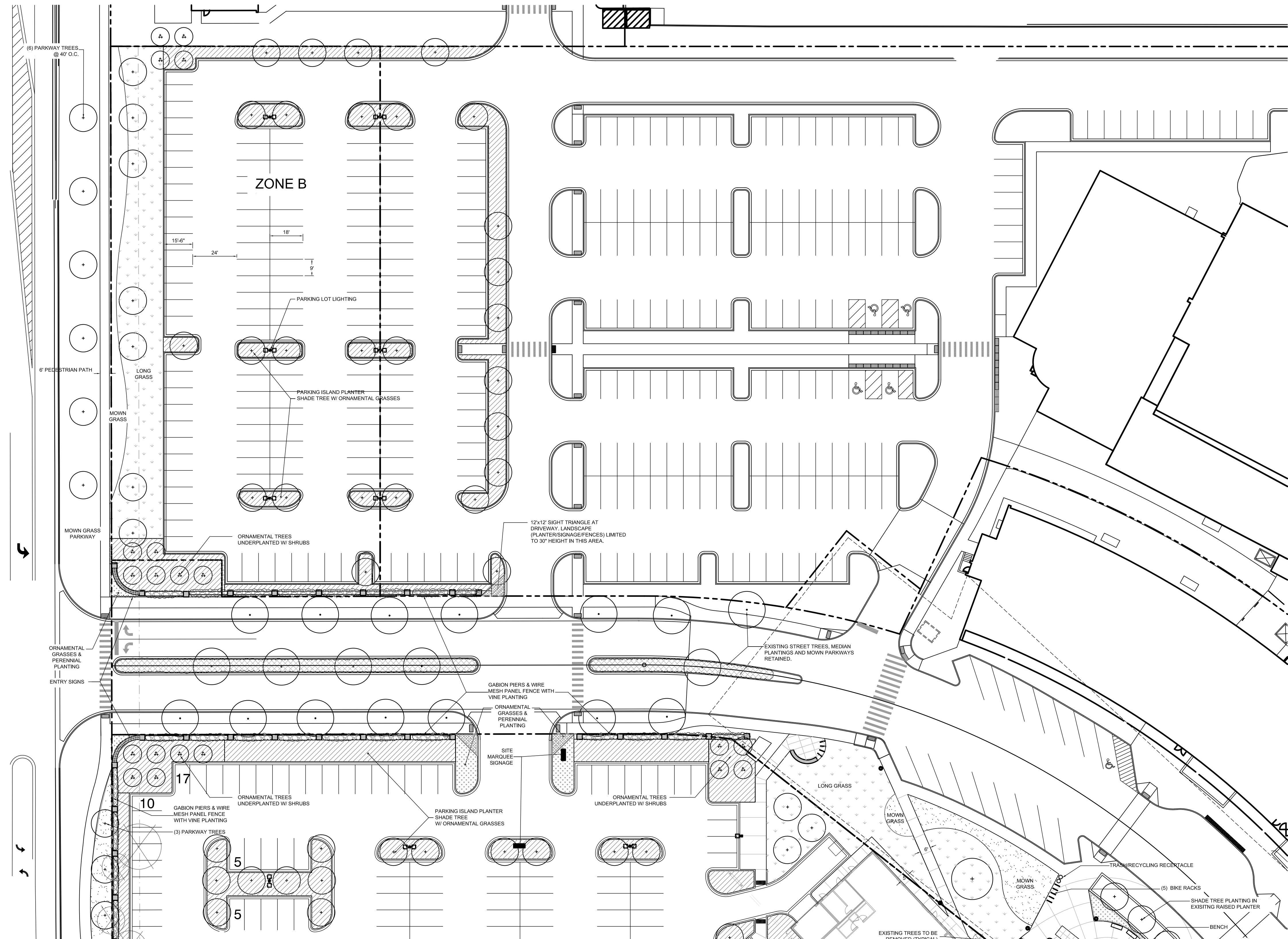
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SHEET TITLE:

LANDSCAPE
PLAN - SOUTH

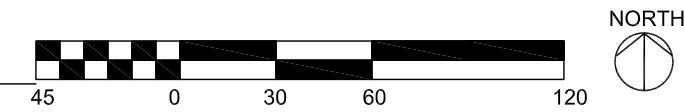
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L1.1



MATCH LINE FOR CONTINUATION SEE SHEET L2.2

1 LANDSCAPE DETAIL PLAN
L2.1 SCALE= 1"=30'



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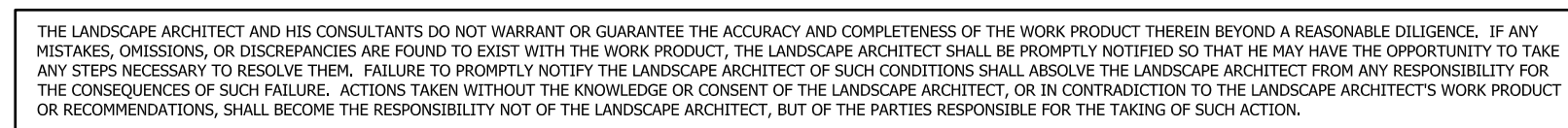
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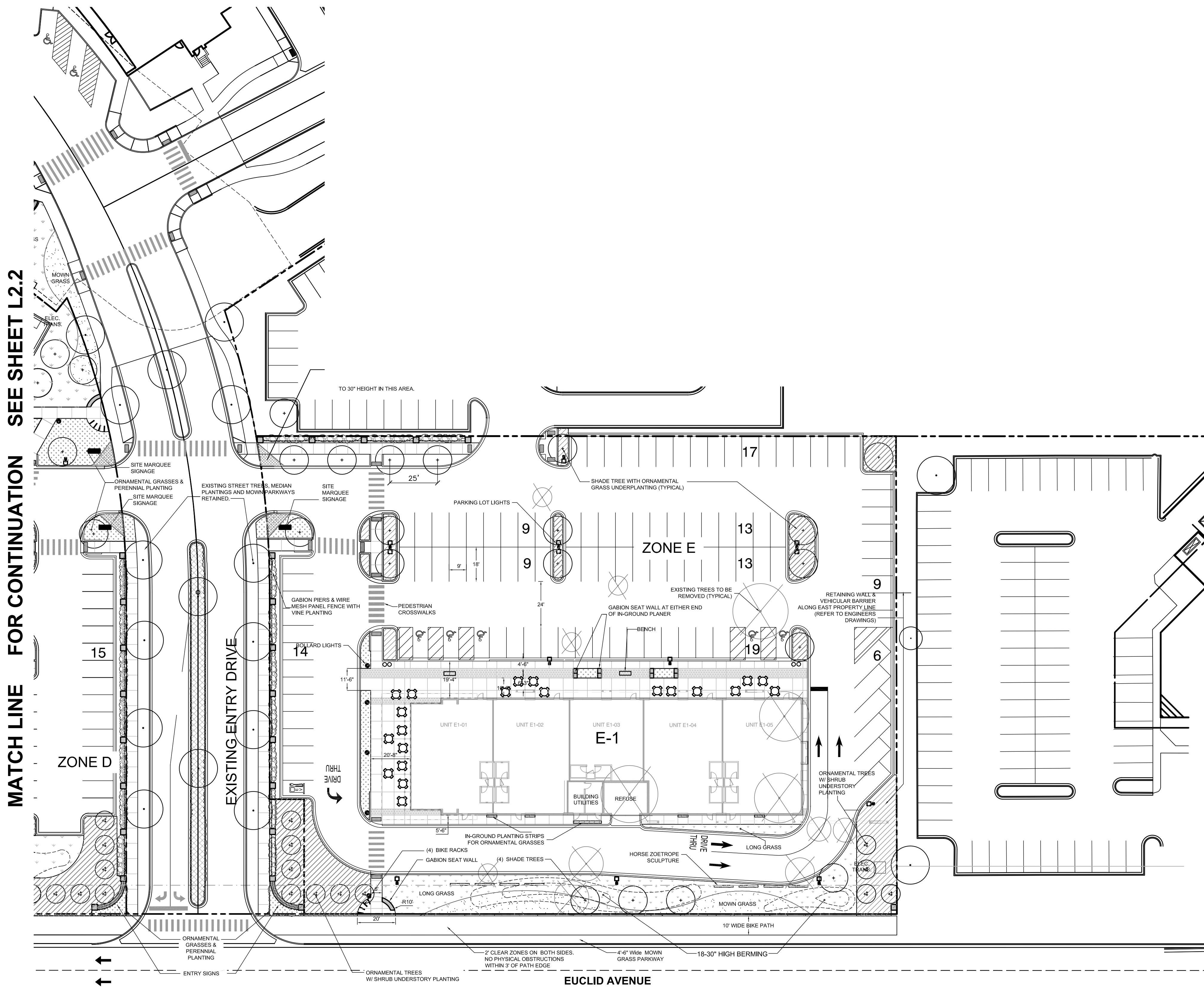
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2	09.03.15	Plan Commission Application	
NO.	DATE	DESCRIPTION	

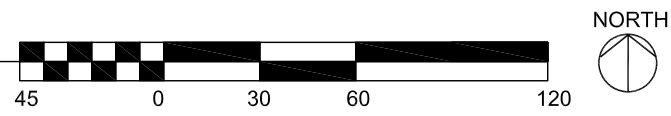
SHEET TITLE:
**LANDSCAPE
PLAN
NORTH PLAZA**

SHEET NO.
L2.1





1 LANDSCAPE DETAIL PLAN
L2.3 SCALE= 1" = 30'



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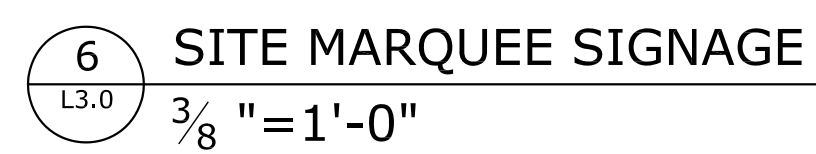
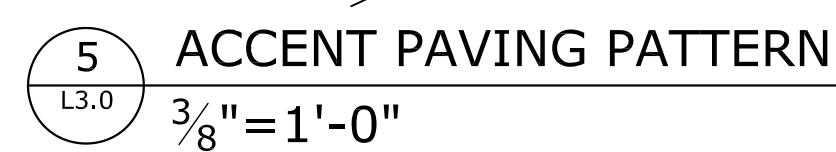
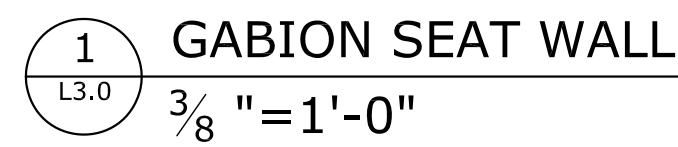
1	09.03.15	Plan Commission Application
2	10.07.15	Plan Commission Application (New Sheet)

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SHEET TITLE:
**LANDSCAPE
PLAN SOUTH
PLAZA**

SHEET NO.

L2.3



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1. FIELD VERIFICATION

2. PROTECTION OF EXISTING SITE AND EXISTING SITE FEATURES

THE CONTRACTOR SHALL PROVIDE, AT HIS OWN EXPENSE, PROTECTION AGAINST TRESPAS

3. PLANTING TECHNIQUES

4. INSPECTION OF PLANT MATERIAL

5. PLANT SUBSTITUTION

6. PLANTING SOIL - TESTING

7. PLANTING SOIL MIX - TREES, SHRUBS, PERENNIALS, ORNAMENTAL GRASSES, AND GROUNDCOVERS

BACKFILL PLANTING BEDS WITH A SOIL MIX CONSISTING OF 1/3 TOPSOIL; 1/3 AGED PINE BARK FINES & CANADIAN SPHAGNUM PEAT MOSS & COMPOST; AND 1/3 SAND. INCORPORATE INTO PLANTING BEDS WHICH HAVE BEEN ROTOTILLED TO A DEPTH OF 8". HAND DIG AROUND EXISTING TREE ROOTS. FINE GRADING IN PLANTING AREAS IS REQUIRED. RAKE SMOOTH AND FREE OF LUMPS.

A. GUY AND STAKE DECIDUOUS TREES IF CONDITIONS WARRANT, OR AS REQUESTED BY THE LANDSCAPE ARCHITECT. ONE (1) STAKE TO BE USED ON TREES OF 1" CALIPER AND UNDER, OR 4' HEIGHT AND UNDER. TWO (2) STAKES TO BE USED ON TREES OF 1" TO 2 3/4" CALIPER. GUY TREES OF 3" CALIPER OR LARGER AT THREE (3) PER TREE.

WRAP TREE TRUNKS SPIRALLY WITH APPROVED TREE WRAPPING TAPE THAT IS NOT LESS THAN 4" WIDE, AND SECURELY TIE WITH SUITABLE CORD AT THE TOP, BOTTOM, AND 2" INTERVALS ALONG THE TRUNK. WRAP FROM GROUND TO THE HEIGHT OF THE FIRST BRANCH.

ALL PLANTING BEDS AND INDIVIDUAL TREES SHALL BE MULCHED WITH A MINIMUM OF 3" FRESH FINELY SHREDDED BARK MULCH.

ALL PLANTING BEDS TO BE COVERED WITH BARK MULCH SHALL BE TREATED WITH A PRE-EMERGENT HERBICIDE PRIOR TO BARK INSTALLATION. PLANTING BED SHALL BE WEED FREE PRIOR TO HERBICIDE APPLICATION.

A. SHALL BE SPREAD OVER ALL AREAS TO BE PLANTED TO A MINIMUM DEPTH OF 12"

- D. TOPSOIL SHALL HAVE A pH VALUE RANGE OF 6.0 TO 7.0. IF THE SOIL DOES NOT FALL WITHIN THE pH RANGE SPECIFIED, IT MAY BE AMENDED TO BRING IT WITHIN THE SPECIFIED LIMIT.

1. OBTAIN THE FOLLOWING INFORMATION ON THE TOPSOIL AND SUBMIT IT TO THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING WITH WORK. SUCH INFORMATION SHALL BE OBTAINED FROM TESTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY ACCEPTABLE TO THE LANDSCAPE ARCHITECT. THIS WILL BE AT NO ADDITIONAL EXPENSE TO THE OWNER.

- ## F. SOIL PREPARATION

13. SODDING

A. TOPSOIL

- ### 13A. SEEDING (ALTERNATE)

ALL LAWN AREAS ON LANDSCAPE PLAN SPECIFIED TO BE SEEDED SHALL BE TREATED AS SPECIFIED BELOW:

- C. FERTILIZATION
APPLY FERTILIZERS AND CONDITIONERS AT THE RATE SPECIFIED PER SOIL TEST FINDINGS. IN LIEU OF SOIL TEST RESULTS, APPLY TWO TONS GROUND AGRICULTURAL LIMESTONE AND 1000 LBS. 10-10-10 OR EQUIVALENT ANALYSIS FERTILIZER PER ACRE. AT LEAST 40% OF THE FERTILIZER NITROGEN SHALL BE OF AN ORGANIC ORIGIN.

- D. SOIL PREPARATION
AREAS WHERE VEHICULAR TRAFFIC HAS COMPACTED THE SOIL SHALL BE LOOSENED/SCARIFIED TO A MINIMUM DEPTH OF 6" BEFORE FERTILIZING AND SEEDING. FINE GRADING OF ALL SEEDER AREAS IS REQUIRED. MAXIMUM SIZE OF STONE OR TOPSOIL LUMP IS 1".

- E. WATERING
SEEDBED AREAS SHALL BE WATERED TO INSURE PROPER GERMINATION. ONCE SEEDS HAVE GERMINATED, WATERING MAY BE DECREASED BUT THE SEEDLINGS MUST NEVER BE ALLOWED TO DRY OUT COMPLETELY. FREQUENT WATERING SHOULD BE CONTINUED FOR APPROXIMATELY FOUR (4) WEEKS AFTER GERMINATION OR UNTIL GRASS HAS BECOME SUFFICIENTLY ESTABLISHED TO WARRANT WATERING ON AN "AS NEEDED" BASIS.

- F. ESTABLISHMENT
- TURF IS BEING ESTABLISHED ON A VARIETY OF SLOPE CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT WHATEVER PROCEDURES HE DEEMS NECESSARY TO ESTABLISH THE TURF AS PART OF HIS WORK. SEEDS AREAL WILL BE ACCEPTED WHEN ALL AREAS SHOW A UNIFORM STAND OF THE SPECIFIED GRASS IN HEALTHY CONDITION AND AT LEAST 90 DAYS HAVE ELAPSED SINCE THE COMPLETION OF THIS WORK. THE CONTRACTOR SHALL SUBMIT WITH HIS BID A DESCRIPTION OF THE METHODS AND PROCEDURES HE INTENDS TO USE.

A. PLANTING AREAS SHALL BE WATERED TO INSURE PROPER ESTABLISHMENT. ONCE PLANTS ARE ESTABLISHED, WATERING MAY BE DECREASED BUT THE PLANTS MUST NEVER BE ALLOWED TO DRY OUT COMPLETELY. FREQUENT WATERING SHOULD BE CONTINUED FOR APPROXIMATELY FOUR (4) WEEKS OR UNTIL PLANTS HAVE BECOME SUFFICIENTLY ESTABLISHED TO WARRANT WATERING ON AN "AS NEEDED" BASIS.

- B. ESTABLISHMENT
PLANTS ARE BEING ESTABLISHED IN A VARIETY OF CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT WHATEVER PROCEDURES HE DEEMS NECESSARY TO ESTABLISH THE PLANTS AS PART OF HIS WORK. PLANTED AREAS WILL BE ACCEPTED WHEN ALL AREAS ARE IN HEALTHY CONDITION AND AT LEAST 90 DAYS HAVE ELAPSED SINCE THE COMPLETION OF THIS WORK. THE CONTRACTOR SHALL SUBMIT WITH HIS BID A DESCRIPTION OF THE METHODS AND PROCEDURES HE INTENDS TO USE.

ALL PLANTINGS SHALL BE MAINTAINED BY THE CONTRACTOR FOR A PERIOD OF 90 DAYS AFTER PRELIMINARY ACCEPTANCE BY THE OWNER OR HIS REPRESENTATIVE. MAINTENANCE SHALL INCLUDE, BUT IS NOT LIMITED TO, PRUNING PLANT MATERIAL, PULLING WEEDS, WATERING PLANT MATERIAL, AND PERENNIAL FLOWER MAINTENANCE.

ALL PLANT MATERIAL (EXCLUDING ANNUAL COLOR), SHALL BE GUARANTEED FOR ONE YEAR AFTER THE END OF THE 90 DAY MAINTENANCE PERIOD. THE END OF THE MAINTENANCE PERIOD IS MARKED BY THE FINAL ACCEPTANCE OF THE CONTRACTOR'S WORK BY THE OWNER OR HIS REPRESENTATIVE.

THE CONTRACTOR SHALL PROTECT THE PROPERTY OF THE OWNER AND THE WORK OF OTHER CONTRACTORS. THE CONTRACTOR SHALL ALSO BE DIRECTLY RESPONSIBLE FOR ALL DAMAGE CAUSED BY THE ACTIVITIES AND FOR THE DAILY REMOVAL OF ALL TRASH AND DEBRIS FROM HIS WORK AREA TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

A. THE CONTRACTOR WILL PROVIDE AN ALTERNATE PRICE FOR EXTENDED MAINTENANCE AFTER THE INITIAL 90 DAY PERIOD AND FINAL ACCEPTANCE. PRICE SHOULD BE PROVIDED ON A MONTHLY BASIS (JAN, FEB, MAR, ETC.) WITH THE MONTHLY SERVICES LISTED IN DETAIL.

- B. SERVICES SHOULD INCLUDE BUT NOT LIMITED TO: FERTILIZING TURF AREAS, FERTILIZING PLANT BEDS, SPRING AND WINTER CLEAN-UPS, PRUNING WOODY PLANT MATERIAL, INSECTICIDES AND HERBICIDES FOR TURF AND PLANTS, PULLING WEEDS, PERENNIAL FLOWER MAINTENANCE, ANNUAL FLOWER PLANTING SIMILAR TO INITIAL INSTALLATION, ANNUAL FLOWER MAINTENANCE, MOWING TURF, TRIMMING AND EDGING TURF, MULCH REPLACEMENT, WATERING OF PLANT BEDS AND TURF, IRRIGATION SYSTEM MANAGEMENT DURING THE GROWING SEASON, IRRIGATION SHUT-DOWNS AND START-UPS.**

- C. IF THE OWNER ACCEPTS THIS ALTERNATE THE CONTRACTOR SHALL EXTEND THE WARRANTY ON ALL PLANT MATERIAL, EXCEPT ANNUAL FLOWERS, EACH YEAR THE CONTRACT IS RENEWED.



3. THIS PORTION OF THE PROJECT WILL BE DESIGN/BUILD UNDER THE LANDSCAPE CONTRACTOR.
2. THE IRRIGATION CONTRACTOR IS TO SUPPLY AND INSTALL: ALL SPRAY HEADS, DRIP LINES, TREE DRIP RINGS, ROTARY HEADS, CONTROL VALVES, FLUSH VALVES, LATERAL PIPING AND FITTINGS, PVC MAINLINE PIPING & FITTINGS, QUICK COUPLERS, LOW VOLTAGE WIRING, RPZ BACKFLOW PREVENTER, CONTROLLER & RAIN SENSOR.
3. THE IRRIGATION CONTRACTOR MUST WORK IN COORDINATION WITH THE LANDSCAPE CONTRACTOR AND ALL OTHER TRADES WORKING ON THE SITE.
4. THE IRRIGATION DESIGN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT.
4. THE DESIGN DRAWINGS NEED TO BE AT THE SAME SCALE AS THE LANDSCAPE PLANS.
5. ALL PROPOSED EQUIPMENT MUST BE SPECIFIED AND CLEARLY LOCATED ON THE DRAWINGS.
6. DIGITAL COPIES IN PDF & AUTOCAD OF LANDSCAPE PLANS ARE AVAILABLE FROM THE GENERAL CONTRACTOR. IT IS THE IRRIGATION CONTRACTORS RESPONSIBILITY THAT THEY ARE USING THE MOST CURRENT PLANS.
7. THE DRAWINGS MUST ALSO SHOW RAISED PLANTERS, PLANTING BEDS, INDIVIDUAL TREES, & TURF AREAS.
8. SLEEVING UNDER WALK/ROADS IS TO BE SUPPLIED AND INSTALLED BY THE LANDSCAPE CONTRACTOR/IRRIGATION CONTRACTOR NEED TO BE SHOWN ON THE DRAWINGS.
9. THE ELECTRONIC PROGRAMMABLE CONTROLLER WILL BE EXTERIOR TYPE ONLY. LOCATIONS ARE TO BE DETERMINED BY THE BUILDINGS GENERAL CONTRACTOR.
10. WATER SOURCE & POWER IS PROVIDED BY THE GENERAL CONTRACTOR. IT IS THE IRRIGATION CONTRACTORS RESPONSIBILITY TO ENSURE THE DESIGN ACCOUNTS FOR THE AVAILABLE WATER PRESSURE.
11. BACK FLOW PREVENTORS (RPZ) ARE TO BE PROVIDED PER VILLAGE REQUIREMENTS FOR EACH WATER SOURCE DRAWN FROM.
12. THE FOCUS OF THE AUTOMATIC SYSTEM IS ALL PLANTING BEDS AND LAWN AREAS.
13. THE COVERAGE FOR TURF AREAS IS HEAD-TO-HEAD USING POP-UP HEADS WITH MINIMAL OVER SPRAY INTO ADJACENT PLANT BEDS, SIDEWALKS AND STREETS.
14. PROVIDE DRIP LINE IRRIGATION FOR PLANTING BEDS IN THE PLAZAS AND PARK. DRIP-LINES ARE TO BE SPACED AT 4'-12" ON CENTER.
15. INDIVIDUAL TREES ARE TO BE IRRIGATED WITH A TREE DRIP RING.
16. ALL SEPARATE AREAS AND TYPE OF IRRIGATION ARE TO ON SEPARATE ZONES ALLOWING FOR SUFFICIENT ADJUSTABILITY DUE ESTABLISHMENT WATERING RATES & TO SUNSHADE PATTERNS
17. MAINLINE SHALL BE RIGID PVC. LATERAL LINES CAN BE PVC OR POLY.
18. VALVE BOXES AND QUICK COUPLERS SHOULD BE LOCATED IN PLANTING BEDS TO THE GREATEST EXTENT POSSIBLE.
19. QUICK COUPLERS SHOULD BE PLACED ALONG THE MAINLINE EVERY 100'
20. THE IRRIGATION CONTRACTOR WILL CREATE AS-BUILT DRAWINGS AND PROVIDE OWNER & LANDSCAPE ARCHITECT WITH ONE DIGITAL SET EACH.
21. ALL WORK SHALL BE GUARANTEED FOR 2 YEARS AND INCLUDE A FALL SHUT-DOWN/WINTERIZATION AND SPRING START-UP.

THE LANDSCAPE ARCHITECT AND HIS CONSULTANT DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT THEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT OF SUCH CONDITIONS SHALL ABSOLVE THE LANDSCAPE ARCHITECT FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE OR CONSENT OF THE LANDSCAPE ARCHITECT, OR IN CONTRADICTION TO THE LANDSCAPE ARCHITECT'S WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE LANDSCAPE ARCHITECT, BUT OF THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION.



OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

LICENSED STAMP
AND SIGNATURE

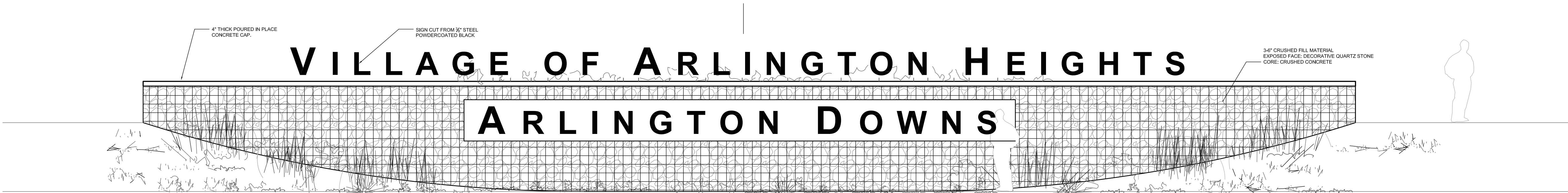
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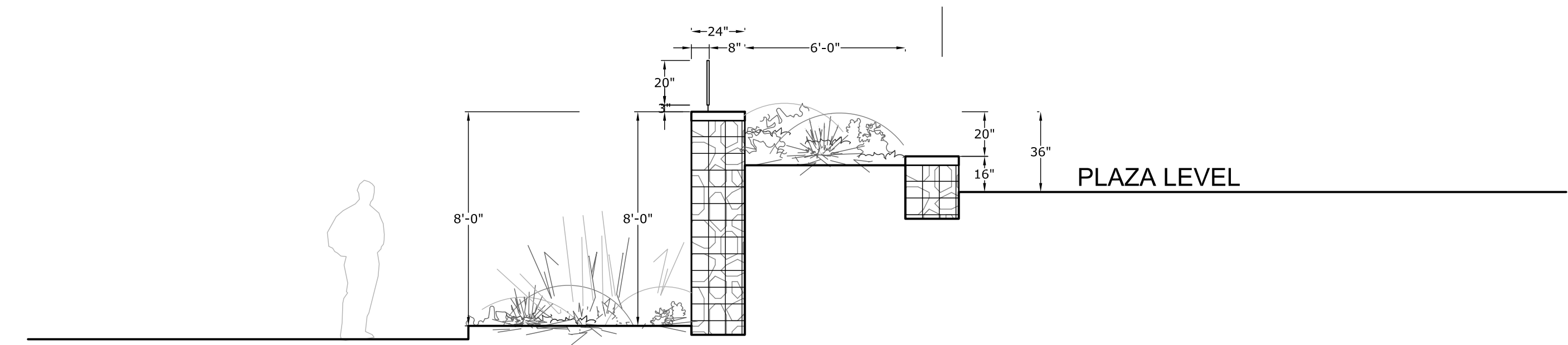
LANDSCAPE DETAILS

SHEET NO.

L3.1

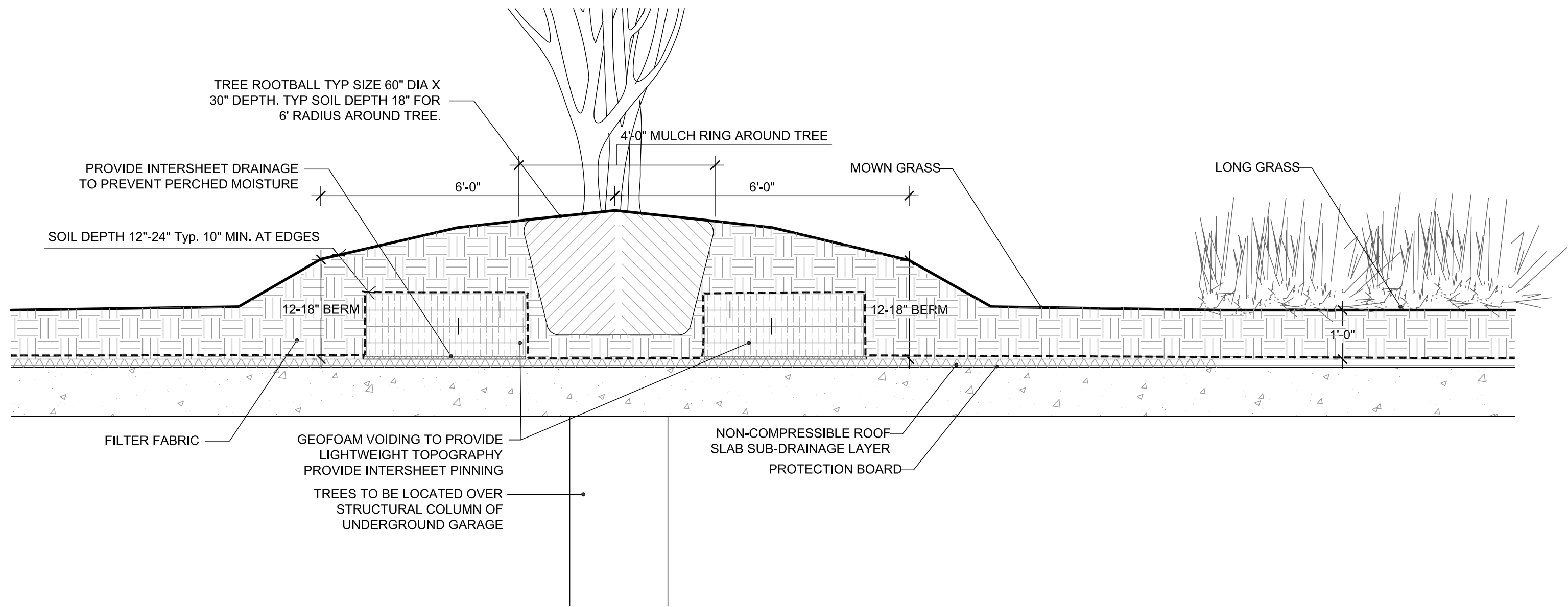


ELEVATION



CROSS SECTION

1 MONUMENT SIGN
1/4" = 1'-0"



2 GARAGE ROOFTOP PLANTING DETAIL, TYP.
1/2" = 1'-0"

THE LANDSCAPE ARCHITECT AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT THEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT OF SUCH CONDITIONS SHALL ABSOLVE THE LANDSCAPE ARCHITECT FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE OR CONSENT OF THE LANDSCAPE ARCHITECT, OR IN CONTRADICTION TO THE LANDSCAPE ARCHITECT'S WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE LANDSCAPE ARCHITECT, BUT OF THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION.



ARLINGTON DOWNS - RETAIL

OWNER(S):
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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC
2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

LICENSED STAMP
AND SIGNATURE

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2	10.07.15 Plan Commission Application (New Sheet)
1	09.03.15 Plan Commission Application

NO.	DATE	DESCRIPTION
2	10.07.15	Plan Commission Application (New Sheet)
1	09.03.15	Plan Commission Application

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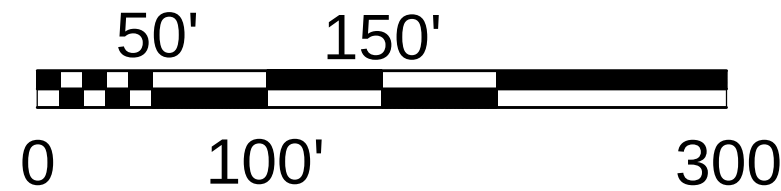
LANDSCAPE DETAILS

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L3.2



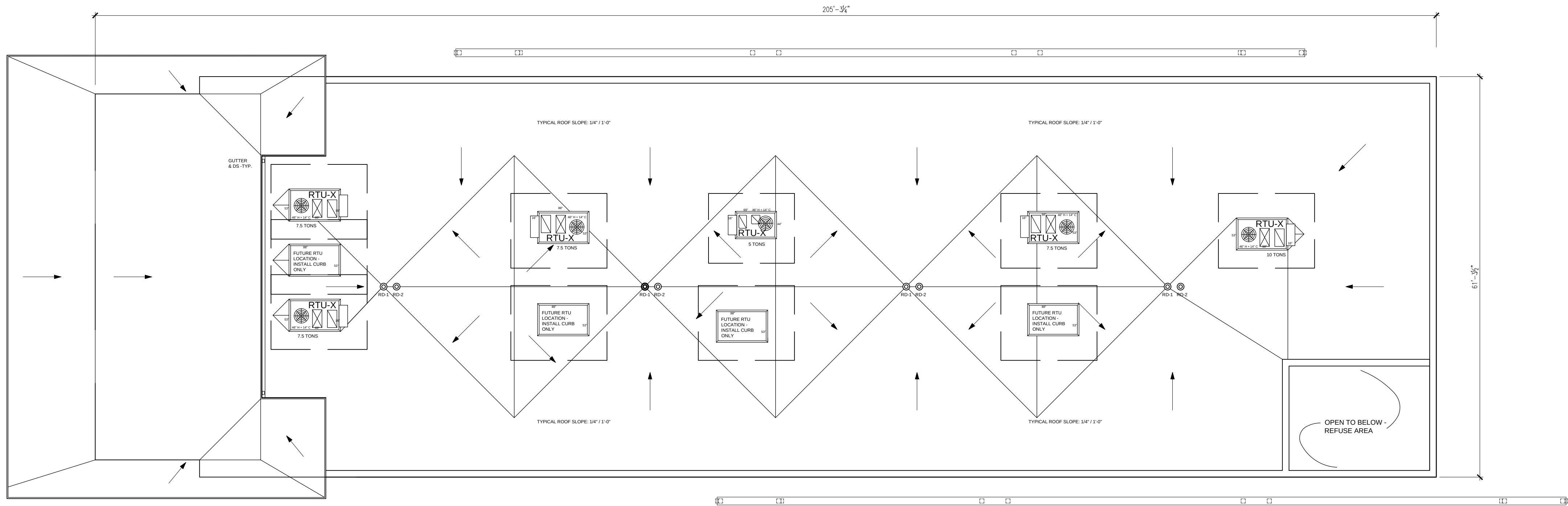
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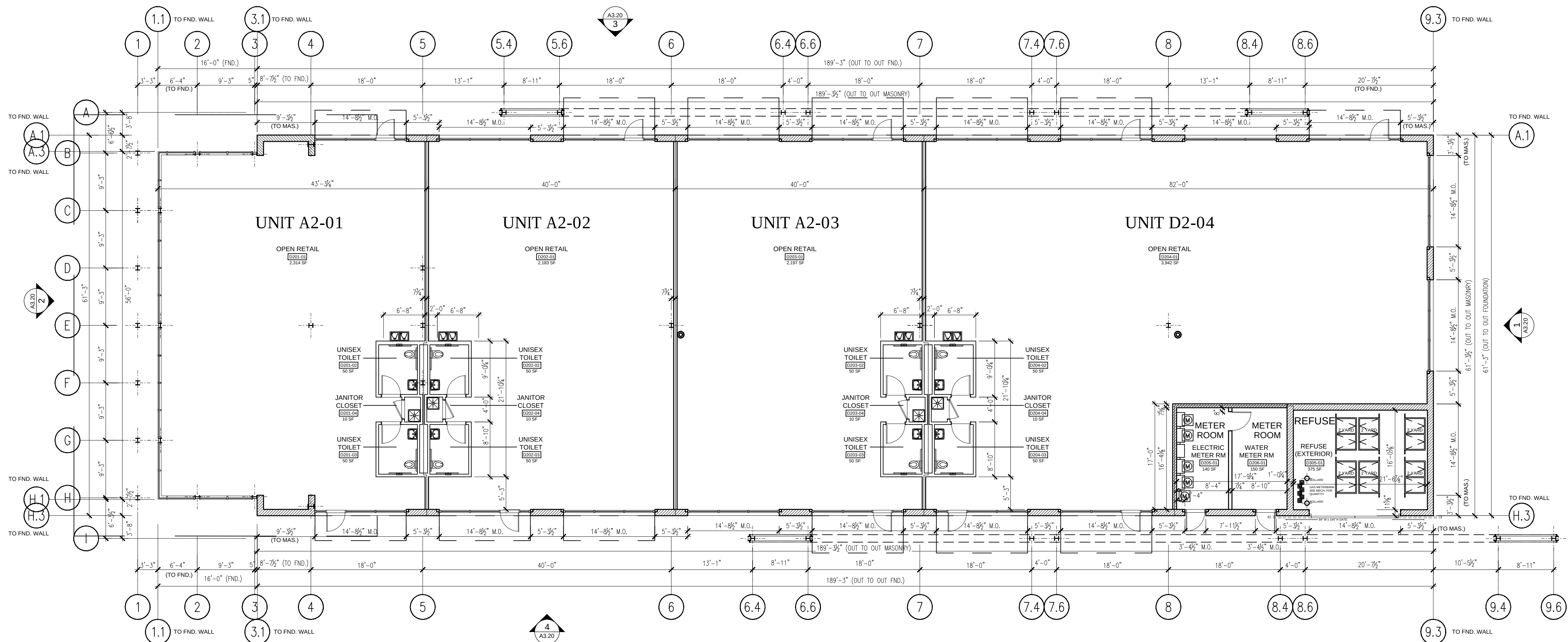
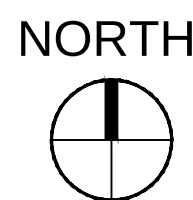
SITE LIGHTING LEGEND						
SYMBOL	TAG	QTY	TYPE	CATALOG NUMBER	DESCRIPTION	REMARKS
	(EA)	6	EXISTING	MSA-C06-LED-E1-5Mq	MSA DECOACTIVE LED LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD WITH TEST DISTANCE OF 20.75 FEET	
	(EA)	4	EXISTING	230063	1/8" RISE RD TC-F51 15W E27	
	(EB)	6	EXISTING	VTS-C08-LED-E1-RW	VENTUS LED SITE LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD WITH TEST DISTANCE OF 20.75 FEET	
	(EB)	4	EXISTING	VTS-C08-LED-E1-5Wq	VENTUS LED SITE LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD IN CONFORMANCE WITH TEST DISTANCE OF 20.75 FEET	
	(EB)	4	EXISTING	VTS-C08-LED-E1-T2	VENTUS LED SITE LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD IN CONFORMANCE WITH TEST DISTANCE OF 20.75 FEET	
	(EC)	6	EXISTING	34'-6" ECLIPSE W110-C414 XM2932	HEAVY CAST ALUMINUM TOP COVER WITH EMBEDED AT A SINK, LED LIGHT ENGINE, 4' DIA (20) HIGH IMPACT WHITE TRANSLUCENT ACRYLIC DIFFUSER U.V. STABILIZED TC 06 LED ALUMINUM STRUCT, CAST ALUMINUM UP BASE WITH BEST IN CLASS MECHANICAL CAST ALUMINUM EXTRUDED ALUMINUM COLUMN WITH CAST ALUMINUM BASE PLATE	
	(EC)	3	EXISTING	18'-0" ECLIPSE W110-C216 XM2933	HEAVY CAST ALUMINUM TOP COVER WITH EMBEDED AT A SINK, LED LIGHT ENGINE, 4' DIA (20) HIGH IMPACT WHITE TRANSLUCENT ACRYLIC DIFFUSER U.V. STABILIZED TC 06 LED ALUMINUM STRUCT, CAST ALUMINUM UP BASE WITH BEST IN CLASS MECHANICAL CAST ALUMINUM EXTRUDED ALUMINUM COLUMN WITH CAST ALUMINUM BASE PLATE	
	(ERD)	>5	DEMO			
	(PA)	28	NEW	230063	1/8" RISE RD TC-F51 15W E27	
	(PB)	17	NEW	VTS-C08-LED-E1-RW	VENTUS LED SITE LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD WITH TEST DISTANCE OF 20.75 FEET	
	(PB)	19	NEW	VTS-C08-LED-E1-T2	VENTUS LED SITE LUMINAIRE (0) LIGHTBARS WITH A4000 OPTICS - TYPE 1 SQUARE MEDIUM ABSOLUTE PHOTO METER IS BASED ON CALCULATION FACTORS, CREATED USING LAB LUMENS STANDARD IN CONFORMANCE WITH TEST DISTANCE OF 20.75 FEET	
	(PC)	28	NEW	18'-0" ECLIPSE W110-C216 XM2933	HEAVY CAST ALUMINUM TOP COVER WITH EMBEDED AT A SINK, LED LIGHT ENGINE, 4' DIA (20) HIGH IMPACT WHITE TRANSLUCENT ACRYLIC DIFFUSER U.V. STABILIZED TC 06 LED ALUMINUM STRUCT, CAST ALUMINUM UP BASE WITH BEST IN CLASS MECHANICAL CAST ALUMINUM EXTRUDED ALUMINUM COLUMN WITH CAST ALUMINUM BASE PLATE	

1. QTY. OF FIXTURES TO BE VERIFIED BY CONTRACTOR
2. EXISTING LIGHTS INDICATED TO BE REMOVED ARE TO BE:
- EVALUATED IN TERMS OF CONDITION AND FUNCTION
- TO BE REMOVED WITH CARE
- TO BE RE-INSTALLED AT NEW LOCATIONS

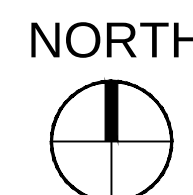
A1.10



1 BUILDING 'D2' - ROOF PLAN
SCALE: 3/32" = 1'-0" (24" X 36" PRINT)



2 BUILDING 'D2' - GROUND FLOOR PLAN
SCALE: 3/32" = 1'-0" (24" X 36" PRINT) AREA: 12,000 SF



ARLINGTON DOWNS - RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC
2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

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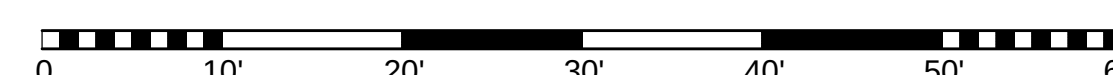
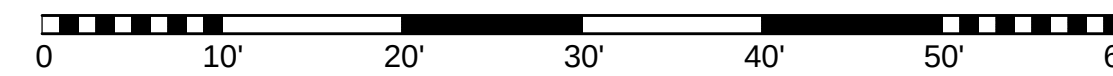
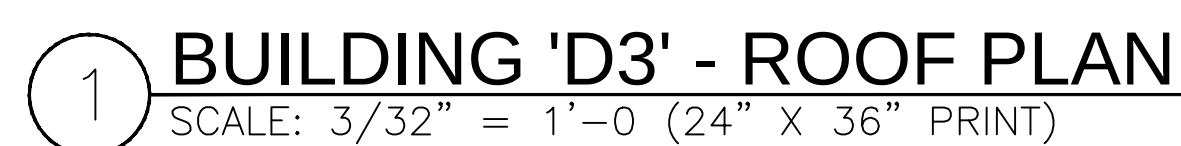
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SHEET TITLE:

BUILDING D2 PLANS

SHEET NO.

A2.20



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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

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	09.03.15	PLAN COMMISSION APPLICATION
NO.	DATE	DESCRIPTION

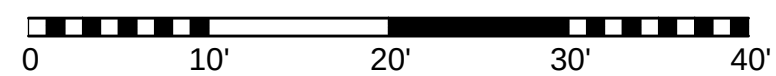
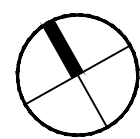
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BUILDING D3 PLANS

SHEET NO. _____

A2.30



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ARLINGTON DOWNS COMMERCIAL, LLC
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2920 W. EUCLID AVENUE
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PLAN COMMISSION APPLICATION

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	09.03.15	PLAN COMMISSION APPLICATION REV. 1
	09.03.15	PLAN COMMISSION APPLICATION
NO. DATE	DESCRIPTION	

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SHEET TITLE:

BUILDING D4 PLANS

SHEET NO.

A2.40

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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

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ARLINGTON HEIGHTS IL 60005

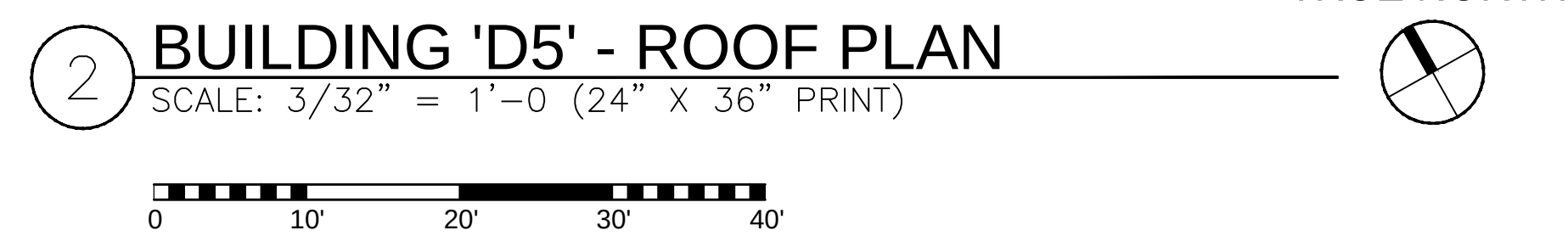
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	09.03.15	PLAN COMMISSION APPLICATION
NO.	DATE	DESCRIPTION

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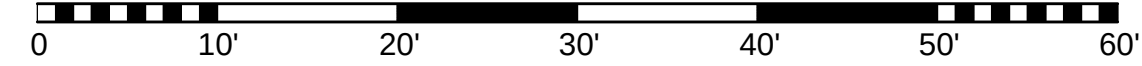
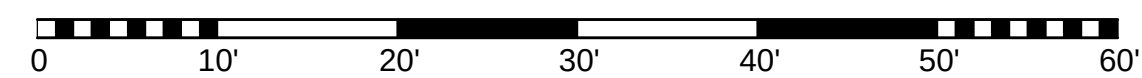
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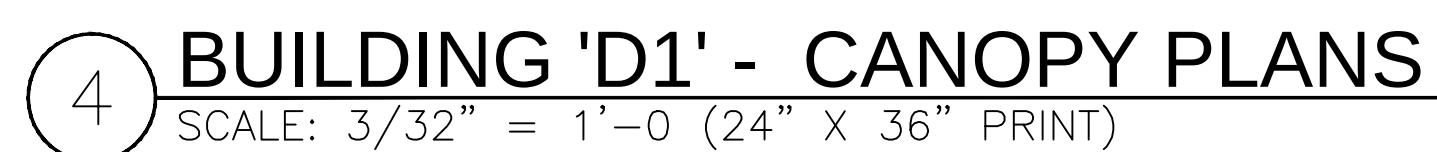
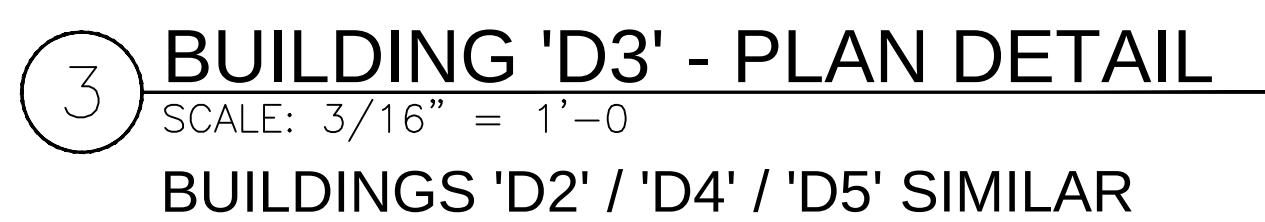
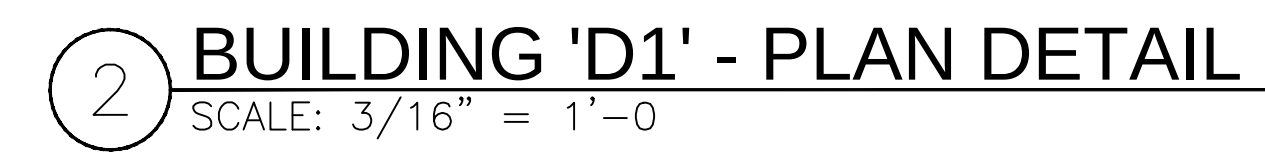
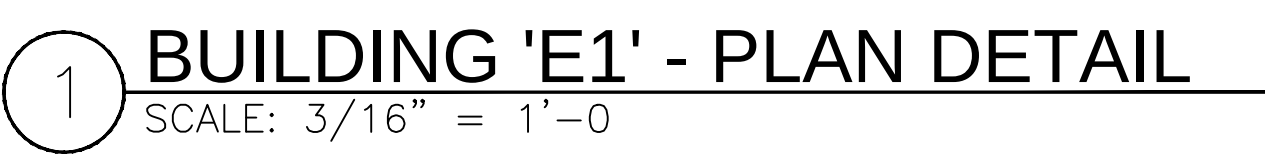
BUILDING 'D5' - GROUND FLOOR PLAN
SCALE: $3/32" = 1'-0"$ (24" X 36" PRINT) AREA: 4,500 SF

0 10' 20' 30' 40'



2 BUILDING 'D5' - ROOF PLAN
SCALE: 3/32" = 1'-0" (24" X 36" PRINT)





ARLINGTON
DOWNS -
RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

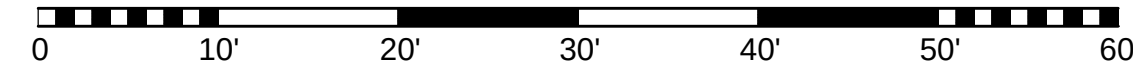
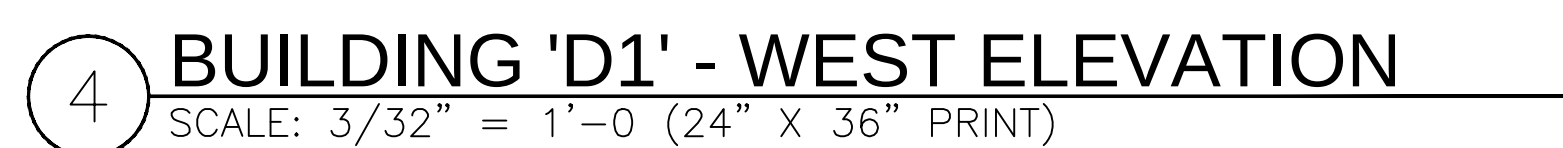
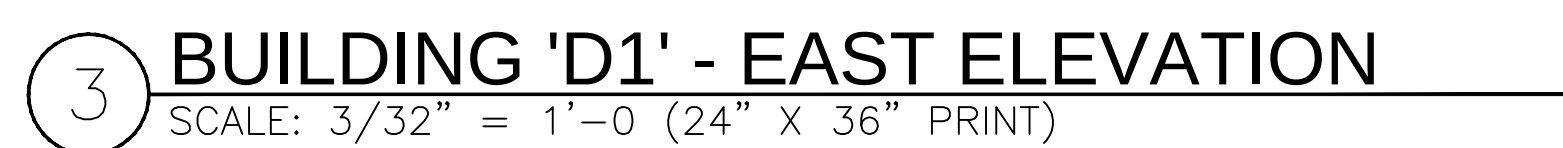
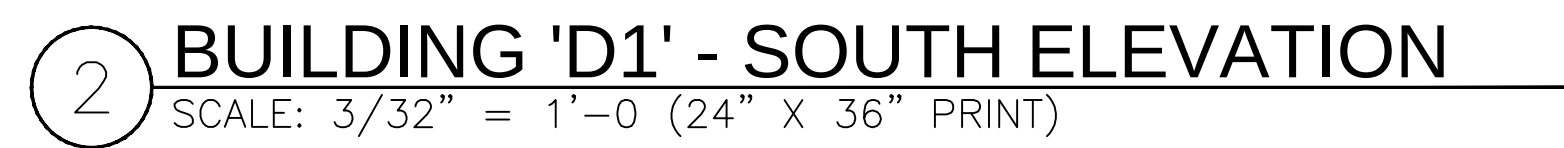
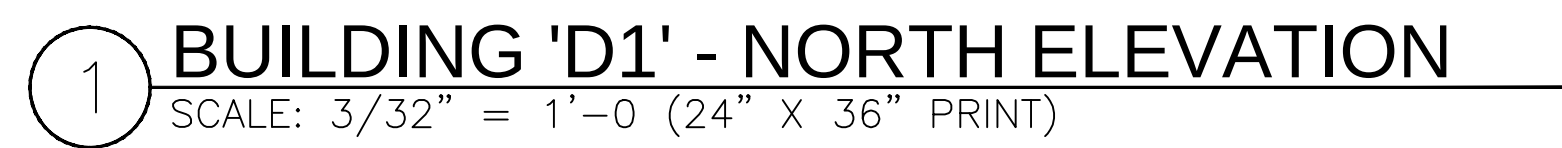
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SHEET TITLE:

BUILDING PLAN DETAILS

SHEET NO.

A2.70



OWNER(S):
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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

NO.		DATE	DESCRIPTION
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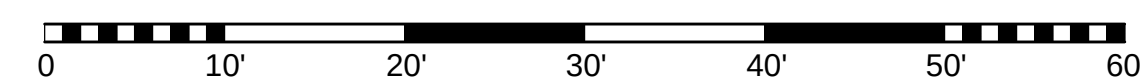
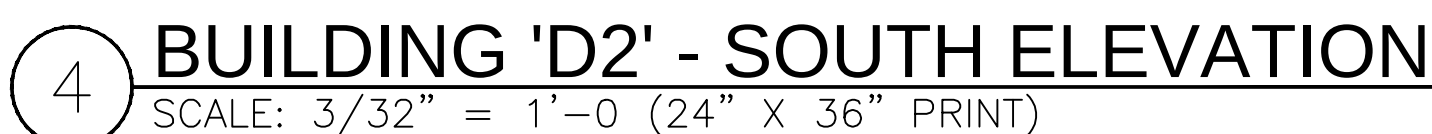
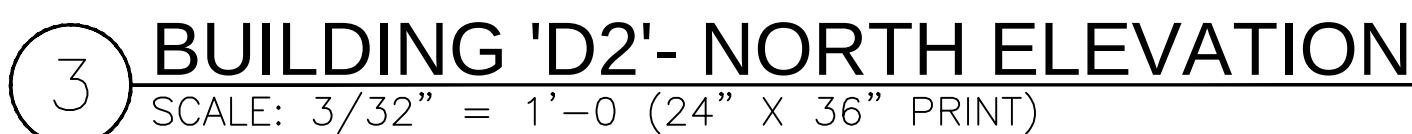
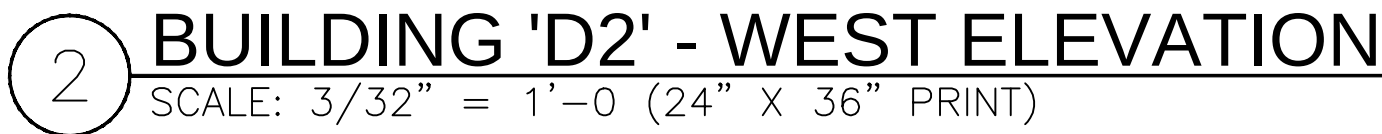
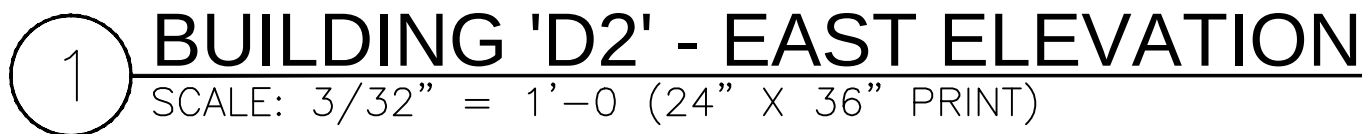
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SHEET TITLE:

BUILDING D1 ELEVATIONS

SHEET NO.

A3.10



OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

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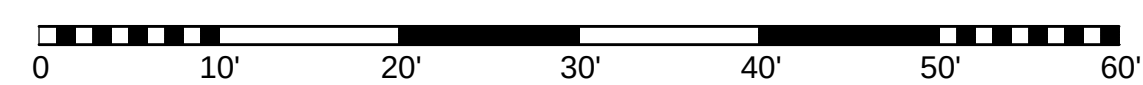
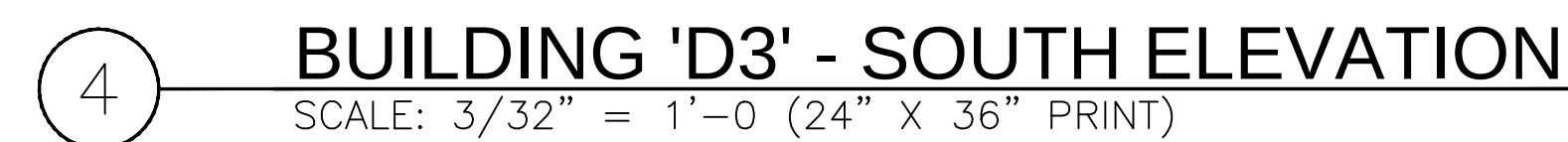
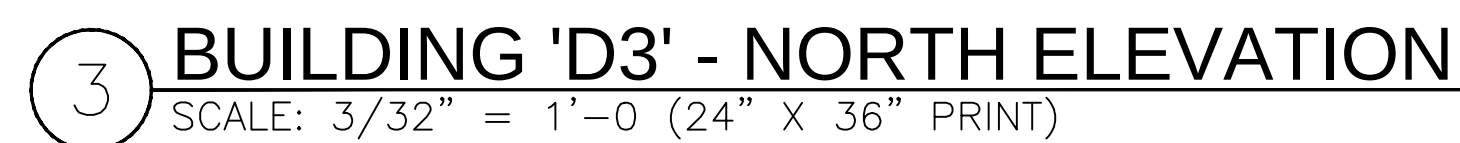
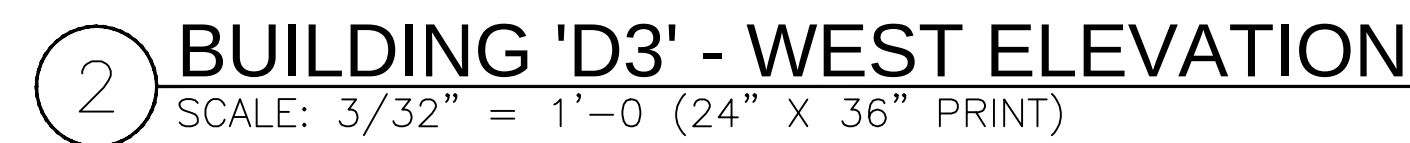
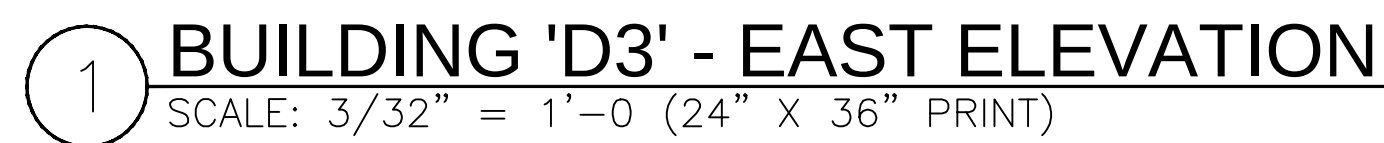
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SHEET TITLE:

BUILDING D2 ELEVATIONS

SHEET NO.

A3.20



OWNER(S):
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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

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	1	09.03.15	PLAN COMMISSION APPLICATION

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BUILDING D3 ELEVATIONS

SHEET NO.

A3.30



OWNER(S):
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ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

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	09.03.15	PLAN COMMISSION APPLICATION
NO.	DATE	DESCRIPTION
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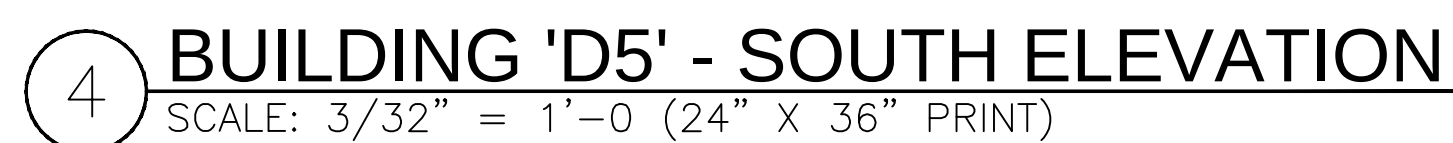
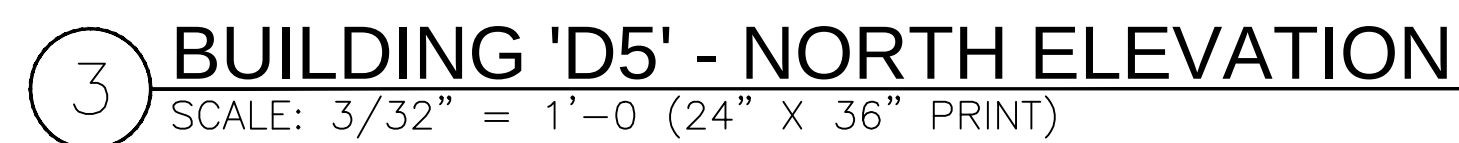
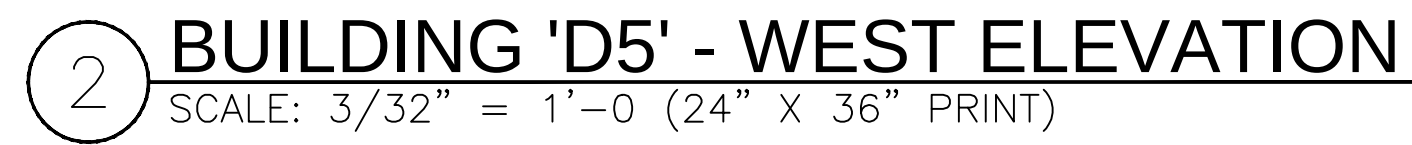
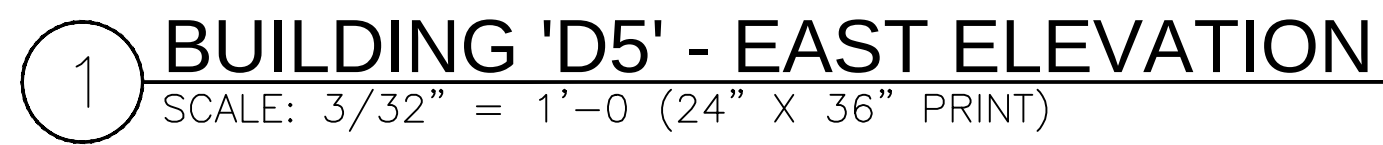
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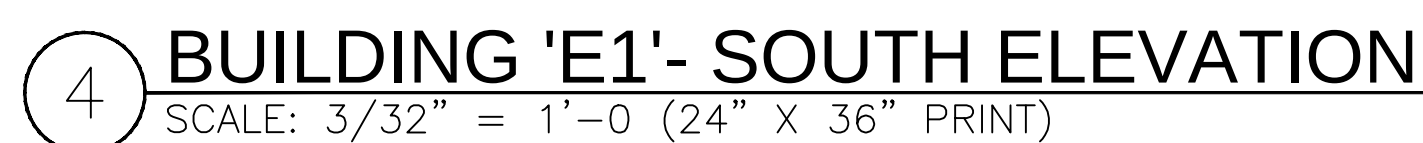
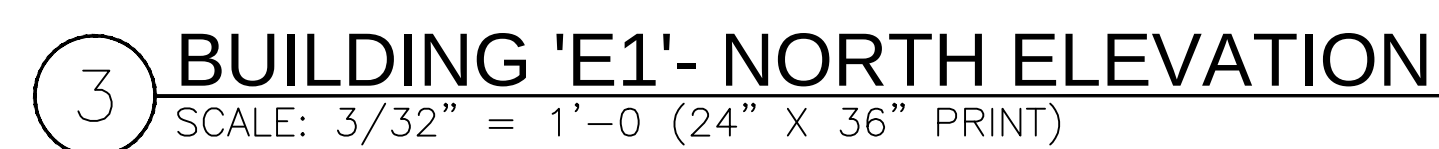
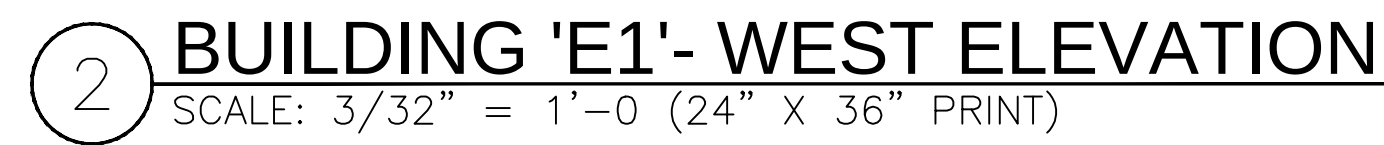
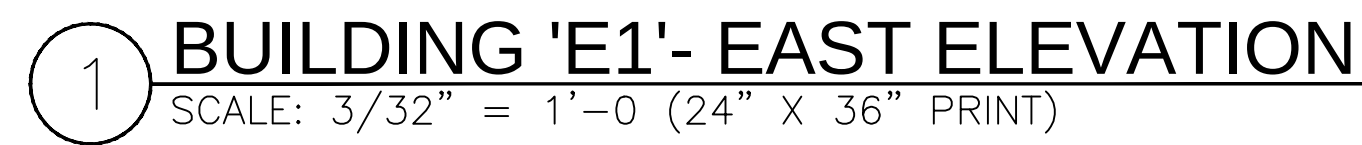
SHEET TITLE:

BUILDING D4 ELEVATIONS

SHEET NO.

A3.40









ARLINGTON
DOWNS -
RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC
2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

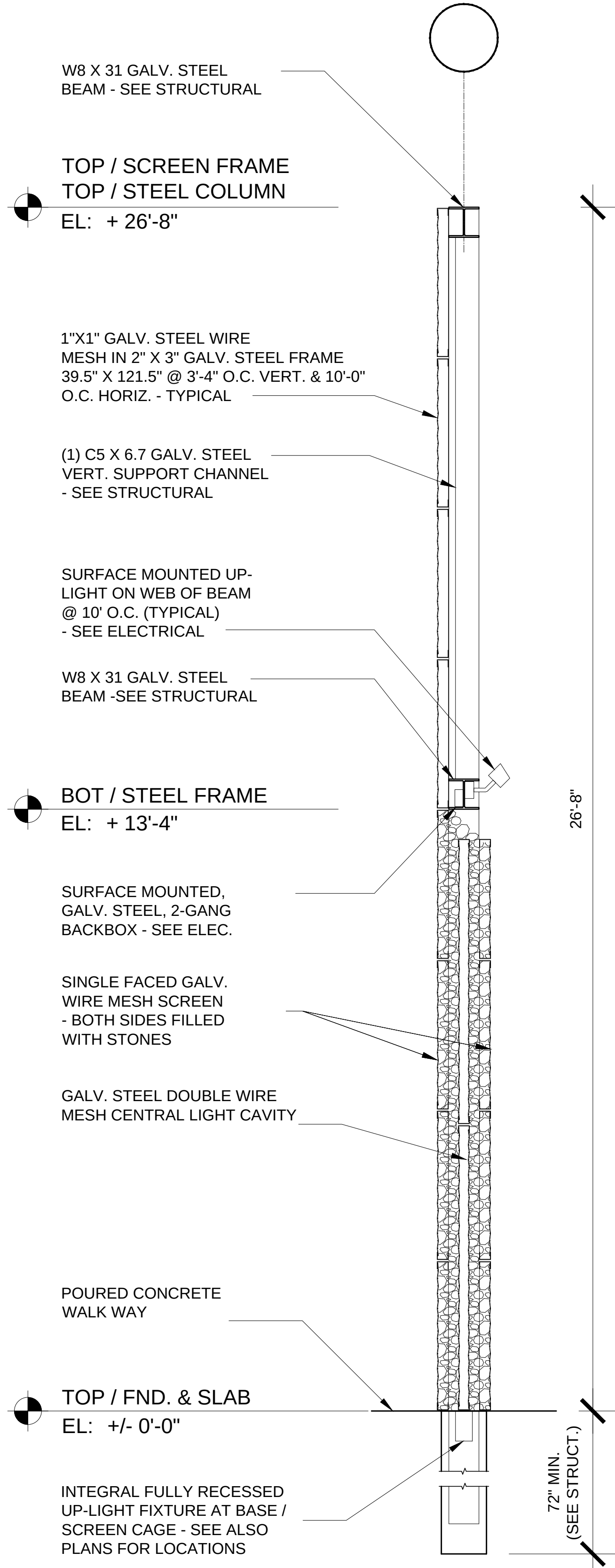
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		

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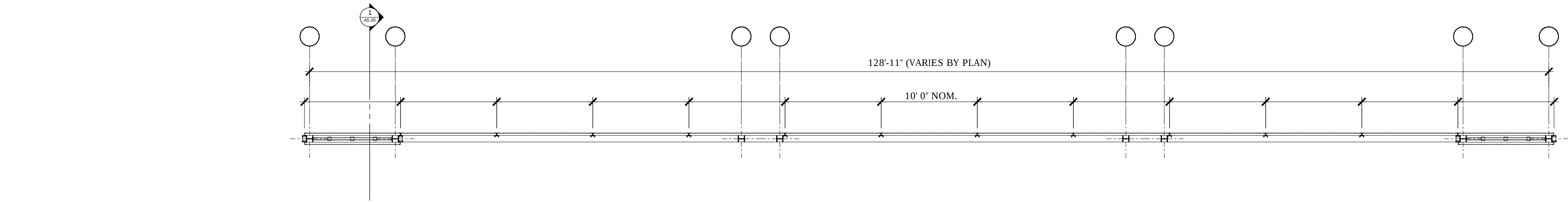
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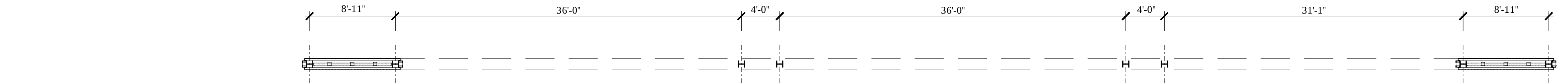
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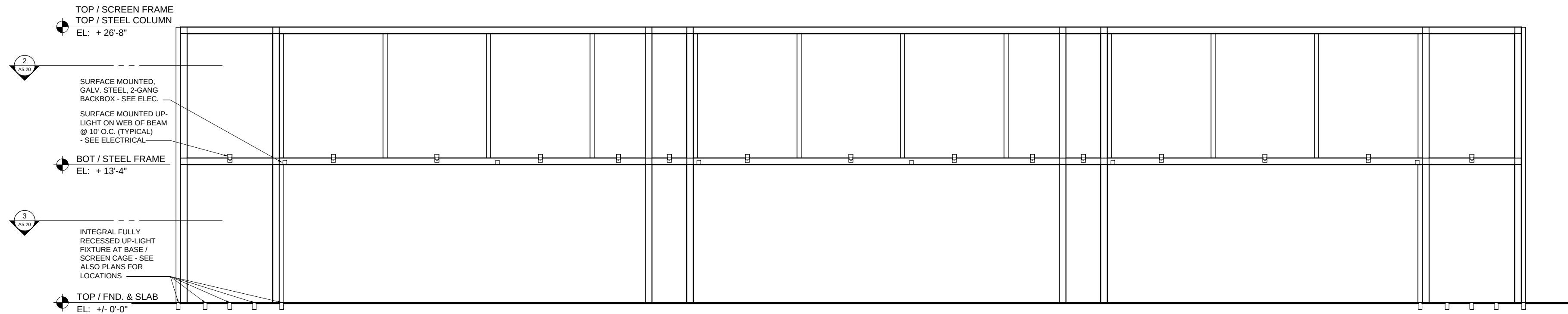
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SCALE: 1/2" = 1'-0" (24" X 36" SHEET)



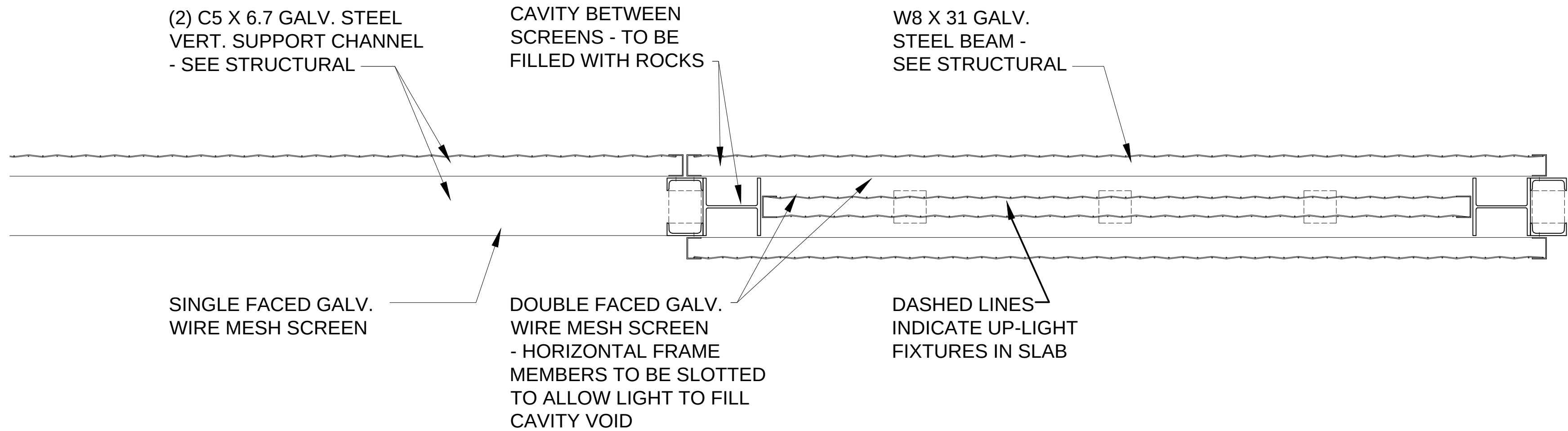
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3 TYPICAL SCREEN WALL PLAN DETAIL
SCALE: 1/8" = 1'-0" (24" X 36" SHEET)



4 SCREEN WALL FRAME ELEVATION
SCALE: 1/8" = 1'-0" (24" X 36" SHEET)



5 SCREEN WALL PLAN DETAIL
SCALE: 1" = 1'-0" (24" X 36" SHEET)



ARLINGTON DOWNS - RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC
2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

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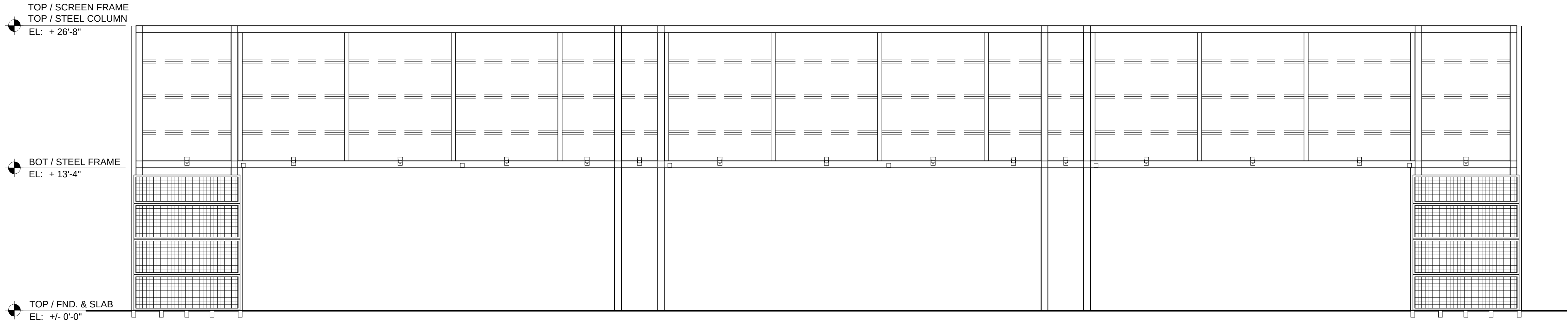
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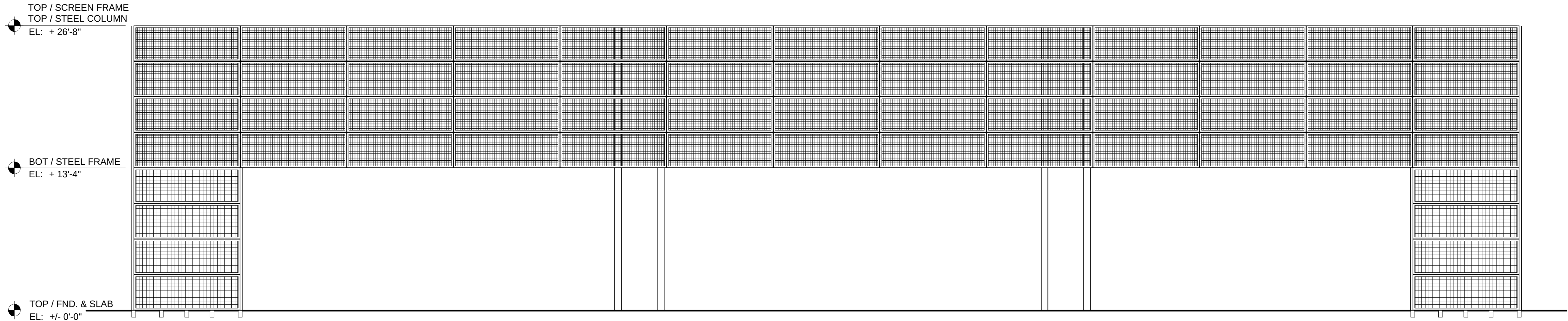
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SHEET NO.

A5.20



1 SCREEN WALL FRAME BACK ELEVATION
SCALE: 3/16" = 1'-0" (24" X 36" SHEET)



2 SCREEN WALL FRAME FRONT ELEVATION
SCALE: 3/16" = 1'-0" (24" X 36" SHEET)



140 east Grand 300
Chicago, IL 60611
c. 312.373.4812
p. 312.428.9779
f. 312.546.7065

ARLINGTON DOWNS - RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC
2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN COMMISSION APPLICATION

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SCREEN WALL DETAILS

SHEET NO.

A5.21



ARLINGTON DOWNS PARKING ASSESSMENT

DATE: September 2, 2015
Updated October 23, 2015

TO: Jeffrey Funke, Funke Architects
Vince Bertucci, ChiArc

FROM: Peter Reinhofer, P.E.

RE: Arlington Downs Shared Parking Study
Arlington Heights, Illinois

V3 Companies has prepared this parking assessment to present the conclusions of the parking demand and shared parking analysis and to determine the designated number of parking spaces needed for the mixed-use Arlington Downs development. Arlington Downs, located at the northeast corner of Rohlwing Road and Euclid Avenue in Arlington Heights, Illinois, is a mixed use project that will include residential, restaurant, hotel, retail, and entertainment land uses.

The purpose of this parking analysis is to confirm that the number of proposed parking spaces for the individual zones and the overall Arlington Downs development will be adequate to serve the demand of the site. The study will calculate the number of parking spaces required utilizing the Village of Arlington Heights municipal code parking rates, the approved Planned Unit Development (PUD) parking rates, and a shared parking analysis based on the parking characteristics of the proposed land use plan.

Arlington Downs Planned Unit Development

The site is part of a proposed redevelopment plan of the previous Arlington Sheraton hotel. A PUD was originally approved in 2012 with subsequent modifications to the land use plan, which proposed five development zones. The updated redevelopment will also consist of five development zones.

Zone A consists of the previous hotel that has been redeveloped into 214 apartment units, named Arlington One, which is already completed and partially occupied. The future development of Zone A will also include an 11,000 square foot day care facility and 4,500 square feet of restaurant space. Zone A currently has a 313-space parking garage in addition to 24 surface parking spaces in front of the apartment building and 32 surface parking spaces



east of the apartment building. The parking lot east of the apartment building will be expanded from 32 spaces to 71 spaces, for a total of 408 parking spaces on Zone A. Ownership has indicated that the apartment building is currently 67 percent leased and 62 percent occupied. In addition, the number of parking spaces occupied by tenants is approximately 80 spaces.

Zone B, which is currently permitted, consists of a 161-room hotel with conference space to be constructed at the southeast corner of Rohlwing Road and Salt Creek Lane. In addition, this Zone includes the re-opening of the existing water park and the development of the attached family entertainment center. Zone B includes the construction of 414 surface parking spaces located between the proposed hotel and the waterpark.

Zone C will include the future development of a second residential tower with 442 apartment units. It is our understanding that the required parking for the second residential tower will be fully accommodated within Zone C as part of the site design, likely with underground parking or a parking garage. The parking required is estimated to be 641 parking spaces based on the PUD approved parking rate of 1.45 parking spaces per unit.

Zone D of the development includes the construction of five buildings which will include a mix of retail, restaurant, and medical office uses. This Zone includes the construction of 456 surface parking spaces. Zone E consists of one retail building with retail and restaurant land uses and 109 surface parking spaces.

Overall, the proposed PUD includes a total of 2,028 parking spaces. Exhibit A illustrates the overall proposed site plan for Arlington Downs and Table 1 provides a summary of the various land uses summarized by Zone.



Table 1 – Proposed Land Use Plan By Zone

Zone	Land Use	Size
A	Apartment	214 units
	Child Care	11,000 sf
	High Turnover (Sit-Down)	4,500 sf
B	Water Park	55,000 sf
	Water Park - Family Entertainment	9,000 sf
	Hotel	161 rooms
	Hotel - Conference Center	4,600 sf
C	Apartment	442 units
D	D1 - Medical Office	15,000 sf
	D2 - Shopping Center	6,290 sf
	D2 - Shopping Center	5,710 sf
	D3 - High Turnover (Sit-Down)	5,510 sf
	D3 - High Turnover (Sit-Down) - Outdoor Seating	1,500 sf
	D3 - Shopping Center	2,560 sf
	D3 - Shopping Center	3,930 sf
	D4 - High Turnover (Sit-Down)	4,500 sf
	D4 - High Turnover (Sit-Down) - Outdoor Seating	1,500 sf
	D5 - High Turnover (Sit-Down)	4,500 sf
	D5 - High Turnover (Sit-Down) - Outdoor Seating	1,500 sf
E	Fast Food without Drive Through Window	2,570 sf
	Fast Food without Drive Through Window - Outdoor Seating	1,500 sf
	Shopping Center	2,575 sf
	Salon	1,610 sf
	High Turnover (Sit-Down)	2,575 sf
	High Turnover (Sit-Down) - Outdoor Seating	200 sf
	Fast Food with Drive Through Window	2,670 sf
	Fast Food with Drive Through Window - Outdoor Seating	200 sf

Parking Generation Analysis

A parking generation analysis is performed to estimate the parking demand during peak times for a site and determine if the number of proposed parking spaces is adequate to serve that peak demand. Typically, required parking for a site is determined using parking ratios for various land uses found in a municipal code.

The original PUD Shared Parking Study, dated May 25, 2012, developed site specific parking demand rates for the various land uses. The parking rates established in that parking study, in



addition to subsequent studies with modified land use plans, were approved by the Village of Arlington Heights.

An additional publication with parking generation information is the Urban Land Institute's (ULI) Shared Parking, 2nd Edition Manual. This manual primarily focuses on the concept of shared parking, which accounts for how parking demand fluctuates for individual land uses throughout a typical day.

Parking Requirements per Village of Arlington Heights Municipal Code

The Village of Arlington Heights Municipal Code, Chapter 28-Section 11.4, provides a schedule of off-street parking ratios to determine the required number of parking spaces corresponding to its specified land use. Table 2 provides a breakdown of the Village's parking rates and required parking spaces for the Arlington Downs development by zone.

The Village Code provides a parking rate for restaurants based on the seating area of the restaurant. Since final interior plans are not yet developed for the various restaurants, it is assumed that 50 percent of the interior restaurant floor area will be seating area. The outdoor area is considered 100 percent as seating area. The water park and family entertainment areas are classified as recreational areas which require parking spaces equal to 30 percent of the occupancy.

Table 2 – Required Parking Spaces per Arlington Heights Village Code

Zone	Land Use	Independent Variable	Parking Supply Ratio	Required Parking Spaces	Required Parking By Zone	Parking Provided	Surplus/ Deficit
A	Apartment	214 units	2 spaces per dwelling unit	428	501	408	-93
	Child Care	15 employee	3 spaces per 2 employees	23			
	Restaurant	4,500 sf	1 space per 45 SF of seating area*	50			
B	Hotel	161 rooms	1 space per room	161	599	414	-185
	Hotel - Conference Center	300 people	30% occupancy	90			
	Water Park	1,000 people	30% occupancy	300			
	Water Park - Family Entertainment	160 people	30% occupancy	48			
C	Apartment	442 units	2 spaces per dwelling unit	884	884	641	-243
D	Medical Office	15,000 sf	1 space per 200 SF	75	398	456	58
	Restaurant	14,510 sf	1 space per 45 SF of seating area*	161			
	Restaurant - Outdoor Seating	4,500 sf	1 space per 45 SF of seating area	100			
	Shopping Center	18,490 sf	1 space per 300 SF	62			
E	Restaurant	7,815 sf	1 space per 45 SF of seating area*	87	144	109	-35
	Restaurant - Outdoor Seating	1,900 sf	1 space per 45 SF of seating area	42			
	Salon	1,610 sf	1 space per 250 SF	6			
	Shopping Center	2,575 sf	1 space per 300 SF	9			
TOTAL REQUIRED SPACES				2,526	2,028	-498	

*Seating area estimated as 50% of gross area

As Table 2 illustrates, Arlington Downs would require 2,526 parking spaces based on the Village Code. Based on the site providing 2,028 parking spaces, there would be a parking deficit of 498 parking spaces for the overall site. In addition, each of the individual zones would have a deficit in parking with the exception of Zone D, which provides a surplus of 58 parking spaces.



Parking Requirements per Approved PUD Parking Rates

The original PUD Shared Parking Study, dated May 25, 2012, developed site specific parking rates based on actual parking demand for the various land uses. As stated in the report, data on parking demand for similar individual land uses was obtained from the Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition manual, the Urban Land Institute's Shared Parking, 2nd Edition report, and other parking studies. Table 3 illustrates the various parking demand rates, compares to the Village Code parking requirement, and provides the approved PUD parking rate. The approved PUD rates are separated by weekday demand and weekend demand.

Table 3 – Approved PUD Parking Rates from 2012 Shared Parking Study

Land Use	Unit	Village Code	ITE	ULI	Other Data	Ratio Used
Apartment	Dwelling	2.0/unit	1.23 (1.13)	1.65 (1.65)	1.3/unit ⁽¹⁾	1.45/unit
Hotel	Guest room	1.0/room	0.6 (0.66)	1.25 (1.08)	-na-	1.0/room
Conference	Occupancy	30%	-na-	-na-	-na-	30%
Retail	1,000 sq. ft.	3.33	3.76 (4.67)	3.6 (4.0)	-na-	3.6 (4.0)
Office	1,000 sq. ft.	3.33	2.84 (-na-)	3.8(0.38)	-na-	3.33 (.38)
Childcare	Child/Employee	1.5 per employee	.24(-na-)/child	-na-	-na-	.24(0)/child
Bank	1,000 sq. ft.	3.33	4.0 (3.5)	4.6 (4.6)	-na-	4.0 (3.5)
Medical Office	1,000 sq. ft.	5.0	3.2 (-na-)	4.5 (4.5)	4.5 ⁽²⁾	4.5 (4.5)
Water Park	Occupancy	30%	-na-	-na-	25% ⁽³⁾	25%
Restaurant	1,000 sq. ft.	11.1	10.6 (16.4)	10.5 (15.0)	-na-	10.6 (15.0)
Health Club	1,000 sq. ft.	4.0	5.87 (2.89)	7.0 (5.75)	-na-	6.0 (4.0)

Note– Weekday Demand (Weekend Demand)

- (1) Auto Ownership for Rental Units in Arlington Heights – US Census.
- (2) Walker Parking Study of Medical/Dental Office Buildings
- (3) Water Park Operator Experience

Utilizing the approved PUD parking rates, Table 4 provides the parking demand for the Arlington Downs development by Zone and for the overall development.



Table 4 – Required Parking Spaces per Approved PUD Rates

Zone	Land Use	Independent Variable	Required PUD Parking - Weekday		Required PUD Parking - Weekend		Parking Provided	Surplus/ Deficit
			By Use	By Zone	By Use	By Zone		
A	Apartment	214 units	310	380	310	378	408	28
	Medical Office	90 children	22		0			
	Restaurant	4,500 sf	48		68			
B	Hotel	161 rooms	161	549	161	549	414	-135
	Hotel - Conference Center	300 people	90		90			
	Water Park	1,000 people	250		250			
	Water Park - Family Entertainment	160 people	48		48			
C	Apartment	442 units	641	641	641	641	641	0
D	Medical Office	15,000 sf	68	337	68	428	456	28
	Restaurant	14,510 sf	154		218			
	Restaurant - Outdoor Seating	4,500 sf	48		68			
	Shopping Center	18,490 sf	67		74			
E	Restaurant	7,815 sf	83	118	118	163	109	-54
	Restaurant - Outdoor Seating	1,900 sf	20		29			
	Salon	1,610 sf	6		6			
	Shopping Center	2,575 sf	9		10			
TOTAL REQUIRED PARKING			2,025		2,159	2,028	-131	

As Table 4 illustrates, the parking demand at Arlington Downs would be 2,025 parking spaces during the week and 2,159 during the weekend. Based on the overall site providing 2,028 parking spaces, there would be a parking surplus of 3 spaces during the week and a parking deficit of 131 parking spaces during the weekend. Zones A, C, and D meet or exceed the PUD required parking while Zones B and E would not meet the PUD required parking.

Parking Requirements per ULI's Shared Parking, 2nd Edition Manual

Shared parking is the concept of using a parking space to serve two or more land uses without conflict. Conventional parking regulations typically require that each development, or land use type, provide enough parking to serve its own peak demand, leaving unused parking spaces during the off peak periods. Shared parking allows multiple complementary land uses, whose peak parking demands do not coincide, to share the same pool of parking spaces, resulting in a more efficient use of those spaces.

ULI's Shared Parking, 2nd Edition focuses on the concept of shared parking and peak time variations among different land uses. It provides recommended time-of-day factors for both the weekday and weekend. The factors were based on the percent accumulation of the independent variable for each hour of the weekday and weekend, from 6 am to midnight. All hourly percentages used are documented in ULI's Shared Parking for each particular land use, with the exception of the water park, family entertainment and child care uses, where time-of-day factors from the approved Shared Parking Study are used.



The ULI's Shared Parking also accounts for differences in demand by employees versus customers/patrons. The methodology from the approved PUD Shared Parking Study was utilized to separate the employee parking from the customer parking.

Exhibits 2 through 6 illustrate the shared parking model for each Zone of the Arlington Downs development while Exhibit 7 illustrates the entire Arlington Downs development. The results of the shared parking model are summarized in Table 5.

Table 5 – Required Parking Spaces per Shared Parking Model

Zone	Provided Parking	Weekday				Weekend			
		PUD Rates	Hourly Peak Demand	Peak Parking Time	Peak Surplus/ Deficit	PUD Rates	Hourly Peak Demand	Peak Parking Time	Peak Surplus/ Deficit
A	408	380	360	7-9 pm	48	378	378	8-9 pm	30
B	414	549	500	5-6 pm	-86	549	460	12-2 pm	-46
C	641	641	641	7-11 pm	0	641	641	7-11 pm	0
D	456	337	298	1-2 pm	158	428	306	7-8 pm	150
E	109	118	112	1-2 pm	-3	163	146	1-2 pm	-37
Total:	2,028	2,025	1,858	6-7 pm	170	2,159	1,814	12-1 pm	214

As illustrated, the peak period of parking demand varies by zone and for the overall development. The residential Zones A and C meet and exceed the peak period parking demand for weekday and weekends. Zone D exceeds the peak period parking demand during a weekday and weekend, with a surplus of 158 and 150 parking spaces, respectively.

Zone B, which includes the water park, family entertainment center, hotel, and conference center is projected to have a parking deficit during the peak periods of 86 spaces during the weekday and 46 spaces during the weekend. During the weekday peak period, the shared parking analysis assumes that the water park, entertainment center, and conference center will be at maximum occupancy. It is anticipated that overflow parking from Zone B could park in the spaces in front of the apartment building or the expanded 71-space surface lot to the east of the apartment building. In addition, Zone D is anticipated to have a parking surplus of 158 spaces during the weekday peak period and 150 during the weekend peak period, providing another parking option.

Zone E will peak during the afternoons and have a deficit of three parking spaces during the weekday and 37 parking spaces during the weekend peak hour. One of the fast food restaurants will have a drive through facility, which may decrease the parking demand for that restaurant. In addition, the restaurant customers may include patrons of the water park and family entertainment center in addition to the apartment residents and hotel guests, which may also decrease the parking demand. Overflow parking from Zone E could utilize the surplus parking in Zone D.



Overall, Arlington Downs is providing 2,028 parking spaces for the site. The weekday peak period demand will occur during the evening hours between 6 pm and 7 pm with 1,858 parking spaces required. Therefore, the site will have a surplus of 170 parking spaces, approximately 8 percent of the site. The weekend peak period demand will occur during the afternoon hours of 12 pm to 1 pm with 1,814 parking spaces required. This will result in a site surplus of 214 parking spaces, about 11 percent of the site.

Summary

For this assessment, parking spaces for the Arlington Downs mixed-use development were calculated using the parking rates from the Village of Arlington Heights Municipal Code, the approved PUD parking rates, and the methodology in ULI's Shared Parking manual. Arlington Downs will provide a total of 2,028 surface and garage parking spaces for the overall development. Utilizing the parking rates from the Village Code results in the overall site requiring 2,526 parking spaces, which would result in a parking deficit of 498 parking spaces. In addition, each of the individual zones would have a deficit in parking with the exception of Zone D, which provides a surplus of 58 parking spaces.

The original PUD Shared Parking Study, dated May 25, 2012 and approved by the Village of Arlington Heights, developed site specific parking demand rates for the various land uses. Utilizing the approved PUD rates results in a total parking demand for the site of 2,025 parking spaces during the week and 2,159 during the weekend. Based on the overall site providing 2,028 parking spaces, there would be a parking surplus of 3 spaces during the week and a parking deficit of 131 parking spaces during the weekend. Zones A, C, and D meet or exceed the PUD required parking while Zones B and E would not meet the PUD required parking.

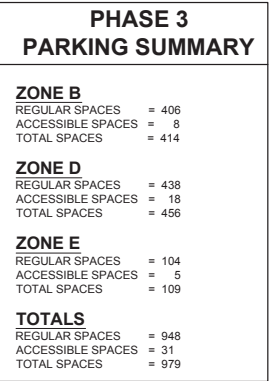
A shared parking analysis was conducted, which analyzes the parking demands of the various land uses based on peak time parking variations among the different land uses. The weekday peak period demand will occur during the evening hours between 6 pm and 7 pm with 1,858 parking spaces required. Therefore, the site will have a surplus of 170 parking spaces, approximately 8 percent of the site. The weekend peak period demand will occur during the afternoon hours of 12 pm to 1 pm with 1,814 parking spaces required. This will result in a site surplus of 214 parking spaces, about 11 percent of the site.

Zones A, C, and D meet or exceed the weekday and weekend peak period parking demand, resulting in a surplus of parking spaces for those zones. Zone B, which includes the water park, family entertainment center, hotel, and conference center is projected to have a parking deficit during the peak periods of 86 spaces during the weekday and 46 spaces during the weekend. It is anticipated that overflow parking from Zone B could park in the spaces in front of the apartment building or the expanded 71-space surface lot to the east of the apartment building. In addition, Zone D provides a surplus of parking which could also be utilized.



Zone E will peak during the afternoons and have a deficit of three parking spaces during the weekday and 37 parking spaces during the weekend peak hour. One of the fast food restaurants will have a drive through facility, which may decrease the parking demand for that restaurant. In addition, the restaurant customers may include patrons of the water park and family entertainment center in addition to the apartment residents and hotel guests, which may also decrease the parking demand. Overflow parking from Zone E could utilize the surplus parking in Zone D.

Based on this parking assessment, it can be concluded that the 2,028 parking spaces proposed for the Arlington Downs development will accommodate the peak parking demand of the development.



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OWNER(S):

ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
SB / EUCLID, LLC

920 W. EUCLID AVENUE
HARLINGTON HEIGHTS IL 60005

09-30-15	ISSUED FOR PRICING	
09-16-15	ISSUED FOR PRICING	
NO.	DATE	DESCRIPTION
Revisions		

SHEET TITLE:

OVERALL SITE PLAN

SHEET NO.

C3.0

ZONE A
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																		TOTAL				
Required Spaces	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare			
	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion		Spaces	Portion	Spaces	
6:00 AM	1%	-	10%	-	0%	-	0%	-	25%	-	50%	-	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-	3%	1
7:00 AM	5%	-	15%	-	0%	-	20%	1	50%	-	75%	-	10%	-	20%	-	90%	-	0%	-	30%	-	10%	3	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-	30%	7
8:00 AM	15%	-	40%	-	0%	-	50%	4	60%	-	90%	-	20%	-	30%	-	80%	-	30%	-	90%	-	20%	6	100%	278	90%	-	60%	-	0%	-	0%	-	0%	-	75%	17
9:00 AM	35%	-	75%	-	0%	-	75%	5	75%	-	90%	-	30%	-	40%	-	70%	-	60%	-	90%	-	20%	6	100%	278	90%	-	100%	-	5%	-	5%	-	5%	-	95%	21
10:00 AM	65%	-	85%	-	15%	6	90%	6	85%	-	100%	-	55%	-	75%	-	60%	-	60%	-	100%	-	20%	6	100%	278	100%	-	100%	-	10%	-	10%	-	10%	-	100%	22
11:00 AM	85%	-	95%	-	40%	16	90%	6	90%	-	100%	-	85%	-	100%	-	60%	-	60%	-	100%	-	20%	6	100%	278	100%	-	100%	-	20%	-	20%	-	100%	22		
12:00 PM	95%	-	100%	-	75%	31	90%	6	100%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	6	100%	278	30%	-	100%	-	30%	-	30%	-	90%	20		
1:00 PM	100%	-	100%	-	75%	31	90%	6	90%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	6	100%	278	90%	-	100%	-	30%	-	30%	-	90%	20		
2:00 PM	95%	-	100%	-	65%	27	90%	6	50%	-	100%	-	90%	-	95%	-	60%	-	65%	-	100%	-	20%	6	100%	278	100%	-	100%	-	30%	-	30%	-	100%	22		
3:00 PM	90%	-	100%	-	40%	16	75%	5	45%	-	75%	-	60%	-	70%	-	60%	-	65%	-	100%	-	20%	6	100%	278	100%	-	100%	-	40%	-	40%	-	100%	22		
4:00 PM	90%	-	100%	-	50%	21	75%	5	45%	-	75%	-	55%	-	60%	-	65%	-	65%	-	90%	-	20%	6	100%	278	90%	-	100%	-	60%	-	60%	-	90%	20		
5:00 PM	95%	-	95%	-	75%	31	100%	7	75%	-	95%	-	60%	-	70%	-	70%	-	100%	-	70%	-	40%	13	100%	278	80%	-	100%	-	100%	-	100%	-	50%	11		
6:00 PM	95%	-	95%	-	95%	39	100%	7	80%	-	95%	-	85%	-	90%	-	75%	-	100%	-	40%	-	60%	19	100%	278	67%	-	67%	-	100%	-	100%	-	25%	6		
7:00 PM	95%	-	95%	-	100%	41	100%	7	80%	-	95%	-	80%	-	90%	-	75%	-	100%	-	20%	-	100%	32	100%	278	30%	-	30%	-	80%	-	80%	-	10%	2		
8:00 PM	80%	-	90%	-	100%	41	100%	7	80%	-	95%	-	50%	-	60%	-	80%	-	100%	-	20%	-	100%	32	100%	278	15%	-	15%	-	70%	-	70%	-	7%	2		
9:00 PM	50%	-	75%	-	100%	41	100%	7	60%	-	80%	-	30%	-	40%	-	85%	-	100%	-	20%	-	100%	32	100%	278	0%	-	0%	-	40%	-	40%	-	3%	1		
10:00 PM	30%	-	40%	-	95%	39	100%	7	55%	-	65%	-	20%	-	30%	-	95%	-	50%	-	20%	-	100%	32	100%	278	0%	-	0%	-	5%	-	5%	-	1%	-		
11:00 PM	10%	-	15%	-	75%	31	85%	6	50%	-	65%	-	10%	-	20%	-	100%	-	0%	-	10%	-	80%	26	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-		
12:00 AM	0%	-	0%	-	25%	10	35%	2	25%	-	35%	-	5%	-	20%	-	100%	-	0%	-	5%	-	50%	16	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-		
MAXIMUM		-		-		41		7		-		-		-		-		-		-		-		32		278		-		-		-		-		22		

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 380

TOTAL REQUIRED PARKING WITH SHARED SPACES: 360

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																	TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment			Water Park		Childcare		
Required Spaces					58		10																32		278													
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	TOTAL	
6:00 AM	1%	-	10%	-	0%	-	0%	-	10%	-	50%	-	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-	-	278
7:00 AM	5%	-	15%	-	0%	-	20%	2	25%	-	75%	-	10%	-	20%	-	90%	-	0%	-	30%	-	20%	6	100%	278	0%	-	0%	-	0%	-	0%	-	0%	-	-	286
8:00 AM	10%	-	40%	-	0%	-	30%	3	45%	-	90%	-	20%	-	30%	-	80%	-	30%	-	90%	-	20%	6	100%	278	90%	-	60%	-	0%	-	0%	-	0%	-	-	287
9:00 AM	30%	-	75%	-	0%	-	60%	6	70%	-	90%	-	30%	-	40%	-	70%	-	60%	-	90%	-	20%	6	100%	278	90%	-	100%	-	5%	-	5%	-	-	-	290	
10:00 AM	50%	-	85%	-	0%	-	75%	8	90%	-	100%	-	55%	-	75%	-	60%	-	60%	-	100%	-	20%	6	100%	278	100%	-	100%	-	50%	-	50%	-	-	-	292	
11:00 AM	65%	-	95%	-	15%	9	75%	8	90%	-	100%	-	85%	-	100%	-	60%	-	60%	-	100%	-	20%	6	100%	278	100%	-	100%	-	75%	-	75%	-	-	-	301	
12:00 PM	80%	-	100%	-	50%	29	75%	8	100%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	6	100%	278	30%	-	100%	-	100%	-	100%	-	-	-	321	
1:00 PM	90%	-	100%	-	55%	32	75%	8	85%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	6	100%	278	0%	-	0%	-	100%	-	100%	-	-	-	324	
2:00 PM	100%	-	100%	-	45%	26	75%	8	65%	-	100%	-	90%	-	95%	-	60%	-	65%	-	100%	-	20%	6	100%	278	0%	-	0%	-	90%	-	90%	-	-	-	318	
3:00 PM	100%	-	100%	-	45%	26	75%	8	40%	-	75%	-	60%	-	70%	-	60%	-	65%	-	100%	-	20%	6	100%	278	0%	-	0%	-	80%	-	80%	-	-	-	318	
4:00 PM	95%	-	100%	-	45%	26	75%	8	45%	-	75%	-	55%	-	60%	-	65%	-	65%	-	90%	-	20%	6	100%	278	0%	-	0%	-	70%	-	70%	-	-	-	318	
5:00 PM	90%	-	95%	-	60%	35	100%	10	60%	-	95%	-	60%	-	70%	-	70%	-	100%	-	75%	-	40%	13	100%	278	0%	-	0%	-	60%	-	60%	-	-	-	336	
6:00 PM	80%	-	85%	-	90%	52	100%	10	70%	-	95%	-	85%	-	90%	-	75%	-	100%	-	60%	-	60%	19	100%	278	0%	-	0%	-	60%	-	60%	-	-	-	359	
7:00 PM	75%	-	80%	-	95%	55	100%	10	70%	-	95%	-	80%	-	90%	-	75%	-	100%	-	55%	-	100%	32	100%	278	0%	-	0%	-	50%	-	50%	-	-	-	375	
8:00 PM	65%	-	75%	-	100%	58	100%	10	65%	-	95%	-	50%	-	60%	-	80%	-	100%	-	55%	-	100%	32	100%	278	0%	-	0%	-	40%	-	40%	-	-	-	378	
9:00 PM	50%	-	65%	-	90%	52	100%	10	30%	-	80%	-	30%	-	40%	-	85%	-	100%	-	55%	-	100%	32	100%	278	0%	-	0%	-	30%	-	30%	-	-	-	372	
10:00 PM	35%	-	45%	-	90%	52	100%	10	25%	-	65%	-	20%	-	30%	-	95%	-	50%	-	45%	-	100%	32	100%	278	0%	-	0%	-	5%	-	5%	-	-	-	372	
11:00 PM	15%	-	15%	-	90%	52	85%	9	15%	-	65%	-	10%	-	20%	-	100%	-	0%	-	45%	-	80%	26	100%	278	0%	-	0%	-	0%	-	0%	-	-	-	365	
12:00 AM	0%	-	0%	-	50%	29	50%	5	10%	-	35%	-	5%	-	20%	-	100%	-	0%	-	30%	-	50%	16	100%	278	0%	-	0%	-	0%	-	0%	-	-	-	328	
MAXIMUM		-		-		58		10		-		-		-		-		-		-		-		32		278		-		-		-	-	-	-	-	378	

ZONE B
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																							
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare				
Required Spaces															129		90		32												48		250						
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	TOTAL		
6:00 AM	1%	-	10%	-	0%	-	0%	-	25%	-	50%	-	5%	-	15%	-	95%	123	0%	-	5%	2	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	3%	-	125
7:00 AM	5%	-	15%	-	0%	-	20%	-	50%	-	75%	-	10%	-	20%	-	90%	116	0%	-	30%	10	10%	-	100%	-	0%	-	0%	-	0%	-	0%	-	30%	-	126		
8:00 AM	15%	-	40%	-	0%	-	50%	-	60%	-	90%	-	20%	-	30%	-	80%	103	30%	27	90%	29	20%	-	100%	-	90%	-	60%	-	0%	-	0%	-	75%	-	159		
9:00 AM	35%	-	75%	-	0%	-	75%	-	75%	-	90%	-	30%	-	40%	-	70%	90	60%	54	90%	29	20%	-	100%	-	90%	-	100%	-	5%	2	5%	13	95%	-	188		
10:00 AM	65%	-	85%	-	15%	-	90%	-	85%	-	100%	-	55%	-	75%	-	60%	77	60%	54	100%	32	20%	-	100%	-	100%	-	100%	-	10%	5	10%	25	100%	-	193		
11:00 AM	85%	-	95%	-	40%	-	90%	-	90%	-	100%	-	85%	-	100%	-	60%	77	60%	54	100%	32	20%	-	100%	-	100%	-	100%	-	20%	10	20%	50	100%	-	223		
12:00 PM	95%	-	100%	-	75%	-	90%	-	100%	-	100%	-	100%	-	100%	-	55%	71	65%	59	100%	32	20%	-	100%	-	100%	-	100%	-	30%	14	30%	75	90%	-	251		
1:00 PM	100%	-	100%	-	75%	-	90%	-	90%	-	100%	-	100%	-	100%	-	55%	71	65%	59	100%	32	20%	-	100%	-	90%	-	100%	-	30%	14	30%	75	90%	-	251		
2:00 PM	95%	-	100%	-	65%	-	90%	-	100%	-	100%	-	90%	-	95%	-	60%	77	65%	59	100%	32	20%	-	100%	-	100%	-	100%	-	30%	14	30%	75	100%	-	257		
3:00 PM	90%	-	100%	-	40%	-	75%	-	45%	-	75%	-	60%	-	70%	-	60%	77	65%	59	100%	32	20%	-	100%	-	100%	-	100%	-	40%	19	40%	100	100%	-	287		
4:00 PM	90%	-	100%	-	50%	-	75%	-	45%	-	75%	-	55%	-	60%	-	65%	84	65%	59	90%	29	20%	-	100%	-	90%	-	100%	-	60%	29	60%	150	90%	-	351		
5:00 PM	95%	-	95%	-	75%	-	100%	-	75%	-	95%	-	60%	-	70%	-	70%	90	100%	90	70%	22	40%	-	100%	-	80%	-	100%	-	100%	48	100%	250	50%	-	500		
6:00 PM	95%	-	95%	-	95%	-	100%	-	80%	-	95%	-	85%	-	90%	-	75%	97	100%	90	40%	13	60%	-	100%	-	67%	-	67%	-	100%	48	100%	250	25%	-	498		
7:00 PM	95%	-	95%	-	100%	-	100%	-	80%	-	95%	-	80%	-	90%	-	75%	97	100%	90	20%	6	100%	-	100%	-	30%	-	30%	-	80%	38	80%	200	10%	-	431		
8:00 PM	80%	-	90%	-	100%	-	100%	-	80%	-	95%	-	50%	-	60%	-	80%	103	100%	90	20%	6	100%	-	100%	-	15%	-	15%	-	70%	34	70%	175	7%	-	408		
9:00 PM	50%	-	75%	-	100%	-	100%	-	60%	-	80%	-	30%	-	40%	-	85%	110	100%	90	20%	6	100%	-	100%	-	0%	-	0%	-	40%	19	40%	100	3%	-	325		
10:00 PM	30%	-	40%	-	95%	-	100%	-	55%	-	65%	-	20%	-	30%	-	95%	123	50%	45	20%	6	100%	-	100%	-	0%	-	0%	-	5%	2	5%	13	1%	-	189		
11:00 PM	10%	-	15%	-	75%	-	85%	-	50%	-	65%	-	10%	-	20%	-	100%	129	0%	-	10%	3	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	132		
12:00 AM	0%	-	0%	-	25%	-	35%	-	25%	-	35%	-	5%	-	20%	-	100%	129	0%	-	5%	2	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	131		
MAXIMUM		-		-		-		-		-		-		-		-	129		90		32		-		-		-		-		48		250		-	500			

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 549

TOTAL REQUIRED PARKING WITH SHARED SPACES: 500

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																	TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment			Water Park		Childcare		
Required Spaces															129		90		32												48			250				
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces		
6:00 AM	1%	-	10%	-	0%	-	0%	-	10%	-	50%	-	5%	-	15%	-	95%	123	0%	-	5%	2	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	125
7:00 AM	5%	-	15%	-	0%	-	20%	-	25%	-	75%	-	10%	-	20%	-	90%	116	0%	-	30%	10	20%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	126
8:00 AM	10%	-	40%	-	0%	-	30%	-	45%	-	90%	-	20%	-	30%	-	80%	103	30%	27	90%	29	20%	-	100%	-	90%	-	60%	-	0%	-	0%	-	-	159		
9:00 AM	30%	-	75%	-	0%	-	60%	-	70%	-	90%	-	30%	-	40%	-	70%	90	60%	54	90%	29	20%	-	100%	-	90%	-	100%	-	5%	2	5%	13	-	188		
10:00 AM	50%	-	85%	-	0%	-	75%	-	90%	-	100%	-	55%	-	75%	-	60%	77	60%	54	100%	32	20%	-	100%	-	100%	-	100%	-	50%	24	50%	125	-	312		
11:00 AM	65%	-	95%	-	15%	-	75%	-	90%	-	100%	-	85%	-	100%	-	60%	77	60%	54	100%	32	20%	-	100%	-	100%	-	100%	-	75%	36	75%	188	-	387		
12:00 PM	80%	-	100%	-	50%	-	75%	-	100%	-	100%	-	100%	-	100%	-	55%	71	65%	59	100%	32	20%	-	100%	-	30%	-	100%	-	100%	48	100%	250	-	460		
1:00 PM	90%	-	100%	-	55%	-	75%	-	85%	-	100%	-	100%	-	100%	-	55%	71	65%	59	100%	32	20%	-	100%	-	0%	-	0%	-	100%	48	100%	250	-	460		
2:00 PM	100%	-	100%	-	45%	-	75%	-	65%	-	100%	-	90%	-	95%	-	60%	77	65%	59	100%	32	20%	-	100%	-	0%	-	0%	-	90%	43	90%	225	-	436		
3:00 PM	100%	-	100%	-	45%	-	75%	-	40%	-	75%	-	60%	-	70%	-	60%	77	65%	59	100%	32	20%	-	100%	-	0%	-	0%	-	80%	38	80%	200	-	406		
4:00 PM	95%	-	100%	-	45%	-	75%	-	45%	-	75%	-	55%	-	60%	-	65%	84	65%	59	90%	29	20%	-	100%	-	0%	-	0%	-	70%	34	70%	175	-	381		
5:00 PM	90%	-	95%	-	60%	-	100%	-	60%	-	95%	-	60%	-	70%	-	70%	90	100%	90	75%	24	40%	-	100%	-	0%	-	0%	-	60%	29	60%	150	-	383		
6:00 PM	80%	-	85%	-	90%	-	100%	-	70%	-	95%	-	85%	-	90%	-	75%	97	100%	90	60%	19	60%	-	100%	-	0%	-	0%	-	60%	29	60%	150	-	385		
7:00 PM	75%	-	80%	-	95%	-	100%	-	70%	-	95%	-	80%	-	90%	-	75%	97	100%	90	55%	18	100%	-	100%	-	0%	-	0%	-	50%	24	50%	125	-	354		
8:00 PM	65%	-	75%	-	100%	-	100%	-	65%	-	95%	-	50%	-	60%	-	80%	103	100%	90	55%	18	100%	-	100%	-	0%	-	0%	-	40%	19	40%	100	-	330		
9:00 PM	50%	-	65%	-	90%	-	100%	-	30%	-	80%	-	30%	-	40%	-	85%	110	100%	90	55%	18	100%	-	100%	-	0%	-	0%	-	30%	14	30%	75	-	307		
10:00 PM	35%	-	45%	-	90%	-	100%	-	25%	-	65%	-	20%	-	30%	-	95%	123	50%	45	45%	14	100%	-	100%	-	0%	-	0%	-	5%	2	5%	13	-	197		
11:00 PM	15%	-	15%	-	90%	-	85%	-	15%	-	65%	-	10%	-	20%	-	100%	129	0%	-	45%	14	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	-	143		
12:00 AM	0%	-	0%	-	50%	-	50%	-	10%	-	35%	-	5%	-	20%	-	100%	129	0%	-	30%	10	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	-	139		
MAXIMUM		-		-		-		-		-		-		-		-	129		90		32		-		-		-		-		48		250		-	460		

ZONE C
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																							
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare				
Required Spaces																							66		575														
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	TOTAL		
6:00 AM	1%	-	10%	-	0%	-	0%	-	25%	-	50%	-	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	3%	-	575
7:00 AM	5%	-	15%	-	0%	-	20%	-	50%	-	75%	-	10%	-	20%	-	90%	-	0%	-	30%	-	10%	7	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	30%	-	582
8:00 AM	15%	-	40%	-	0%	-	50%	-	60%	-	90%	-	20%	-	30%	-	80%	-	30%	-	90%	-	20%	13	100%	575	90%	-	60%	-	0%	-	0%	-	0%	-	75%	-	588
9:00 AM	35%	-	75%	-	0%	-	75%	-	75%	-	90%	-	30%	-	40%	-	70%	-	60%	-	90%	-	20%	13	100%	575	90%	-	100%	-	5%	-	5%	-	5%	-	95%	-	588
10:00 AM	65%	-	85%	-	15%	-	90%	-	85%	-	100%	-	55%	-	75%	-	60%	-	60%	-	100%	-	20%	13	100%	575	100%	-	100%	-	10%	-	10%	-	10%	-	100%	-	588
11:00 AM	85%	-	95%	-	40%	-	90%	-	90%	-	100%	-	85%	-	100%	-	60%	-	60%	-	100%	-	20%	13	100%	575	100%	-	100%	-	20%	-	20%	-	100%	-	588		
12:00 PM	95%	-	100%	-	75%	-	90%	-	100%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	13	100%	575	30%	-	100%	-	30%	-	30%	-	30%	-	90%	-	588
1:00 PM	100%	-	100%	-	75%	-	90%	-	90%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	13	100%	575	90%	-	100%	-	30%	-	30%	-	30%	-	90%	-	588
2:00 PM	95%	-	100%	-	65%	-	90%	-	50%	-	100%	-	90%	-	95%	-	60%	-	65%	-	100%	-	20%	13	100%	575	100%	-	100%	-	30%	-	30%	-	30%	-	100%	-	588
3:00 PM	90%	-	100%	-	40%	-	75%	-	45%	-	75%	-	60%	-	70%	-	60%	-	65%	-	100%	-	20%	13	100%	575	100%	-	100%	-	40%	-	40%	-	100%	-	588		
4:00 PM	90%	-	100%	-	50%	-	75%	-	45%	-	75%	-	55%	-	60%	-	65%	-	65%	-	90%	-	20%	13	100%	575	90%	-	100%	-	60%	-	60%	-	90%	-	588		
5:00 PM	95%	-	95%	-	75%	-	100%	-	75%	-	95%	-	60%	-	70%	-	70%	-	100%	-	70%	-	40%	26	100%	575	80%	-	100%	-	100%	-	100%	-	100%	-	50%	-	601
6:00 PM	95%	-	95%	-	95%	-	100%	-	80%	-	95%	-	85%	-	90%	-	75%	-	100%	-	40%	-	60%	40	100%	575	67%	-	67%	-	100%	-	100%	-	100%	-	25%	-	615
7:00 PM	95%	-	95%	-	100%	-	100%	-	100%	-	80%	-	80%	-	90%	-	75%	-	100%	-	20%	-	100%	66	100%	575	30%	-	30%	-	80%	-	80%	-	10%	-	641		
8:00 PM	80%	-	90%	-	100%	-	100%	-	80%	-	95%	-	50%	-	60%	-	80%	-	100%	-	20%	-	100%	66	100%	575	15%	-	15%	-	70%	-	70%	-	7%	-	641		
9:00 PM	50%	-	75%	-	100%	-	100%	-	60%	-	80%	-	30%	-	40%	-	85%	-	100%	-	20%	-	100%	66	100%	575	0%	-	0%	-	40%	-	40%	-	3%	-	641		
10:00 PM	30%	-	40%	-	95%	-	100%	-	55%	-	65%	-	20%	-	30%	-	95%	-	50%	-	20%	-	100%	66	100%	575	0%	-	0%	-	5%	-	5%	-	1%	-	641		
11:00 PM	10%	-	15%	-	75%	-	85%	-	50%	-	65%	-	10%	-	20%	-	100%	-	0%	-	10%	-	80%	53	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	628		
12:00 AM	0%	-	0%	-	25%	-	35%	-	25%	-	35%	-	5%	-	20%	-	100%	-	0%	-	5%	-	50%	33	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	608		
MAXIMUM		-		-		-		-		-		-		-		-		-		-		-	66		575		-		-		-		-		-		-	641	

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 641

TOTAL REQUIRED PARKING WITH SHARED SPACES: 641

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																	TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment			Water Park		Childcare		
Required Spaces																							66		575													
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces		
6:00 AM	1%	-	10%	-	0%	-	0%	-	10%	-	50%	-	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	-	575
7:00 AM	5%	-	15%	-	0%	-	20%	-	25%	-	75%	-	10%	-	20%	-	90%	-	0%	-	30%	-	20%	13	100%	575	0%	-	0%	-	0%	-	0%	-	0%	-	-	588
8:00 AM	10%	-	40%	-	0%	-	30%	-	45%	-	90%	-	20%	-	30%	-	80%	-	30%	-	90%	-	20%	13	100%	575	90%	-	60%	-	0%	-	0%	-	-	-	-	588
9:00 AM	30%	-	75%	-	0%	-	60%	-	70%	-	90%	-	30%	-	40%	-	70%	-	60%	-	90%	-	20%	13	100%	575	90%	-	100%	-	5%	-	5%	-	-	-	-	588
10:00 AM	50%	-	85%	-	0%	-	75%	-	90%	-	100%	-	55%	-	75%	-	60%	-	60%	-	100%	-	20%	13	100%	575	100%	-	100%	-	50%	-	50%	-	-	-	-	588
11:00 AM	65%	-	95%	-	15%	-	75%	-	90%	-	100%	-	85%	-	100%	-	60%	-	60%	-	100%	-	20%	13	100%	575	100%	-	100%	-	75%	-	75%	-	-	-	-	588
12:00 PM	80%	-	100%	-	50%	-	75%	-	100%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	13	100%	575	30%	-	100%	-	100%	-	100%	-	100%	-	-	588
1:00 PM	90%	-	100%	-	55%	-	75%	-	85%	-	100%	-	100%	-	100%	-	55%	-	65%	-	100%	-	20%	13	100%	575	0%	-	0%	-	100%	-	100%	-	-	-	-	588
2:00 PM	100%	-	100%	-	45%	-	75%	-	65%	-	100%	-	90%	-	95%	-	60%	-	65%	-	100%	-	20%	13	100%	575	0%	-	0%	-	90%	-	90%	-	-	-	-	588
3:00 PM	100%	-	100%	-	45%	-	75%	-	40%	-	75%	-	60%	-	70%	-	60%	-	65%	-	100%	-	20%	13	100%	575	0%	-	0%	-	80%	-	80%	-	-	-	-	588
4:00 PM	95%	-	100%	-	45%	-	75%	-	45%	-	75%	-	55%	-	60%	-	65%	-	65%	-	90%	-	20%	13	100%	575	0%	-	0%	-	70%	-	70%	-	-	-	-	588
5:00 PM	90%	-	95%	-	60%	-	100%	-	60%	-	95%	-	60%	-	70%	-	70%	-	100%	-	75%	-	40%	26	100%	575	0%	-	0%	-	60%	-	60%	-	-	-	-	601
6:00 PM	80%	-	85%	-	90%	-	100%	-	70%	-	95%	-	85%	-	90%	-	75%	-	100%	-	60%	-	60%	40	100%	575	0%	-	0%	-	60%	-	60%	-	-	-	-	615
7:00 PM	75%	-	80%	-	95%	-	100%	-	70%	-	95%	-	80%	-	90%	-	75%	-	100%	-	55%	-	100%	66	100%	575	0%	-	0%	-	50%	-	50%	-	-	-	-	641
8:00 PM	65%	-	75%	-	100%	-	100%	-	65%	-	95%	-	50%	-	60%	-	80%	-	100%	-	55%	-	100%	66	100%	575	0%	-	0%	-	40%	-	40%	-	-	-	-	641
9:00 PM	50%	-	65%	-	90%	-	100%	-	30%	-	80%	-	30%	-	40%	-	85%	-	100%	-	55%	-	100%	66	100%	575	0%	-	0%	-	30%	-	30%	-	-	-	-	641
10:00 PM	35%	-	45%	-	90%	-	100%	-	25%	-	65%	-	20%	-	30%	-	95%	-	50%	-	45%	-	100%	66	100%	575	0%	-	0%	-	5%	-	5%	-	-	-	-	641
11:00 PM	15%	-	15%	-	90%	-	85%	-	15%	-	65%	-	10%	-	20%	-	100%	-	0%	-	45%	-	80%	53	100%	575	0%	-	0%	-	0%	-	0%	-	-	-	-	628
12:00 AM	0%	-	0%	-	50%	-	50%	-	10%	-	35%	-	5%	-	20%	-	100%	-	0%	-	30%	-	50%	33	100%	575	0%	-	0%	-	0%	-	0%	-	-	-	-	608
MAXIMUM		-		-		-		-		-		-		-		-		-		-		-		66		575		-		-		-	-	-	-	-	-	641

ZONE D
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																		TOTAL			
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare		
Required Spaces	54		13		109		19		63		11																45		23								
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	
6:00 AM	1%	1	10%	1	0%	-	0%	-	25%	16	50%	6	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	3%	-	24
7:00 AM	5%	3	15%	2	0%	-	20%	4	50%	32	75%	8	10%	-	20%	-	90%	-	0%	-	30%	-	10%	-	100%	-	0%	-	0%	-	0%	-	0%	-	30%	-	49
8:00 AM	15%	8	40%	5	0%	-	50%	10	60%	38	90%	10	20%	-	30%	-	80%	-	30%	-	90%	-	20%	-	100%	-	90%	41	60%	14	0%	-	0%	-	75%	-	126
9:00 AM	35%	19	75%	10	0%	-	75%	14	75%	47	90%	10	30%	-	40%	-	70%	-	60%	-	90%	-	20%	-	100%	-	90%	41	100%	23	5%	-	5%	-	95%	-	164
10:00 AM	65%	35	85%	11	15%	16	90%	17	85%	54	100%	11	55%	-	75%	-	60%	-	60%	-	100%	-	20%	-	100%	-	100%	45	100%	23	10%	-	10%	-	100%	-	212
11:00 AM	85%	46	95%	12	40%	44	90%	17	90%	57	100%	11	85%	-	100%	-	60%	-	60%	-	100%	-	20%	-	100%	-	100%	45	100%	23	20%	-	20%	-	100%	-	255
12:00 PM	95%	51	100%	13	75%	82	90%	17	100%	63	100%	11	100%	-	100%	-	55%	-	65%	-	100%	-	20%	-	100%	-	30%	14	100%	23	30%	-	30%	-	90%	-	274
1:00 PM	100%	54	100%	13	75%	82	90%	17	90%	57	100%	11	100%	-	100%	-	55%	-	65%	-	100%	-	20%	-	100%	-	90%	41	100%	23	30%	-	30%	-	90%	-	298
2:00 PM	95%	51	100%	13	65%	71	90%	17	50%	32	100%	11	90%	-	95%	-	60%	-	65%	-	100%	-	20%	-	100%	-	100%	45	100%	23	30%	-	30%	-	100%	-	263
3:00 PM	90%	49	100%	13	40%	44	75%	14	45%	28	75%	8	60%	-	70%	-	60%	-	65%	-	100%	-	20%	-	100%	-	100%	45	100%	23	40%	-	40%	-	100%	-	224
4:00 PM	90%	49	100%	13	50%	55	75%	14	45%	28	75%	8	55%	-	60%	-	65%	-	65%	-	90%	-	20%	-	100%	-	90%	41	100%	23	60%	-	60%	-	90%	-	231
5:00 PM	95%	51	95%	12	75%	82	100%	19	75%	47	95%	10	60%	-	70%	-	70%	-	100%	-	70%	-	40%	-	100%	-	80%	36	100%	23	100%	-	100%	-	50%	-	280
6:00 PM	95%	51	95%	12	95%	104	100%	19	80%	50	95%	10	85%	-	90%	-	75%	-	100%	-	40%	-	60%	-	100%	-	67%	30	67%	15	100%	-	100%	-	25%	-	291
7:00 PM	95%	51	95%	12	100%	109	100%	19	80%	50	95%	10	80%	-	90%	-	75%	-	100%	-	20%	-	100%	-	100%	-	30%	14	30%	7	80%	-	80%	-	10%	-	272
8:00 PM	80%	43	90%	12	100%	109	100%	19	80%	50	95%	10	50%	-	60%	-	80%	-	100%	-	20%	-	100%	-	100%	-	15%	7	15%	3	70%	-	70%	-	7%	-	253
9:00 PM	50%	27	75%	10	100%	109	100%	19	60%	38	80%	9	30%	-	40%	-	85%	-	100%	-	20%	-	100%	-	100%	-	0%	-	0%	-	40%	-	40%	-	3%	-	212
10:00 PM	30%	16	40%	5	95%	104	100%	19	55%	35	65%	7	20%	-	30%	-	95%	-	50%	-	20%	-	100%	-	100%	-	0%	-	0%	-	5%	-	5%	-	1%	-	186
11:00 PM	10%	5	15%	2	75%	82	85%	16	50%	32	65%	7	10%	-	20%	-	100%	-	0%	-	10%	-	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	144
12:00 AM	0%	-	0%	-	25%	27	35%	7	25%	16	35%	4	5%	-	20%	-	100%	-	0%	-	5%	-	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	54
MAXIMUM		54		13		109		19		63		11		-		-		-		-		-		-		-	45		23		-		-		-	298	

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 337

TOTAL REQUIRED PARKING WITH SHARED SPACES: 298

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																	TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment			Water Park		Childcare		
Required Spaces	59		15		152		27		91		16																45		23									
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces		
6:00 AM	1%	1	10%	2	0%	-	0%	-	10%	9	50%	8	5%	-	15%	-	95%	-	0%	-	5%	-	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	20
7:00 AM	5%	3	15%	2	0%	-	20%	5	25%	23	75%	12	10%	-	20%	-	90%	-	0%	-	30%	-	20%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	45
8:00 AM	10%	6	40%	6	0%	-	30%	8	45%	41	90%	14	20%	-	30%	-	80%	-	30%	-	90%	-	20%	-	100%	-	90%	41	60%	14	0%	-	0%	-	0%	-	-	130
9:00 AM	30%	18	75%	11	0%	-	60%	16	70%	64	90%	14	30%	-	40%	-	70%	-	60%	-	90%	-	20%	-	100%	-	90%	41	100%	23	5%	-	5%	-	5%	-	-	187
10:00 AM	50%	30	85%	13	0%	-	75%	20	90%	82	100%	16	55%	-	75%	-	60%	-	60%	-	100%	-	20%	-	100%	-	100%	45	100%	23	50%	-	50%	-	50%	-	-	229
11:00 AM	65%	38	95%	14	15%	23	75%	20	90%	82	100%	16	85%	-	100%	-	60%	-	60%	-	100%	-	20%	-	100%	-	100%	45	100%	23	75%	-	75%	-	75%	-	-	261
12:00 PM	80%	47	100%	15	50%	76	75%	20	100%	91	100%	16	100%	-	100%	-	55%	-	65%	-	100%	-	20%	-	100%	-	30%	14	100%	23	100%	-	100%	-	100%	-	-	302
1:00 PM	90%	53	100%	15	55%	84	75%	20	85%	77	100%	16	100%	-	100%	-	55%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	100%	-	100%	-	100%	-	-	265
2:00 PM	100%	59	100%	15	45%	68	75%	20	65%	59	100%	16	90%	-	95%	-	60%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	90%	-	90%	-	90%	-	-	237
3:00 PM	100%	59	100%	15	45%	68	75%	20	40%	36	75%	12	60%	-	70%	-	60%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	80%	-	80%	-	80%	-	-	210
4:00 PM	95%	56	100%	15	45%	68	75%	20	45%	41	75%	12	55%	-	60%	-	65%	-	65%	-	90%	-	20%	-	100%	-	0%	-	0%	-	70%	-	70%	-	70%	-	-	212
5:00 PM	90%	53	95%	14	60%	91	100%	27	60%	55	95%	15	60%	-	70%	-	70%	-	100%	-	75%	-	40%	-	100%	-	0%	-	0%	-	60%	-	60%	-	60%	-	-	255
6:00 PM	80%	47	85%	13	90%	137	100%	27	70%	64	95%	15	85%	-	90%	-	75%	-	100%	-	60%	-	60%	-	100%	-	0%	-	0%	-	60%	-	60%	-	60%	-	-	303
7:00 PM	75%	44	80%	12	95%	144	100%	27	70%	64	95%	15	80%	-	90%	-	75%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	50%	-	50%	-	50%	-	-	306
8:00 PM	65%	38	75%	11	100%	152	100%	27	65%	59	95%	15	50%	-	60%	-	80%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	40%	-	40%	-	40%	-	-	302
9:00 PM	50%	30	65%	10	90%	137	100%	27	30%	27	80%	13	30%	-	40%	-	85%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	30%	-	30%	-	30%	-	-	244
10:00 PM	35%	21	45%	7	90%	137	100%	27	25%	23	65%	10	20%	-	30%	-	95%	-	50%	-	45%	-	100%	-	100%	-	0%	-	0%	-	5%	-	5%	-	5%	-	-	225
11:00 PM	15%	9	15%	2	90%	137	85%	23	15%	14	65%	10	10%	-	20%	-	100%	-	0%	-	45%	-	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	195
12:00 AM	0%	-	0%	-	50%	76	50%	14	10%	9	35%	6	5%	-	20%	-	100%	-	0%	-	30%	-	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	105
MAXIMUM		59		15		152		27		91		16		-		-		-		-		-		-		-		45		23		-		-		-	306	

ZONE E
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																		TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare				
Required Spaces	12		3		23		5						64		11																								
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces			
6:00 AM	1%	-	10%	-	0%	-	0%	-	25%	-	50%	-	5%	3	15%	2	95%	-	0%	-	5%	-	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	3%	-	5
7:00 AM	5%	1	15%	-	0%	-	20%	1	50%	-	75%	-	10%	6	20%	2	90%	-	0%	-	30%	-	10%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	30%	-	10
8:00 AM	15%	2	40%	1	0%	-	50%	3	60%	-	90%	-	20%	13	30%	3	80%	-	30%	-	90%	-	20%	-	100%	-	90%	-	60%	-	0%	-	0%	-	0%	-	75%	-	22
9:00 AM	35%	4	75%	2	0%	-	75%	4	75%	-	90%	-	30%	19	40%	4	70%	-	60%	-	90%	-	20%	-	100%	-	90%	-	100%	-	5%	-	5%	-	95%	-	33		
10:00 AM	65%	8	85%	3	15%	3	90%	5	85%	-	100%	-	55%	35	75%	8	60%	-	60%	-	100%	-	20%	-	100%	-	100%	-	100%	-	10%	-	10%	-	100%	-	62		
11:00 AM	85%	10	95%	3	40%	9	90%	5	90%	-	100%	-	85%	54	100%	11	60%	-	60%	-	100%	-	20%	-	100%	-	100%	-	100%	-	20%	-	20%	-	100%	-	92		
12:00 PM	95%	11	100%	3	75%	17	90%	5	100%	-	100%	-	100%	64	100%	11	55%	-	65%	-	100%	-	20%	-	100%	-	100%	-	100%	-	30%	-	30%	-	90%	-	111		
1:00 PM	100%	12	100%	3	75%	17	90%	5	90%	-	100%	-	100%	64	100%	11	55%	-	65%	-	100%	-	20%	-	100%	-	90%	-	100%	-	30%	-	30%	-	90%	-	112		
2:00 PM	95%	11	100%	3	65%	15	90%	5	50%	-	100%	-	90%	58	95%	10	60%	-	65%	-	100%	-	20%	-	100%	-	100%	-	100%	-	30%	-	30%	-	100%	-	102		
3:00 PM	90%	11	100%	3	40%	9	75%	4	45%	-	75%	-	60%	38	70%	8	60%	-	65%	-	100%	-	20%	-	100%	-	100%	-	100%	-	40%	-	40%	-	100%	-	73		
4:00 PM	90%	11	100%	3	50%	12	75%	4	45%	-	75%	-	55%	35	60%	7	65%	-	65%	-	90%	-	20%	-	100%	-	90%	-	100%	-	60%	-	60%	-	90%	-	72		
5:00 PM	95%	11	95%	3	75%	17	100%	5	75%	-	95%	-	60%	38	70%	8	70%	-	100%	-	70%	-	40%	-	100%	-	80%	-	100%	-	100%	-	100%	-	50%	-	82		
6:00 PM	95%	11	95%	3	95%	22	100%	5	80%	-	95%	-	85%	54	90%	10	75%	-	100%	-	40%	-	60%	-	100%	-	67%	-	67%	-	100%	-	100%	-	25%	-	105		
7:00 PM	95%	11	95%	3	100%	23	100%	5	80%	-	95%	-	80%	51	90%	10	75%	-	100%	-	20%	-	100%	-	100%	-	30%	-	30%	-	80%	-	80%	-	10%	-	103		
8:00 PM	80%	10	90%	3	100%	23	100%	5	80%	-	95%	-	50%	32	60%	7	80%	-	100%	-	20%	-	100%	-	100%	-	15%	-	15%	-	70%	-	70%	-	7%	-	80		
9:00 PM	50%	6	75%	2	100%	23	100%	5	60%	-	80%	-	30%	19	40%	4	85%	-	100%	-	20%	-	100%	-	100%	-	0%	-	0%	-	40%	-	40%	-	3%	-	59		
10:00 PM	30%	4	40%	1	95%	22	100%	5	55%	-	65%	-	20%	13	30%	3	95%	-	50%	-	20%	-	100%	-	100%	-	0%	-	0%	-	5%	-	5%	-	1%	-	48		
11:00 PM	10%	1	15%	-	75%	17	85%	4	50%	-	65%	-	10%	6	20%	2	100%	-	0%	-	10%	-	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	30		
12:00 AM	0%	-	0%	-	25%	6	35%	2	25%	-	35%	-	5%	3	20%	2	100%	-	0%	-	5%	-	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	13		
MAXIMUM		12		3		23		5		-		-		64		11		-		-		-		-		-		-		-		-		-		-	112		

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 118

TOTAL REQUIRED PARKING WITH SHARED SPACES: 112

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																	TOTAL					
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment			Water Park		Childcare		
Required Spaces	13		3		33		6						92		16																							
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces		
6:00 AM	1%	-	10%	-	0%	-	0%	-	10%	-	50%	-	5%	5	15%	2	95%	-	0%	-	5%	-	0%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	7
7:00 AM	5%	1	15%	-	0%	-	20%	1	25%	-	75%	-	10%	9	20%	3	90%	-	0%	-	30%	-	20%	-	100%	-	0%	-	0%	-	0%	-	0%	-	0%	-	-	14
8:00 AM	10%	1	40%	1	0%	-	30%	2	45%	-	90%	-	20%	18	30%	5	80%	-	30%	-	90%	-	20%	-	100%	-	90%	-	60%	-	0%	-	0%	-	0%	-	-	27
9:00 AM	30%	4	75%	2	0%	-	60%	4	70%	-	90%	-	30%	28	40%	6	70%	-	60%	-	90%	-	20%	-	100%	-	90%	-	100%	-	5%	-	5%	-	-	-	44	
10:00 AM	50%	7	85%	3	0%	-	75%	5	90%	-	100%	-	55%	51	75%	12	60%	-	60%	-	100%	-	20%	-	100%	-	100%	-	100%	-	50%	-	50%	-	-	-	78	
11:00 AM	65%	8	95%	3	15%	5	75%	5	90%	-	100%	-	85%	78	100%	16	60%	-	60%	-	100%	-	20%	-	100%	-	100%	-	100%	-	75%	-	75%	-	-	-	115	
12:00 PM	80%	10	100%	3	50%	17	75%	5	100%	-	100%	-	100%	92	100%	16	55%	-	65%	-	100%	-	20%	-	100%	-	30%	-	100%	-	100%	-	100%	-	-	-	143	
1:00 PM	90%	12	100%	3	55%	18	75%	5	85%	-	100%	-	100%	92	100%	16	55%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	100%	-	100%	-	-	-	146	
2:00 PM	100%	13	100%	3	45%	15	75%	5	65%	-	100%	-	90%	83	95%	15	60%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	90%	-	90%	-	-	-	134	
3:00 PM	100%	13	100%	3	45%	15	75%	5	40%	-	75%	-	60%	55	70%	11	60%	-	65%	-	100%	-	20%	-	100%	-	0%	-	0%	-	80%	-	80%	-	-	-	102	
4:00 PM	95%	12	100%	3	45%	15	75%	5	45%	-	75%	-	55%	51	60%	10	65%	-	65%	-	90%	-	20%	-	100%	-	0%	-	0%	-	70%	-	70%	-	-	-	96	
5:00 PM	90%	12	95%	3	60%	20	100%	6	60%	-	95%	-	60%	55	70%	11	70%	-	100%	-	75%	-	40%	-	100%	-	0%	-	0%	-	60%	-	60%	-	-	-	107	
6:00 PM	80%	10	85%	3	90%	30	100%	6	70%	-	95%	-	85%	78	90%	14	75%	-	100%	-	60%	-	60%	-	100%	-	0%	-	0%	-	60%	-	60%	-	-	-	141	
7:00 PM	75%	10	80%	2	95%	31	100%	6	70%	-	95%	-	80%	74	90%	14	75%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	50%	-	50%	-	-	-	137	
8:00 PM	65%	8	75%	2	100%	33	100%	6	65%	-	95%	-	50%	46	60%	10	80%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	40%	-	40%	-	-	-	105	
9:00 PM	50%	7	65%	2	90%	30	100%	6	30%	-	80%	-	30%	28	40%	6	85%	-	100%	-	55%	-	100%	-	100%	-	0%	-	0%	-	30%	-	30%	-	-	-	79	
10:00 PM	35%	5	45%	1	90%	30	100%	6	25%	-	65%	-	20%	18	30%	5	95%	-	50%	-	45%	-	100%	-	100%	-	0%	-	0%	-	5%	-	5%	-	-	-	65	
11:00 PM	15%	2	15%	-	90%	30	85%	5	15%	-	65%	-	10%	9	20%	3	100%	-	0%	-	45%	-	80%	-	100%	-	0%	-	0%	-	0%	-	0%	-	-	-	49	
12:00 AM	0%	-	0%	-	50%	17	50%	3	10%	-	35%	-	5%	5	20%	3	100%	-	0%	-	30%	-	50%	-	100%	-	0%	-	0%	-	0%	-	0%	-	-	-	28	
MAXIMUM		13		3		33		6		-		-		92		16		-		-		-		-		-		-		-		-		-		-	146	

ARLINGTON DOWNS SITE TOTAL
Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekdays)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																		TOTAL			
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare		
Required Spaces	66		16		173		31		63		11		64		11		129		90		32		98		853		45		23		48		250		22		
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	
6:00 AM	1%	1	10%	2	0%	-	0%	-	25%	16	50%	6	5%	3	15%	2	95%	123	0%	-	5%	2	0%	-	100%	853	0%	-	0%	-	0%	-	0%	-	3%	1	
7:00 AM	5%	3	15%	2	0%	-	20%	6	50%	32	75%	8	10%	6	20%	2	90%	116	0%	-	30%	10	10%	10	100%	853	0%	-	0%	-	0%	-	0%	-	30%	7	
8:00 AM	15%	10	40%	6	0%	-	50%	16	60%	38	90%	10	20%	13	30%	3	80%	103	30%	27	90%	29	20%	20	100%	853	90%	41	60%	14	0%	-	0%	-	75%	17	
9:00 AM	35%	23	75%	12	0%	-	75%	23	75%	47	90%	10	30%	19	40%	4	70%	90	60%	54	90%	29	20%	20	100%	853	90%	41	100%	23	5%	2	5%	13	95%	21	
10:00 AM	65%	43	85%	14	15%	26	90%	28	85%	54	100%	11	55%	35	75%	8	60%	77	60%	54	100%	32	20%	20	100%	853	100%	45	100%	23	10%	5	10%	25	100%	22	
11:00 AM	85%	56	95%	15	40%	69	90%	28	90%	57	100%	11	85%	54	100%	11	60%	77	60%	54	100%	32	20%	20	100%	853	100%	45	100%	23	20%	10	20%	50	100%	22	
12:00 PM	95%	63	100%	16	75%	130	90%	28	100%	63	100%	11	100%	64	100%	11	55%	71	65%	59	100%	32	20%	20	100%	853	30%	14	100%	23	30%	14	30%	75	90%	20	
1:00 PM	100%	66	100%	16	75%	130	90%	28	90%	57	100%	11	100%	64	100%	11	55%	71	65%	59	100%	32	20%	20	100%	853	90%	41	100%	23	30%	14	30%	75	90%	20	
2:00 PM	95%	63	100%	16	65%	112	90%	28	50%	32	100%	11	90%	58	95%	10	60%	77	65%	59	100%	32	20%	20	100%	853	100%	45	100%	23	30%	14	30%	75	100%	22	
3:00 PM	90%	59	100%	16	40%	69	75%	23	45%	28	75%	8	60%	38	70%	8	60%	77	65%	59	100%	32	20%	20	100%	853	100%	45	100%	23	40%	19	40%	100	100%	22	
4:00 PM	90%	59	100%	16	50%	87	75%	23	45%	28	75%	8	55%	35	60%	7	65%	84	65%	59	90%	29	20%	20	100%	853	90%	41	100%	23	60%	29	60%	150	90%	20	
5:00 PM	95%	63	95%	15	75%	130	100%	31	75%	47	95%	10	60%	38	70%	8	70%	90	100%	90	70%	22	40%	39	100%	853	80%	36	100%	23	100%	48	100%	250	50%	11	
6:00 PM	95%	63	95%	15	95%	164	100%	31	80%	50	95%	10	85%	54	90%	10	75%	97	100%	90	40%	13	60%	59	100%	853	67%	30	67%	15	100%	48	100%	250	25%	6	
7:00 PM	95%	63	95%	15	100%	173	100%	31	80%	50	95%	10	80%	51	90%	10	75%	97	100%	90	20%	6	100%	98	100%	853	30%	14	30%	7	80%	38	80%	200	10%	2	
8:00 PM	80%	53	90%	14	100%	173	100%	31	80%	50	95%	10	50%	32	60%	7	80%	103	100%	90	20%	6	100%	98	100%	853	15%	7	15%	3	70%	34	70%	175	7%	2	
9:00 PM	50%	33	75%	12	100%	173	100%	31	60%	38	80%	9	30%	19	40%	4	85%	110	100%	90	20%	6	100%	98	100%	853	0%	-	0%	-	40%	19	40%	100	3%	1	
10:00 PM	30%	20	40%	6	95%	164	100%	31	55%	35	65%	7	20%	13	30%	3	95%	123	50%	45	20%	6	100%	98	100%	853	0%	-	0%	-	5%	2	5%	13	1%	-	
11:00 PM	10%	7	15%	2	75%	130	85%	26	50%	32	65%	7	10%	6	20%	2	100%	129	0%	-	10%	3	80%	78	100%	853	0%	-	0%	-	0%	-	0%	-	0%	-	
12:00 AM	0%	-	0%	-	25%	43	35%	11	25%	16	35%	4	5%	3	20%	2	100%	129	0%	-	5%	2	50%	49	100%	853	0%	-	0%	-	0%	-	0%	-	0%	-	
MAXIMUM		66		16		173		31		63		11		64		11		129		90		32		98		853		45		23		48		250		22	

TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 2,025

TOTAL REQUIRED PARKING WITH SHARED SPACES: 1,858

Approximated Parking Demand Peaking Characteristics, by Land Use Component and Time of Day (Weekends)

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements																																		TOTAL			
	Shopping Center - Typical (Customer)		Shopping Center (Employee)		Fine/Casual Dining (Customer)		Fine/Casual Dining (Employee)		Family Restaurant (Customer)		Family Restaurant (Employee)		Fast Food (Customer)		Fast Food (Employee)		Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		Residential (Guest)		Residential (Reserved)		Medical/Dental Office (Visitor)		Medical/Dental Office (Employee)		Family Entertainment		Water Park		Childcare		
Required Spaces	72		18		243		43		91		16		92		16		129		90		32		98		853		45		23		48		250		0		
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	
6:00 AM	1%	1	10%	2	0%	-	0%	-	10%	9	50%	8	5%	5	15%	2	95%	123	0%	-	5%	2	0%	-	100%	853	0%	-	0%	-	0%	-	0%	-	0%	-	1,005
7:00 AM	5%	4	15%	3	0%	-	20%	9	25%	23	75%	12	10%	9	20%	3	90%	116	0%	-	30%	10	20%	20	100%	853	0%	-	0%	-	0%	-	0%	-	0%	-	1,059
8:00 AM	10%	7	40%	7	0%	-	30%	13	45%	41	90%	14	20%	18	30%	5	80%	103	30%	27	90%	29	20%	20	100%	853	90%	41	60%	14	0%	-	0%	-	0%	-	1,191
9:00 AM	30%	22	75%	14	0%	-	60%	26	70%	64	90%	14	30%	28	40%	6	70%	90	60%	54	90%	29	20%	20	100%	853	90%	41	100%	23	5%	2	5%	13	-	-	1,297
10:00 AM	50%	36	85%	15	0%	-	75%	32	90%	82	100%	16	55%	51	75%	12	60%	77	60%	54	100%	32	20%	20	100%	853	100%	45	100%	23	50%	24	50%	125	-	-	1,499
11:00 AM	65%	47	95%	17	15%	36	75%	32	90%	82	100%	16	85%	78	100%	16	60%	77	60%	54	100%	32	20%	20	100%	853	100%	45	100%	23	75%	36	75%	188	-	-	1,652
12:00 PM	80%	58	100%	18	50%	122	75%	32	100%	91	100%	16	100%	92	100%	16	55%	71	65%	59	100%	32	20%	20	100%	853	30%	14	100%	23	100%	48	100%	250	-	-	1,814
1:00 PM	90%	65	100%	18	55%	134	75%	32	85%	77	100%	16	100%	92	100%	16	55%	71	65%	59	100%	32	20%	20	100%	853	0%	-	0%	-	100%	48	100%	250	-	-	1,783
2:00 PM	100%	72	100%	18	45%	109	75%	32	65%	59	100%	16	90%	83	95%	15	60%	77	65%	59	100%	32	20%	20	100%	853	0%	-	0%	-	90%	43	90%	225	-	-	1,713
3:00 PM	100%	72	100%	18	45%	109	75%	32	40%	36	75%	12	60%	55	70%	11	60%	77	65%	59	100%	32	20%	20	100%	853	0%	-	0%	-	80%	38	80%	200	-	-	1,624
4:00 PM	95%	68	100%	18	45%	109	75%	32	45%	41	75%	12	55%	51	60%	10	65%	84	65%	59	90%	29	20%	20	100%	853	0%	-	0%	-	70%	34	70%	175	-	-	1,595
5:00 PM	90%	65	95%	17	60%	146	100%	43	60%	55	95%	15	60%	55	70%	11	70%	90	100%	90	75%	24	40%	39	100%	853	0%	-	0%	-	60%	29	60%	150	-	-	1,682
6:00 PM	80%	58	85%	15	90%	219	100%	43	70%	64	95%	15	85%	78	90%	14	75%	97	100%	90	60%	19	60%	59	100%	853	0%	-	0%	-	60%	29	60%	150	-	-	1,803
7:00 PM	75%	54	80%	14	95%	231	100%	43	70%	64	95%	15	80%	74	90%	14	75%	97	100%	90	55%	18	100%	98	100%	853	0%	-	0%	-	50%	24	50%	125	-	-	1,813
8:00 PM	65%	47	75%	14	100%	243	100%	43	65%	59	95%	15	50%	46	60%	10	80%	103	100%	90	55%	18	100%	98	100%	853	0%	-	0%	-	40%	19	40%	100	-	-	1,756
9:00 PM	50%	36	65%	12	90%	219	100%	43	30%	27	80%	13	30%	28	40%	6	85%	110	100%	90	55%	18	100%	98	100%	853	0%	-	0%	-	30%	14	30%	75	-	-	1,643
10:00 PM	35%	25	45%	8	90%	219	100%	43	25%	23	65%	10	20%	18	30%	5	95%	123	50%	45	45%	14	100%	98	100%	853	0%	-	0%	-	5%	2	5%	13	-	-	1,500
11:00 PM	15%	11	15%	3	90%	219	85%	37	15%	14	65%	10	10%	9	20%	3	100%	129	0%	-	45%	14	80%	78	100%	853	0%	-	0%	-	0%	-	0%	-	-	-	1,380
12:00 AM	0%	-	0%	-	50%	122	50%	22	10%	9	35%	6	5%	5	20%	3	100%	129	0%	-	30%	10	50%	49	100%	853	0%	-	0%	-	0%	-	0%	-	-	-	1,208
MAXIMUM		72		18		243		43		91		16		92		16		129		90		32		98		853		45		23		48		250		-	1,814

TRAFFIC IMPACT STUDY

REPORT FOR:

ChiArc



ARLINGTON DOWNS
EUCLID AVENUE AND ROHLWING ROAD
ARLINGTON HEIGHTS, ILLINOIS

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 15126

August 20, 2015



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I. INTRODUCTION

V3 Companies has been retained by ChiArc to conduct a traffic impact study for the Arlington Downs mixed-use development located at Euclid Avenue and Rohlwing Road in Arlington Heights, Illinois. The development is located west of the Arlington International Racecourse and is bounded by Euclid Avenue to the south, Rohlwing Road to the west, and Salt Creek Lane to the north and east. A location map is included as Figure 1.

The site, which has been undergoing redevelopment for several years, currently consists of a 214-unit high-rise apartment building that recently opened and is partially occupied. A 55,000 square foot indoor water park is attached to the apartment building but is currently no in operation. A 161-room hotel with a conference space has been approved and will be under construction soon. The proposed plan for the remaining portions of the site include re-opening the indoor water with an attached family entertainment center, a second residential tower with 442 units, and a mix of retail, restaurant, and medical office land uses. Table 1 provides a summary of the proposed land use plan for Arlington Downs. A conceptual site plan is included in Figure 2.

Table 1: Proposed Land Use Plan

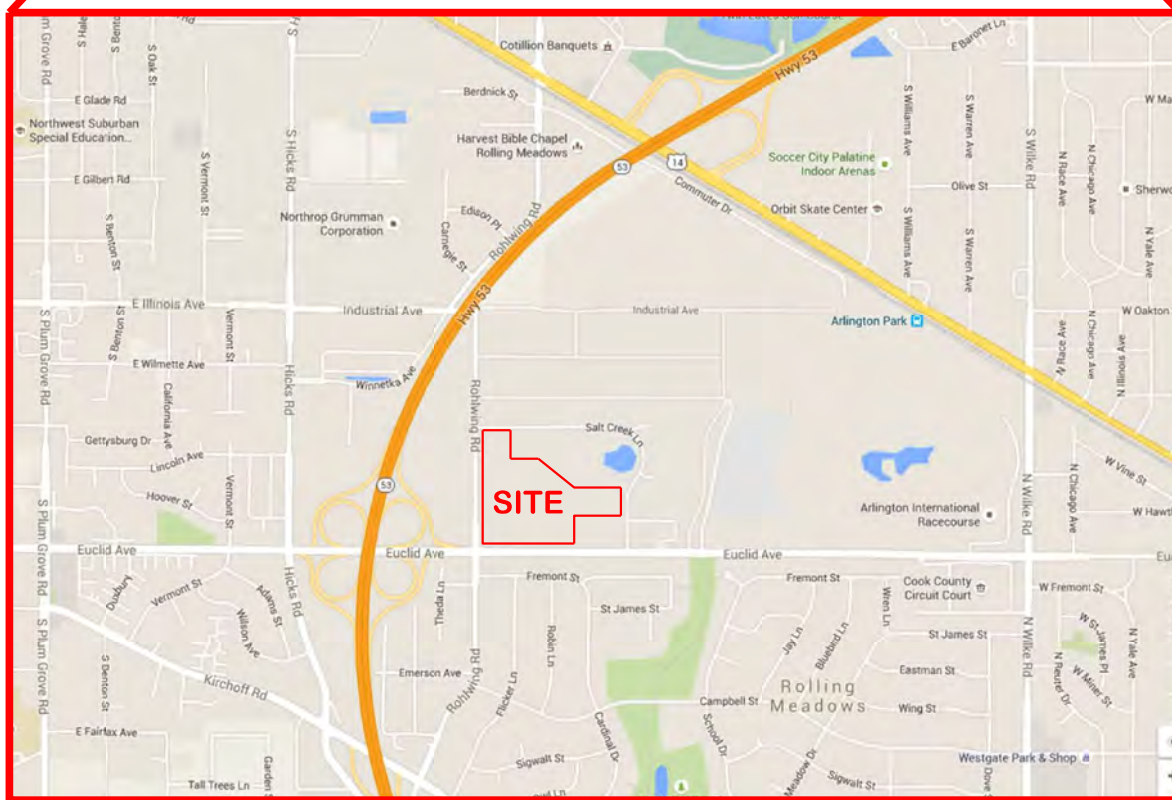
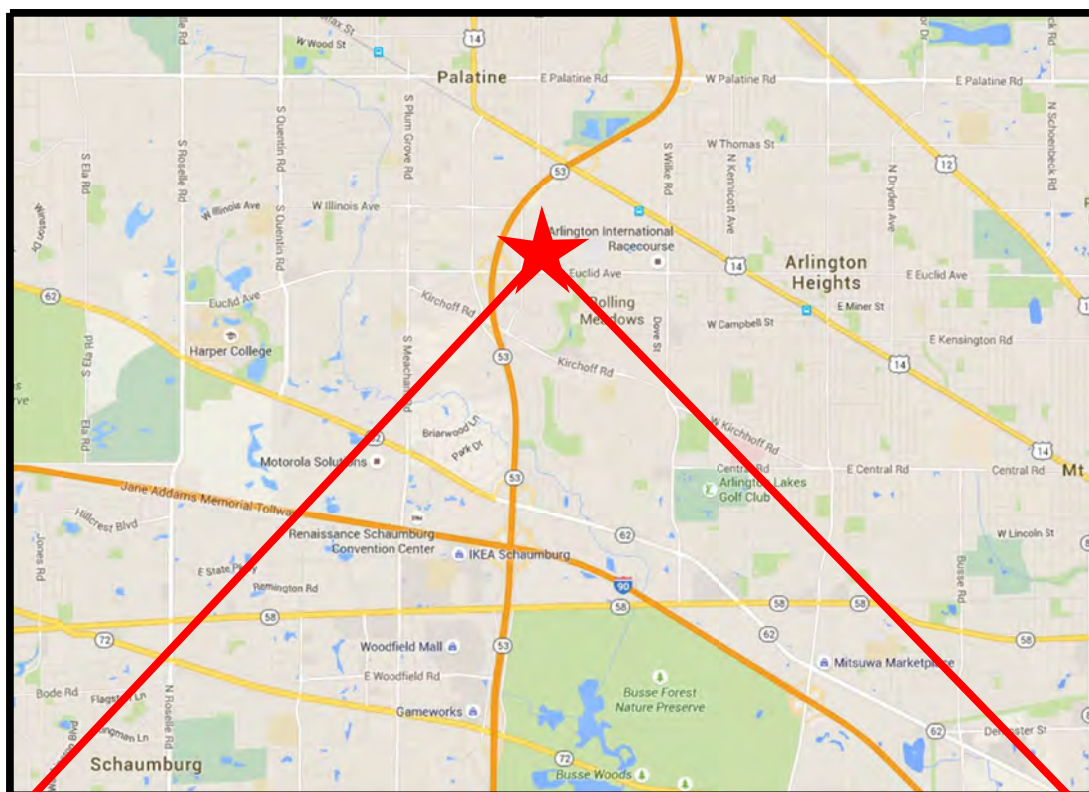
LAND USE	SIZE
Apartment	656 units
Hotel	161 rooms
Day Care Center	90 students
Office (Medical)	21,600 sq. ft.
Shopping Center	21,065 sq. ft.
Hair Salon	1,610 sq. ft.
High-Turnover (Sit-Down) Restaurant	20,085 sq. ft.
Fast-Food Restaurant without Drive-Through Window	3,770 sq. ft.
Fast-Food Restaurant with Drive-Through Window	2,670 sq. ft.
Special Use - Water Park and Family Entertainment	1,160 occ.

The purpose of this traffic study is to evaluate the potential traffic impacts of Arlington Downs, which is expected to be fully built out by 2017. Traffic estimates are projected to 2022, which is five years beyond the projected build-out year of the project. The study area includes the following intersections:



- Euclid Avenue and Rohlwing Road
- Euclid Avenue and Arlington Downs Drive
- Euclid Avenue and Salt Creek Lane
- Salt Creek Lane and Site Driveway
- Rohlwing Road and Arlington Downs Drive
- Rohlwing Road and Salt Creek Lane

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



ARLINGTON DOWNS

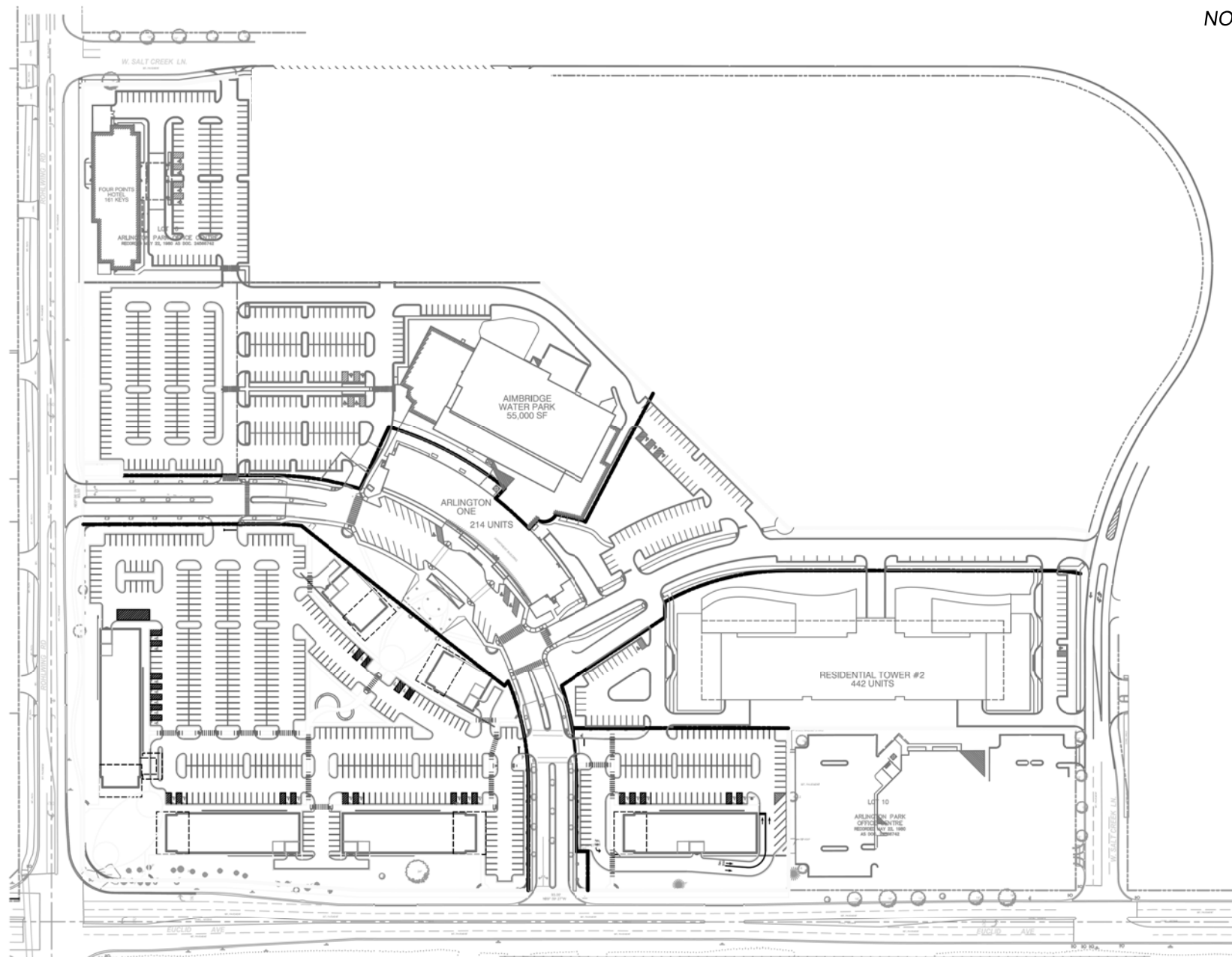
FIGURE 1
LOCATION MAP

ARLINGTON HEIGHTS

ILLINOIS



NOT TO SCALE



ARLINGTON DOWNS

FIGURE 2
CONCEPTUAL SITE PLAN

BARTLETT

ILLINOIS





II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, including industrial, office, and residential uses. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configuration in the study area is illustrated in Figure 4.

Euclid Avenue is an east-west collector roadway with two through lanes in each direction and a posted speed limit of 40 mph. Euclid Avenue widens to provide auxiliary turn lanes at the intersections of Rohlwing Road and Salt Creek Lane while a 6-foot median is provided between the intersections. At Rohlwing Road, the eastbound and westbound approaches on Euclid Avenue each consist of one left turn lane, two through lanes, and one right turn lane. At Salt Creek Lane, the eastbound approach includes a left turn lane. Euclid Avenue is a Cook County Department of Transportation and Highways (CCDOTH) roadway, County Route A59. There are no pedestrian facilities provided along Euclid Avenue adjacent to the proposed development.

Rohlwing Road is a north-south collector roadway with a posted speed limit of 40 mph to the north of Euclid Avenue and 30 mph to the south. Rohlwing Road typically consists of a three lane section with one through lane in each direction and a painted median that varies between dedicated left turn lanes and a two-way left turn lane. At the intersection with Euclid Avenue, the northbound and southbound approaches both consist of one left turn lane and one shared through/right turn lane. A dedicated left turn lane is also provided on the southbound approach to Arlington Downs Drive. There is a multi-use path along the west side of Rohlwing Road.

Salt Creek Lane is a local roadway that intersects Rohlwing Road in the west and curves to intersect Euclid Avenue to the south. There are a number of industrial/office driveways on Salt Creek Lane. Although there is no pavement marking along most of Salt Creek Lane, the 36-foot section allows for and typically operates as one travel lane in each direction with a two-way left turn lane. The southbound approach to Euclid Avenue widens to consist of one left turn lane, one right turn lane and two receiving lanes. The westbound approach to Rohlwing Road widens and operates as one left turn lane and one shared through/right turn lane. There are no pedestrian facilities along Salt Creek Lane with the exception of a sidewalk along the east side of the roadway for the office building just north of Euclid Avenue.

Arlington Downs Drive is an internal spine road that circulates traffic within the Arlington Downs development. Arlington Downs Drive consists of one 18 foot travel lane in each direction, typically separated by a landscaped median. There is no median in front of the existing residential tower, where angled parking is also provided. Arlington Downs Drive curves to



intersect both Euclid Avenue and Rohlwing Road, with the Arlington Downs Drive approaches consisting of one right turn lane and one left turn lane at both intersections. A two lane access road continues east from Arlington Downs Drive and intersects Salt Creek Lane. Sidewalks are generally provided along both sides of the roadway.



ARLINGTON DOWNS

FIGURE 3
LAND USE MAP

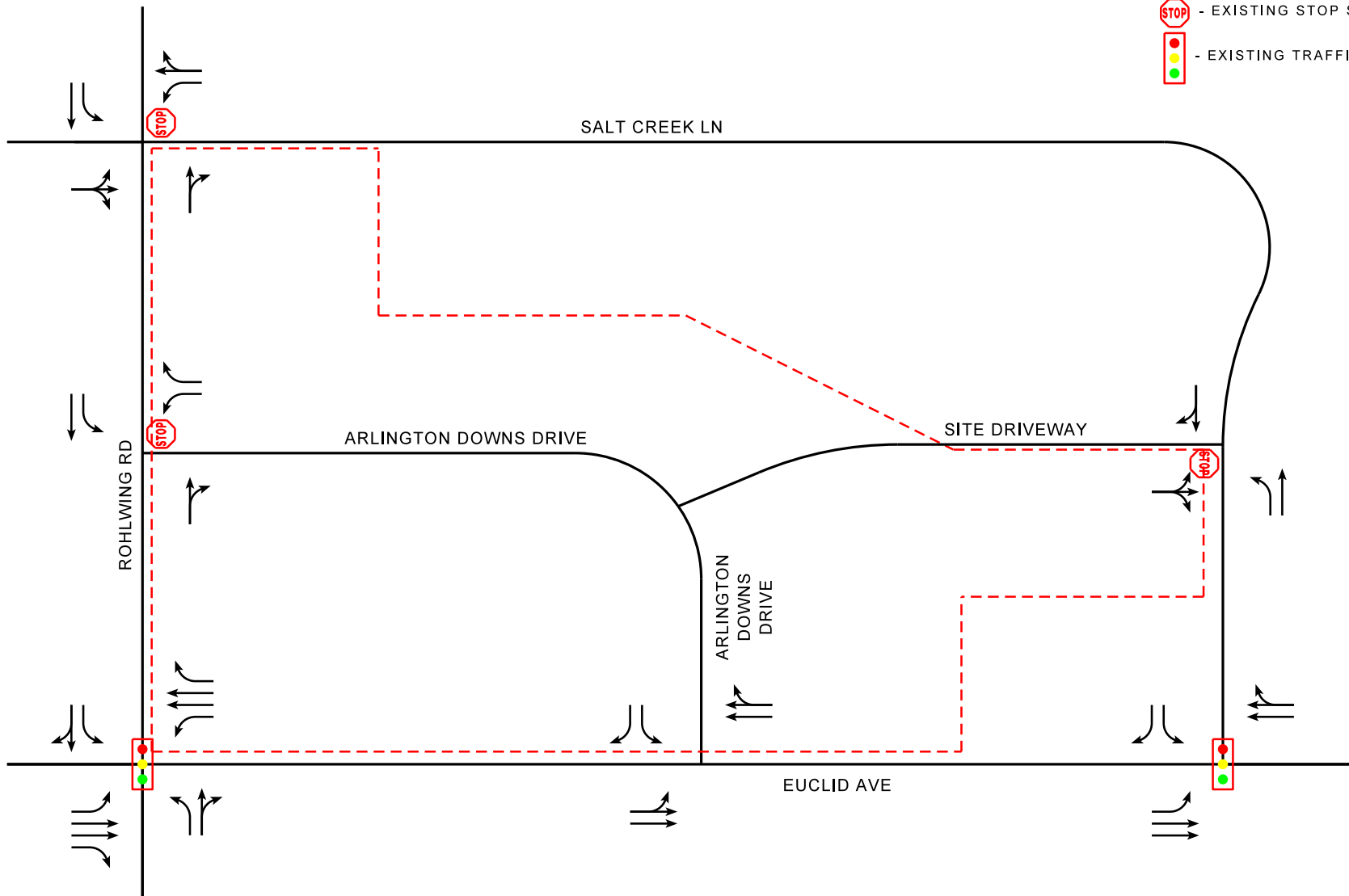
ARLINGTON HEIGHTS

ILLINOIS



LEGEND

-  - EXISTING STOP SIGN
-  - EXISTING TRAFFIC SIGNAL



ARLINGTON DOWNS

FIGURE 4 EXISTING LANE CONFIGURATION

ARLINGTON HEIGHTS

ILLINOIS





Traffic Volumes

Existing traffic counts were collected on Saturday, June 20th, 2015 and Tuesday, June 23rd, 2015 at the six study area intersections. Weekday peak hour traffic counts were collected from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The Saturday peak hour count occurred from 11:00 am to 1:00 pm. The time periods of the traffic counts were selected to coincide with the typical peak hours of the local roadways like Euclid Avenue.

The weekday am, weekday pm and Saturday midday peak hours occur between 7:30 am - 8:30 am, 4:30 pm – 5:30 pm, and 12:00 pm – 1:00 pm, respectively. The existing peak hour volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

Proposed Development

Land Use Development

The area surrounding the Arlington Downs development is mostly developed. However, it is anticipated that the existing office building adjacent to the proposed hotel will be redeveloped in the future. This potential redevelopment is not part of the Arlington Downs PUD and has not been included in this traffic study.

The Arlington Heights Park District is also planning to construct several soccer fields on the undeveloped land to the northeast of the Arlington Downs site. However, it is unknown when the soccer fields will be open; therefore, the traffic impacts have not been included in this traffic study.

There are no other known proposed land development projects in the vicinity of the site that will impact the study area intersections within the study time frame.

Roadway Development

There are no planned roadway improvements in the vicinity of the site that will impact the study area intersections. While the conceptual site plan does not include any new access points on Euclid Avenue, Rohlwing Road, or Salt Creek Lane, there are several proposed modifications to the roadway network that are included with the Arlington Downs development.

Currently, Euclid Avenue consists of a four lane section at Arlington Downs Drive intersection, which widens to a five lane section at Rohlwing Road to the west and Salt Creek Lane to the east. As part of this development, Euclid Avenue will be widened to a consistent five lane section with two through lanes in each direction and a median. This will allow an eastbound left turn lane to be installed at Arlington Downs Drive. A traffic signal is warranted and proposed at Arlington Downs Drive, which is intended to be the primary access point to the site.

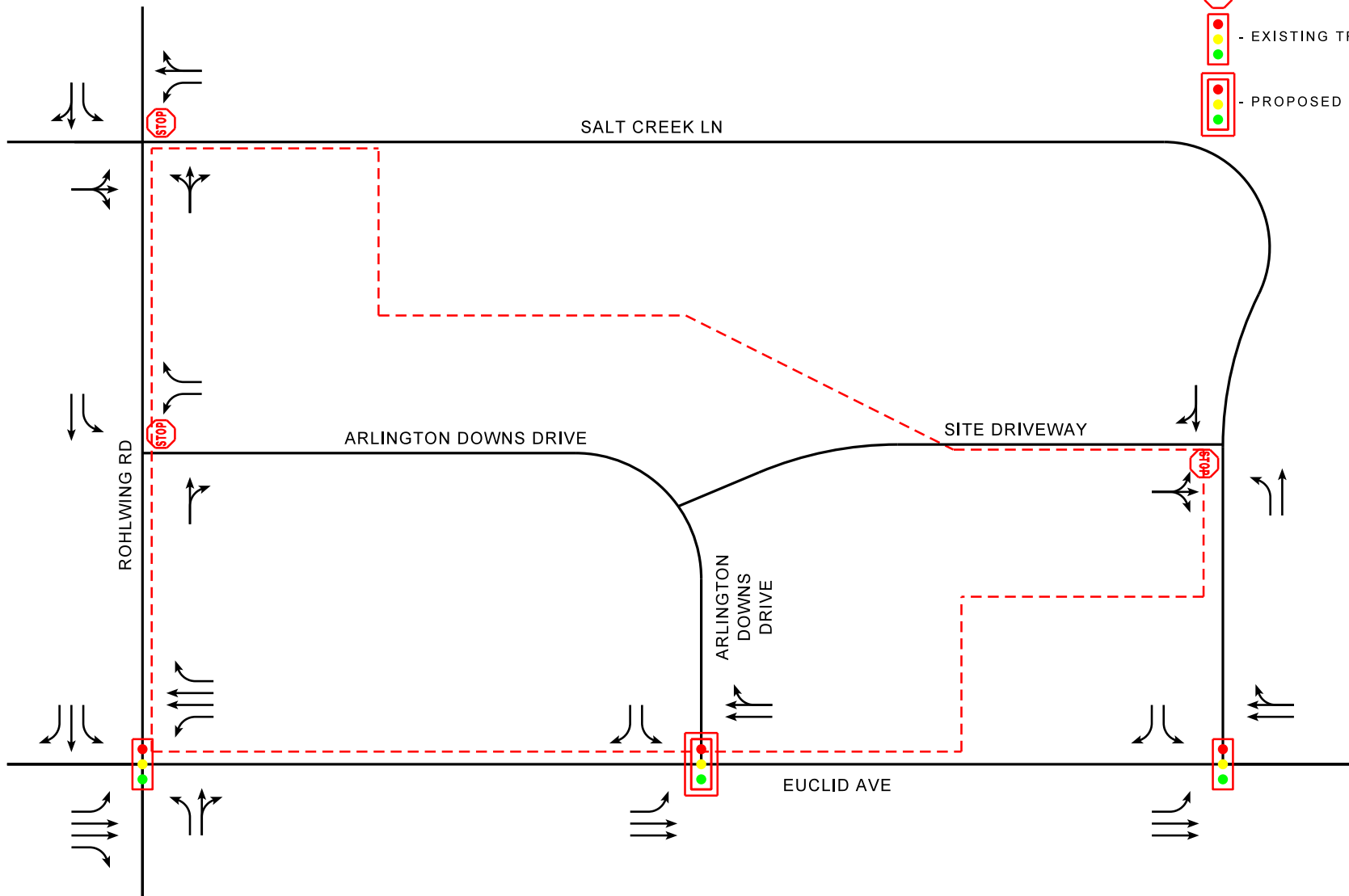


The PUD also includes constructing an exclusive southbound right turn lane on Rohlwing Road at Euclid Avenue. The existing lane configuration consists of a left turn lane and a shared through/right turn lane.

There are no other known roadway improvements in the area that will impact the study area intersections. The future lane configuration is illustrated in Figure 6.

LEGEND

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



ARLINGTON DOWNS

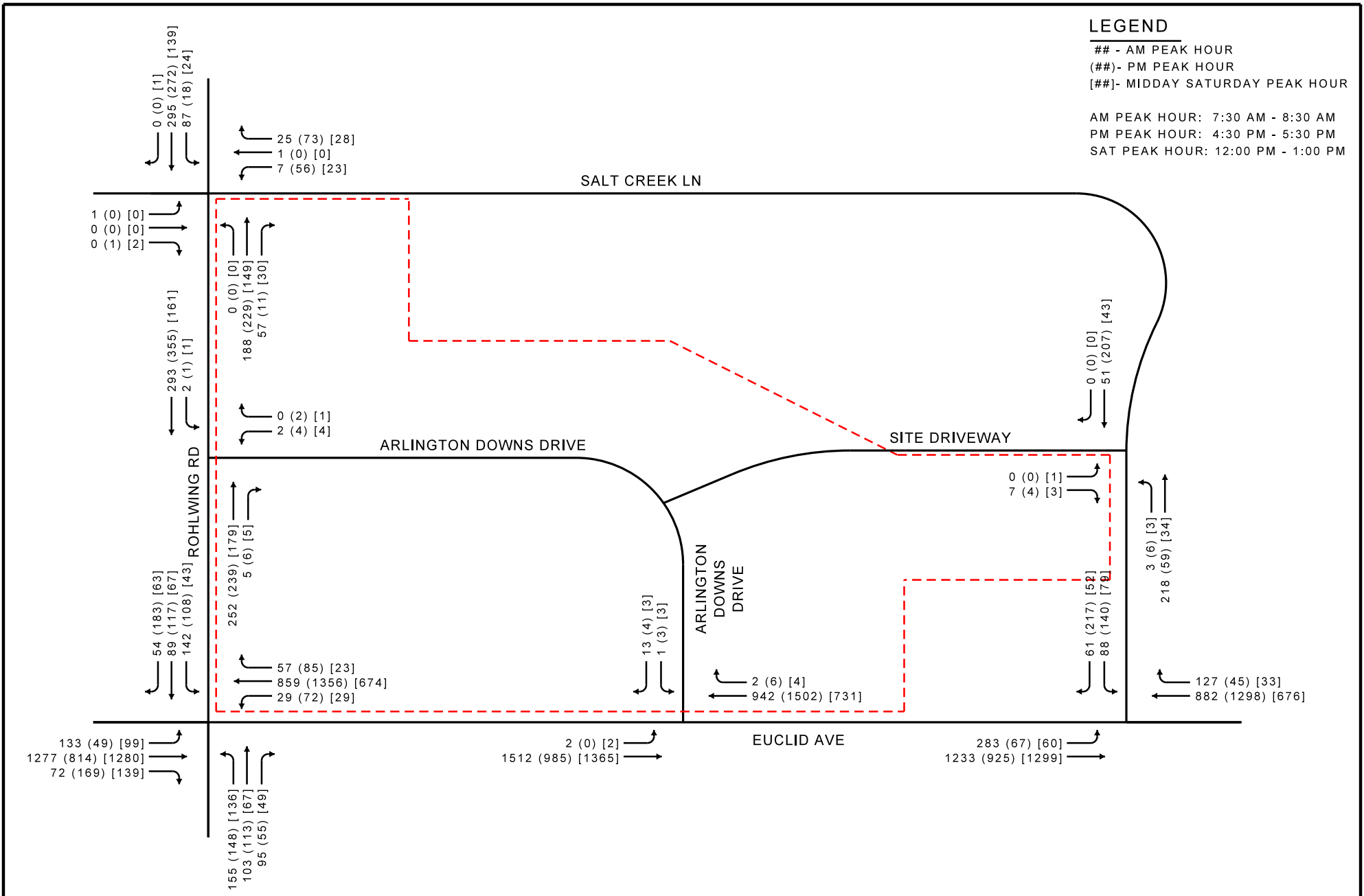
FIGURE 5
PROPOSED LANE CONFIGURATION
 ARLINGTON HEIGHTS
 ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



ARLINGTON DOWNS

FIGURE 6
 EXISTING TRAFFIC VOLUME

ARLINGTON HEIGHTS

ILLINOIS





III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation Estimation

The proposed development consists of a number of different land uses. Project traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The following land use categories are used to determine project traffic:

Apartment (220) – Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadrplexes and all types of apartment buildings.

Hotel (310) – Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops.

Day Care Center (595) – A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Some centers also provide after-school care for school-age children.

Medical-Dental Office Building (720) – A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.

Shopping Center (820) – A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Hair Salon (918) – Hair salons are facilities that specialize in cosmetic and beauty services including hair cutting and styling, skin and nail care, and massage therapy. Hair salons may also contain spa facilities.

High-Turnover (Sit-Down) Restaurant – This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours per day. These restaurants typically



do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast-Food Restaurant without Drive-Through Window (933) – This land use includes fast-food restaurants without drive-through windows. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat.

Fast-Food Restaurant with Drive-Through Window (934) – This land use includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat.

ITE [Trip Generation Manual](#) assigns trip generation rates for each land use based on peak period and an independent variable. The variables are specific to each land use, and include measures such as dwelling units, rooms, students, occupants and gross floor area.

Trip Reduction – Internal Capture

In a mixed use development with complimentary land uses, it is reasonable to assume that trip interaction will occur between the uses. To account for this interaction, the methodology for estimating internally captured trips in ITE's [Trip Generation Handbook](#) is used. Internally captured trips are those made within a mixed-use development that do not access the public roadways. This results in a reduction of external trips for the site.

In the case of Arlington Downs, there are two major potential sources of internally captured trips. First, it is likely that capture will occur between the residences (apartments and hotel), shopping center, and restaurants. A second source of internally captured trips involves the waterpark. Trips between the hotel and waterpark are likely to occur, while trips between the water park and the apartments are less likely. Likewise, trips between the water park and the fast food restaurants are probable. While there may likely be interaction between the water park and the sit down restaurants and retail stores, it is harder to predict and has therefore not been included with this analysis. Therefore, the internal capture for the waterpark includes the waterpark, hotel rooms, and fast food restaurants.



The total of the internal capture excluding the water park and the internal capture including the water park represents the total trip capture of the site. The supporting internal capture trip tables for the site excluding the water park is found in Appendix B and internal capture trip tables for the water park is found in Appendix C.

Trip Reduction – Pass-by Trips

As documented in the ITE Trip Generation Manual, 9th Edition, some land uses do not typically generate all new traffic on the roadway system. The total traffic generation is a combination of pass-by trips, or traffic drawn directly from the passing traffic flow on the adjacent streets, and primary trips, which represent new traffic drawn to the roadway network. In order to assess the pass-by trips, the data published in the ITE Trip Generation Handbook was utilized to estimate the pass-by percentages for the applicable land uses. It should be noted that pass-by trip reductions do not reduce the total number of trips into and out of the site, but decreased the number of new trips on the road network.

The ITE Trip Generation Handbook provides peak hour pass-by rates for several land uses proposed in Arlington Downs, including the shopping center, high-turnover (sit-down) restaurant, and fast-food restaurant with drive-through window. It is likely that other land uses generate some pass-by trips, such as fast-food restaurant without drive-through window, and for certain time periods, such as the Saturday peak hour. However, since the Trip Generation Handbook does not publish pass-by rates for these uses and times, all other land uses and time periods are assigned as new trips.

Total Trip Generation

The total trip generation for the site consists of the ITE trip generation with the internal capture and pass-by trip reductions applied. The total trip generation of the Arlington Downs site is summarized in Table 2.



Table 2: Total Trip Generation

LUC	LAND USE	SIZE	AM			PM			SAT		
			In	Out	Total	In	Out	Total	In	Out	Total
220	Apartment	656 units	67	267	334	264	143	407	171	170	341
	Less Internal Capture:		-18	-18	-36	-24	-24	-48	-17	-17	-34
	Less Pass-By:		-	-	-	-	-	-	-	-	-
310	Hotel	161 rooms	45	33	78	40	41	81	51	50	101
	Less Internal Capture:		-4	-4	-8	-4	-4	-8	-5	-5	-10
	Less Pass-By:		-	-	-	-	-	-	-	-	-
565	Day Care Center	90 students	38	34	72	34	39	73	0	0	0
	Less Internal Capture:		-	-	-	-	-	-	-	-	-
	Less Pass-By:		-	-	-	-	-	-	-	-	-
720	Office (Medical)	21,600 sq. ft.	41	11	52	22	56	78	45	33	78
	Less Internal Capture:		-	-	-	-	-	-	-	-	-
	Less Pass-By:		-	-	-	-	-	-	-	-	-
820	Shopping Center	21,065 sq. ft.	11	8	19	37	41	78	53	48	101
	Less Internal Capture:		-4	-4	-8	-12	-12	-24	-20	-20	-40
	Less Pass-By:		-	-	-	-9	-9	-18	-8	-8	-16
918	Hair Salon	1,610 sq. ft.	2	0	2	0	2	2	3	5	8
	Less Internal Capture:		-	-	-	-	-	-	-	-	-
	Less Pass-By:		-	-	-	-	-	-	-	-	-
932	High-Turnover (Sit-Down) Restaurant	20,085 sq. ft.	102	84	186	99	68	167	77	68	145
	Less Internal Capture:		-11	-11	-22	-19	-19	-38	-19	-19	-38
	Less Pass-By:		-	-	-	-28	-28	-56	-	-	-
933	Fast-Food Restaurant without Drive-Through Window	3,770 sq. ft.	60	57	117	44	40	84	78	74	152
	Less Internal Capture:		-7	-7	-14	-9	-9	-18	-19	-19	-38
	Less Pass-By:		-	-	-	-	-	-	-	-	-
934	Fast-Food Restaurant with Drive-Through Window	2,670 sq. ft.	70	47	117	36	34	70	72	74	146
	Less Internal Capture:		-6	-6	-12	-8	-8	-16	-19	-19	-38
	Less Pass-By:		-26	-26	-52	-14	-14	-28	-	-	-
	Special Use - Water Park and Family Entertainment	1,160 occ.	0	0	0	120	40	160	93	93	186
	Less Internal Capture:		-	-	-	-20	-20	-40	-34	-34	-68
	Less Pass-By:		-	-	-	-	-	-	-	-	-
Total Trip Generation:			436	541	977	696	504	1200	643	615	1258
Less Internal Capture:			-50	-50	-100	-96	-96	-192	-133	-133	-266
Total External Trips			386	491	877	600	408	1008	510	482	992
Less Pass-By:			-26	-26	-52	-51	-51	-102	-8	-8	-16
Total New Traffic Generated on Network:			360	465	825	549	357	906	502	474	976



Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. The directional distribution of traffic generated by the site is split between new trips on the roadway network and pass-by trips, as these two categories are expected to exhibit substantial different distributions.

The directional distribution of new trips is assigned based on existing traffic patterns in the area. The highest percentage of new trips is assigned to Euclid Avenue, which is categorized as an arterial roadway. A larger proportion of trips are assigned to the west of Rohlwing Road, as many trips are expected to be drawn through the IL 53 interchange to the west. A small proportion of trips are assigned to Rohlwing Road. While some trips will originate from the residential neighborhoods to the south and the industrial area to the north, the percentage of trips will be much smaller than on Euclid Avenue. The directional distributions and assignment of new project trips is illustrated in Figure 7.

It is assumed that all pass-by trips will originate from Euclid Avenue, since this is an arterial roadway carrying largely commuter traffic. Pass-by trips are assigned evenly from the east and west. The directional distribution and assignment of pass-by trips is illustrated in Figure 8.

The assignments of new project trips and pass-by trips are totaled to achieve the total project trips, which is illustrated in Figure 9

Background Traffic Volumes

Background traffic volumes are estimated for the year 2022. These volumes account for future non-project related growth in the area. A growth rate of 1.0 percent per year is applied to the existing traffic volumes to estimate the future peak hour traffic. The background traffic volumes are illustrated in Figure 10.

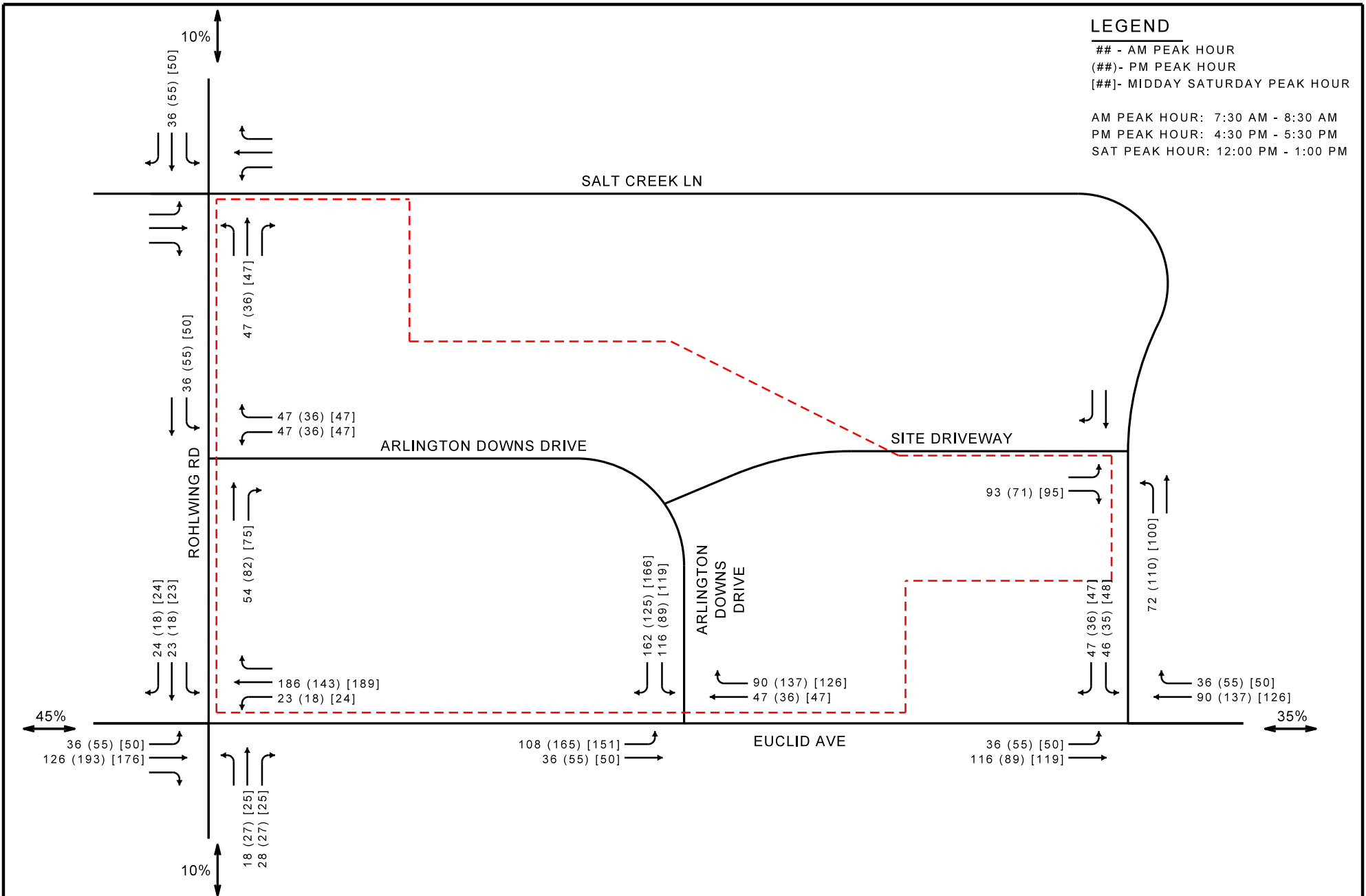
Future Traffic Volumes

The total project trips are added to the background volume to obtain the future traffic volume for the study intersections. Future with project traffic volumes are depicted in Figure 11.

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



ARLINGTON DOWNS

FIGURE 7
 NEW PROJECT TRIPS

ARLINGTON HEIGHTS

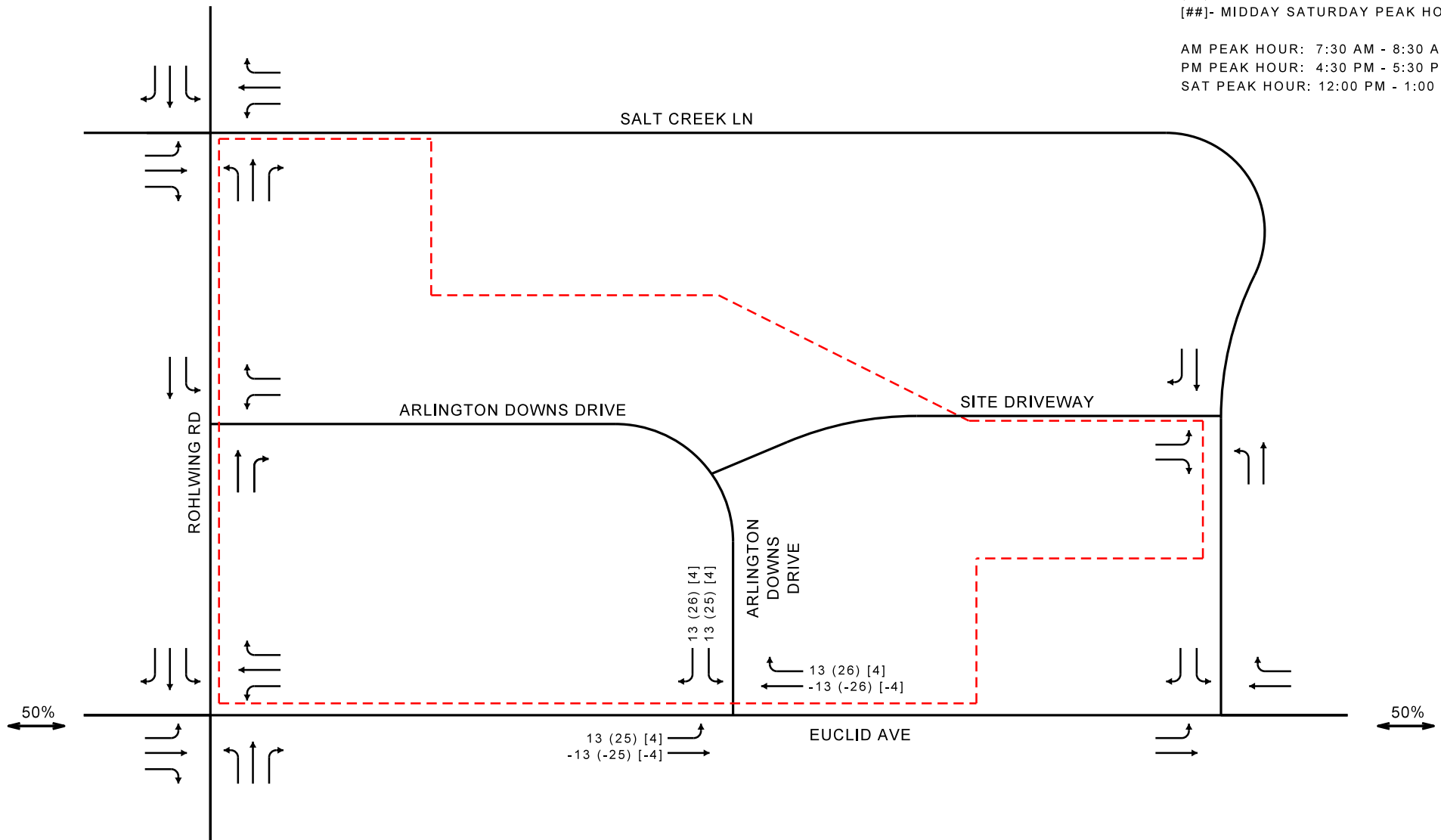
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



ARLINGTON DOWNS

FIGURE 8
 PASS BY TRIPS

ARLINGTON HEIGHTS

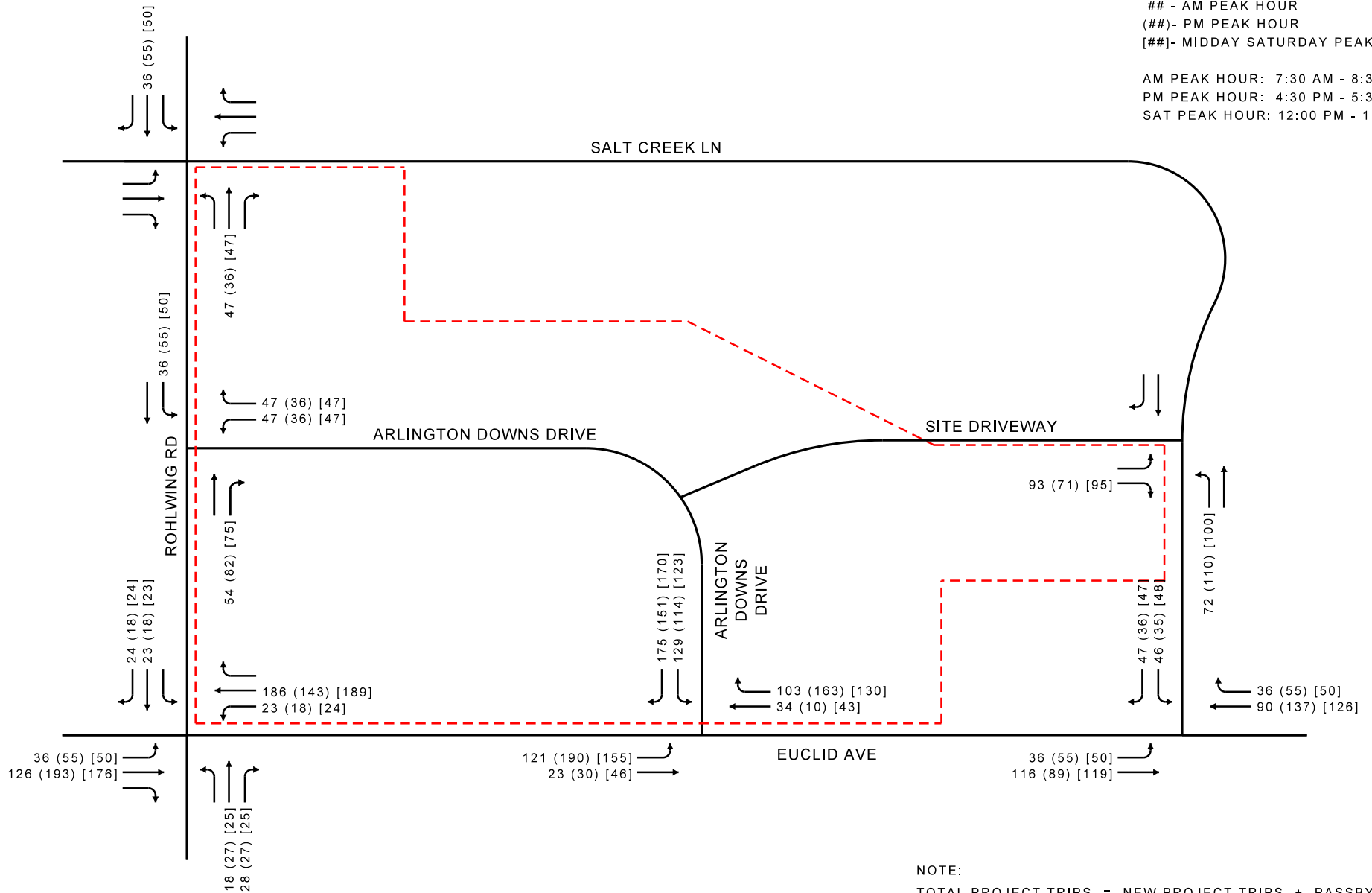
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



NOTE:

TOTAL PROJECT TRIPS = NEW PROJECT TRIPS + PASSBY TRIPS
 (FIGURE 7) (FIGURE 8)

ARLINGTON DOWNS

FIGURE 9
TOTAL PROJECT TRIPS

ARLINGTON HEIGHTS

ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM

SALT CREEK LN

ARLINGTON DOWNS DRIVE

SITE DRIVEWAY

ARLINGTON DOWNS DRIVE

EUCLID AVE

NOTE:

BACKGROUND TRAFFIC VOLUMES = EXISTING TRAFFIC VOLUMES + 1% GROWTH PER YEAR TO 2022
 (FIGURE 6)

ARLINGTON DOWNS

FIGURE 10
 BACKGROUND TRAFFIC VOLUME

ARLINGTON HEIGHTS

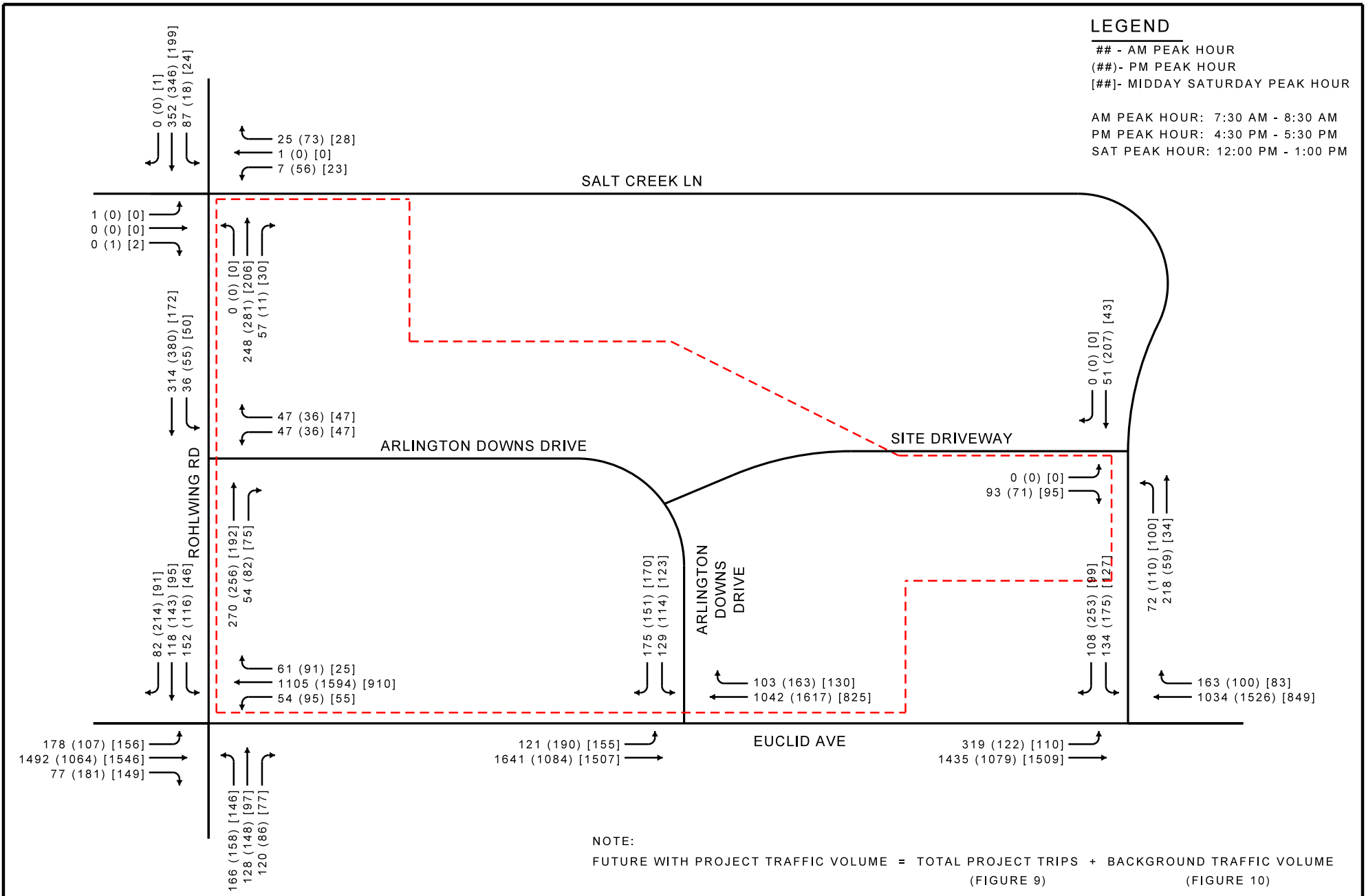
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



ARLINGTON DOWNS

FIGURE 11
FUTURE WITH PROJECT TRAFFIC VOLUME
 ARLINGTON HEIGHTS
 ILLINOIS





IV. TRAFFIC ANALYSIS

Traffic Signal Warrant Analysis

Based on the projected peak hour volumes at the intersection of Euclid Avenue at Arlington Downs Drive, a planning level traffic signal warrant analysis has been conducted. The warrant analysis follows the guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) and the IDOT BDE Manual. IDOT typically requires that an intersection meet Warrant 1 – Eight Hour Vehicular Warrant to be considered for signalization. The IDOT procedure also requires a right turn reduction analysis to determine if right turn volumes should be decreased based on lane configuration and conflicting traffic volumes.

There are 265 southbound trips on Arlington Downs Drive during the future with project pm peak hour. Following the IDOT procedures for adjusting the right turn reduction results in a southbound volume of 190 vehicles per hour. The IDOT BDE Manual allows using a factor of 55 percent of the peak hour volumes to estimate the eighth highest hour of traffic, which results in a total major street volume of 1,680 and an adjusted minor street volume of 105. These projected volumes exceed the Warrant 1 – Condition B criteria. Therefore, a traffic signal meets warrants and is proposed at the intersection of Euclid Avenue and Arlington Downs Drive.

The supporting Signal Warrant Review Sheet and Right Turn Factorization Sheet are included in Appendix D.

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

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

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



unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 3.

Table 3: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council, 2010.

Typically, various state and local governments adopt operating standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics. Based on our past experience in Arlington Heights, LOS D or better has been the accepted operating standard.

The study area consists of the currently signalized intersections of Euclid Avenue/Rohlwing Road and Euclid Avenue/Salt Creek Lane, and the unsignalized intersections of Euclid Avenue/Arlington Downs Drive, Rohlwing Road/Arlington Downs Drive, Rohlwing Road/Salt Creek Lane, and Salt Creek Lane/Site Driveway. The intersection of Euclid Avenue at Arlington Downs Drive will also be signalized as part of this proposed development.

Capacity analysis is performed with Synchro 9 (build 902, revision 140), a macrosimulation tool based on methodologies found in the Highway Capacity Manual. Models are created for the weekday am, weekday pm, and Saturday midday peak hours for the existing, background, and future with project conditions. Results for the signalized intersections are summarized in Table 4. Results for the each unsignalized intersection are summarized in Tables 5 through 8. Supporting Synchro analysis worksheets for the existing, background and future with project traffic conditions are provided in Appendices E, F and G respectively.



Table 4: Signalized LOS

Time Period	Intersection	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Euclid Avenue at Rohlwing Road	Existing	23.1	C	26.8	C	41.4	D	32.1	C	27.2	C
		Background	24.3	C	25.4	C	42.5	D	32.2	C	27.5	C
		Future	31.1	C	31.9	C	43.3	D	27.3	C	32.3	C
	Euclid Avenue at Arlington Downs Drive	Existing	Unsignalized ¹		Unsignalized ¹		N/A ²		Unsignalized ¹		Unsignalized ¹	
		Background										
		Future	4.1	A	2.5	A			38.9	D	6.8	A
	Euclid Avenue at Salt Creek Lane	Existing	4.7	A	10.7	B	N/A ²		40.5	D	9.0	A
		Background	5.9	A	11.9	B			40.3	D	10.0	A
		Future	10.4	B	18.6	B			43.2	D	16.0	B
Weekday PM Peak Hour	Euclid Avenue at Rohlwing Road	Existing	18.9	B	19.2	B	44.5	D	39.1	D	24.0	C
		Background	19.9	B	22.7	C	47.0	D	39.8	D	26.3	C
		Future	24.3	C	25.4	C	42.8	D	21.8	C	26.3	C
	Euclid Avenue at Arlington Downs Drive	Existing	Unsignalized ¹		Unsignalized ¹		N/A ²		Unsignalized ¹		Unsignalized ¹	
		Background										
		Future	11.3	B	11.5	B			45.5	D	14.1	B
	Euclid Avenue at Salt Creek Lane	Existing	7.2	A	12.5	B	N/A ²		45.2	D	14.9	B
		Background	6.2	A	13.7	B			45.4	D	14.9	B
		Future	9.3	A	18.5	B			49.2	D	19.2	B
Saturday MD Peak Hour	Euclid Avenue at Rohlwing Road	Existing	17.7	B	15.1	B	37.5	D	32.8	C	19.8	B
		Background	18.1	B	16.3	B	38.8	D	33.8	C	20.6	C
		Future	22.4	C	16.6	B	38.0	D	26.7	C	22.5	C
	Euclid Avenue at Arlington Downs Drive	Existing	Unsignalized ¹		Unsignalized ¹		N/A ²		Unsignalized ¹		Unsignalized ¹	
		Background										
		Future	5.3	A	9.1	A			34.6	C	9.5	A
	Euclid Avenue at Salt Creek Lane	Existing	2.8	A	5.8	A	N/A ²		42.2	D	6.1	A
		Background	2.7	A	5.9	A			42.2	D	6.0	A
		Future	6.6	A	9.7	A			31.7	C	9.7	A

1. See Table 5 for unsignalized delays

2. No northbound approach (three-leg intersection)

The existing and background models use signal timings based on field observations. While similar signal timings can be used in the future with project condition, it is necessary to interconnect and coordinate the signal corridor due to the addition of the closely spaced signal at Euclid Avenue and Arlington Downs Drive.

Based on analysis of existing, background and future with project models, all signalized approaches operate at an acceptable level of service for the am, pm, and midday Saturday peak hour periods. The highest delays tend to occur on the northbound approach at Euclid Avenue and Rohlwing Road and the southbound approach at Euclid Avenue and Salt Creek Lane. Both of these approaches operate at LOS D under existing conditions. Delay increases slightly in both the background and future with project models, but the level of service remains the same.

The proposed signal on Euclid Avenue and Arlington Downs Drive also operates at an acceptable level of service in the future with project condition, with the eastbound and



westbound approaches operating at LOS C or better and the southbound approach operating at LOS D.

Table 5: Unsignalized LOS – Salt Creek Lane and Site Driveway

Time Period	Scenario	Eastbound		Northbound	
		Approach		Left	
		Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	8.6	A	7.3	A
	Background	8.6	A	7.3	A
	Future	8.9	A	7.4	A
Weekday PM Peak Hour	Existing	9.4	A	7.7	A
	Background	9.4	A	7.7	A
	Future	9.8	A	7.9	A
Saturday MD Peak Hour	Existing	8.6	A	7.3	A
	Background	8.6	A	7.3	A
	Future	8.9	A	7.5	A

Table 6: Unsignalized LOS – Euclid Avenue and Arlington Downs Drive

Time Period	Scenario	Eastbound		Southbound		Southbound	
		Left		Left		Right	
		Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	10.2	B	57.2	F	12.1	B
	Background	10.5	B	70.5	F	12.5	B
	Future	To Be Signalized					
Weekday PM Peak Hour	Existing	0.0	A	93.1	F	16.0	C
	Background	0.0	A	117.8	F	17.0	C
	Future	To Be Signalized					
Saturday MD Peak Hour	Existing	9.3	A	37.8	E	10.9	B
	Background	9.5	A	44.2	E	11.2	B
	Future	To Be Signalized					

Table 7: Unsignalized LOS – Rohlwing Road and Arlington Downs Drive

Time Period	Scenario	Westbound		Westbound		Southbound	
		Left		Right		Left	
		Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	12.6	B	0.0	A	7.8	A
	Background	13.1	B	0.0	A	7.8	A
	Future	15.8	C	10.3	B	8.1	A
Weekday PM Peak Hour	Existing	13.2	B	9.6	A	7.8	A
	Background	13.7	B	9.7	A	7.8	A
	Future	17.6	C	10.2	B	8.1	A
Saturday MD Peak Hour	Existing	10.7	B	9.2	A	7.6	A
	Background	10.9	B	9.3	A	7.6	A
	Future	13.2	B	9.8	A	7.9	A



Table 8: Unsignalized LOS – Rohlwing Road and Salt Creek Lane

Time Period	Scenario	Eastbound		Westbound		Westbound		Southbound	
		Approach		Left		Right		Left	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	16.8	C	16.4	C	9.9	A	8.0	A
	Background	17.5	C	17.1	C	10.0	A	8.0	A
	Future	19.4	C	18.9	C	10.3	B	8.1	A
Weekday PM Peak Hour	Existing	9.8	A	14.8	B	10.0	A	7.8	A
	Background	9.9	A	15.5	C	10.2	B	7.8	A
	Future	10.3	B	17.5	C	10.4	B	7.9	A
Saturday MD Peak Hour	Existing	9.0	A	11.5	B	9.3	A	7.6	A
	Background	9.1	A	11.7	B	9.3	A	7.7	A
	Future	9.3	A	13.0	B	9.6	A	7.8	A

In the existing condition, all minor movements at the unsignalized intersections operate at LOS C or better with the exception of the southbound approach of Arlington Downs Drive to Euclid Avenue, which operates at LOS F during the am and pm weekday peak hours and LOS E during the Saturday peak hour. This intersection meets traffic signal warrants and is proposed to be signalized. Generally, delay increases somewhat on all minor movements in the background and future with project conditions. This results in the level of service decreasing on several minor movements. However, all unsignalized approaches are maintained at LOS C or better.

Queue Length Analysis

The 95th percentile queue lengths have also been analyzed using the Synchro models. The left turn queue lengths for the am and pm peak hours are summarized in Table 8.

All left turn storage lengths where storage lanes are provided are adequate during the existing, background and future with project conditions, with the exception of the eastbound left turn on Euclid Avenue at Salt Creek Lane. The 264 foot queue that is expected in the future with project traffic scenario during the am peak hour exceeds the provided storage of 160 feet. It is recommended that this left turn lane is modified as part of the Euclid Avenue widening. The southbound approach at the same intersection also experiences a long queue with the future with project scenario during the weekday pm peak hour. The 213 foot queue may block the driveway which is approximately 190 feet from the stop bar. It may be necessary to install “Do Not Block Driveway” signs at this internal driveway.



Table 9: Left-Turn 95th Percentile Queue Lengths

Intersection	Scenario	Left Turn Queue by Approach, in Feet											
		Weekday am				Weekday pm				Saturday Midday			
		EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Euclid Avenue at Rohlwing Road	Existing	102	13	113	104	45	39	109	82	79	30	101	39
	Background	108	16	121	112	47	59	115	88	84	33	108	41
	Future	170	71	121	112	108	76	115	88	118	59	108	41
	Existing Storage	200	95	145	130	200	95	145	130	200	95	145	130
	Existing Taper	175	90	90	75	175	90	90	75	175	90	90	75
Euclid Avenue at Arlington Downs Drive	Existing	0	-	-	3	0	-	-	5	0	-	-	3
	Background	0	-	-	3	0	-	-	5	0	-	-	3
	Future	15	-	-	162	177	-	-	153	42	-	-	155
	Existing Storage	N/A ¹	-	-	190 ²	N/A ¹	-	-	190 ²	N/A ¹	-	-	190 ²
	Existing Taper	N/A ¹	-	-	N/A ²	N/A ¹	-	-	N/A ²	N/A ¹	-	-	N/A ²
Euclid Avenue at Salt Creek Lane	Existing	78	-	-	121	58	-	-	171	2	-	-	112
	Background	39	-	-	121	57	-	-	163	2	-	-	112
	Future	264	-	-	170	83	-	-	213	33	-	-	135
	Existing Storage	160	-	-	190 ²	160	-	-	190 ²	160	-	-	190 ²
	Existing Taper	140	-	-	N/A ²	140	-	-	N/A ²	140	-	-	N/A ²
Rohlwing Road at Arlington Downs Drive	Existing	-	0	-	0	-	0	-	0	-	0	-	0
	Background	-	0	-	0	-	0	-	0	-	0	-	0
	Future	-	10	-	3	-	10	-	5	-	8	-	3
	Existing Storage	-	190 ²	-	N/A ³	-	190 ²	-	N/A ³	-	190 ²	-	N/A ³
	Existing Taper	-	N/A ²	-	N/A ³	-	N/A ²	-	N/A ³	-	N/A ²	-	N/A ³
Rohlwing Road at Salt Creek Lane	Existing	0	3	0	5	0	13	0	0	0	3	0	3
	Background	0	3	0	5	0	13	0	0	0	3	0	3
	Future	0	3	0	5	0	15	0	0	0	5	0	3
	Existing Storage	-	N/A ⁴	-	125	-	N/A ⁴	-	125	-	N/A ⁴	-	125
	Existing Taper	-	N/A ⁴	-	120	-	N/A ⁴	-	120	-	N/A ⁴	-	120
Salt Creek Lane at Site Driveway	Existing	0	-	0	-	0	-	0	-	0	-	0	-
	Background	0	-	0	-	0	-	0	-	0	-	0	-
	Future	8	-	5	-	8	-	8	-	5	-	8	-
	Existing Storage	N/A ¹	-	N/A ⁴	-	N/A ¹	-	N/A ⁴	-	N/A ¹	-	N/A ⁴	-
	Existing Taper	N/A ¹	-	N/A ⁴	-	N/A ¹	-	N/A ⁴	-	N/A ¹	-	N/A ⁴	-

1. No turn lane provided.
2. 190 Feet of storage to first conflicting driveway
3. Currently a continuous two-way left turn lane.
4. No Lane Marking



V. CONCLUSIONS

The purpose of this study is to evaluate the traffic impacts of the proposed Arlington Downs mixed use development located near the intersection of Euclid Avenue and Rohlwing Road in Arlington Heights, Illinois. The site, which has been undergoing redevelopment for several years, currently consists of a 214-unit high-rise apartment building that recently opened and is partially occupied. A 55,000 square foot indoor water park is attached to the apartment building but is currently no in operation. A 161-room hotel with a conference space has been approved and will be under construction soon. The proposed plan for the remaining portions of the site include re-opening the indoor water with an attached family entertainment center, a second residential tower with 442 units, and a mix of retail, restaurant, and medical office land uses. The site will be accessed via the existing driveways on Euclid Avenue, Rohlwing Road, and Salt Creek Lane.

The study area consists of the signalized intersections of Euclid Avenue/Rohlwing Road and Euclid Avenue/Salt Creek Lane, and the unsignalized intersections of Euclid Avenue/Arlington Downs Drive, Rohlwing Road/ Arlington Downs Drive, Rohlwing Road/Salt Creek Lane, and Salt Creek Lane/Site Driveway. The development includes signalizing the intersection of Euclid Avenue and Arlington Downs Drive and widening Euclid Avenue to provide a five lane section between Rohlwing Road and Salt Creek Lane with an eastbound left turn lane at Arlington Downs Drive.

Capacity analysis was conducted using Synchro 9 for existing, background, and future with project conditions during the weekday am and pm, and Saturday midday peak hours. Traffic was estimated to the year 2022, which is five years beyond the anticipated opening date.

Results of the capacity analysis indicate all signalized intersections operate at an acceptable level of service in the existing condition. Delay increases somewhat in the background and future with project conditions, but all approaches continue to operate at LOS D or better. This includes the new traffic signal at Euclid Road and Arlington Downs Drive. The southbound approach operates at LOS D, which is a significant improvement over the unsignalized performance in the background condition.

With the exception of the southbound approach on Arlington Downs Drive at Euclid Avenue, which is proposed to be signalized, all other approaches at unsignalized intersections operate at LOS C or better.

All left turn queue storage lengths are adequate with the exception of the eastbound and southbound approaches at the intersection of Euclid Avenue and Salt Creek Lane. On the eastbound approach, the projected 264 foot queue during the future with project traffic scenario



am peak hour exceeds the provided storage of 160 feet. It is recommended that this left turn lane is modified as part of the Euclid Avenue widening. On the southbound approach the 213 foot queue may block the driveway which is approximately 190 feet from the stop bar. It may be necessary to install “Do Not Block Driveway” signs at this location.



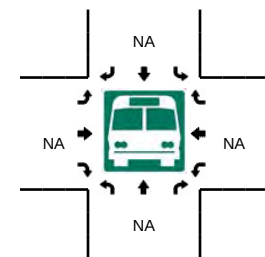
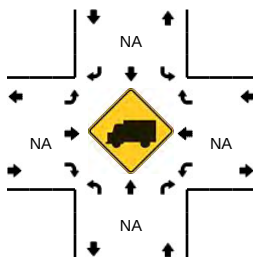
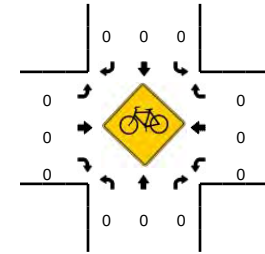
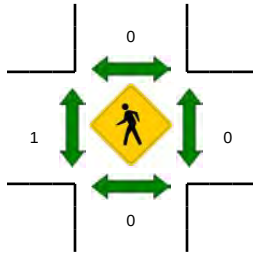
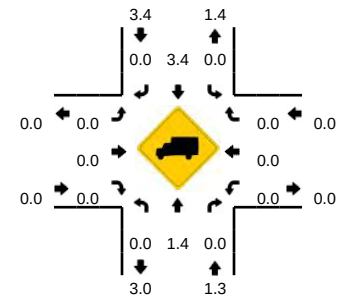
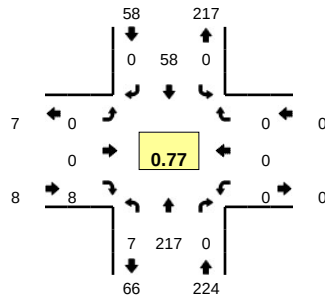
APPENDIX A

EXISTING TRAFFIC COUNTS

LOCATION: Salt Creek Ln -- Access Rd
CITY/STATE: Arlington Heights, IL

QC JOB #: 13424401
DATE: Tue, Jun 23 2015

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



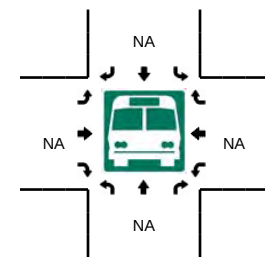
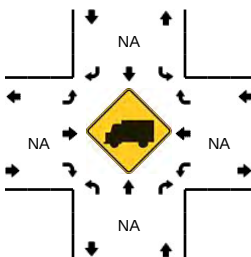
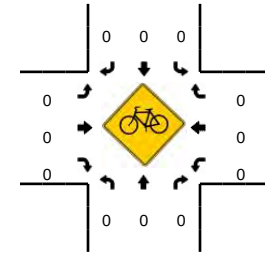
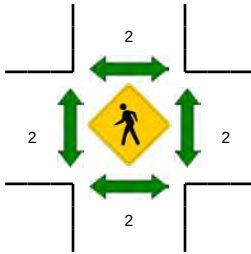
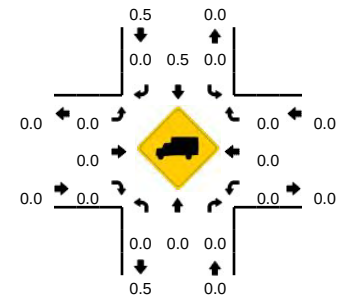
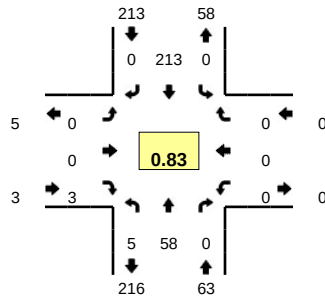
15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	36	0	0	0	6	0	0	0	0	3	0	0	0	0	0	45	
7:15 AM	2	39	0	0	0	10	0	0	1	0	0	0	0	0	0	0	52	
7:30 AM	0	43	0	0	0	5	0	0	0	0	3	0	0	0	0	0	51	
7:45 AM	0	75	0	0	0	17	0	0	0	0	2	0	0	0	0	0	94	242
8:00 AM	0	56	0	0	0	14	0	0	0	0	2	0	0	0	0	0	72	269
8:15 AM	3	44	0	0	0	15	0	0	0	0	0	0	0	0	0	0	62	279
8:30 AM	4	42	0	0	0	12	0	0	0	0	4	0	0	0	0	0	62	290
8:45 AM	0	41	0	0	0	12	0	0	0	0	1	0	0	0	0	0	54	250
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	300	0	0	0	68	0	0	0	0	8	0	0	0	0	0	376	
Heavy Trucks	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Salt Creek Ln -- Access Rd
CITY/STATE: Arlington Heights, IL

QC JOB #: 13424402
DATE: Tue, Jun 23 2015

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



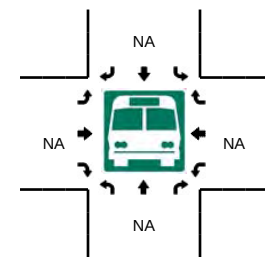
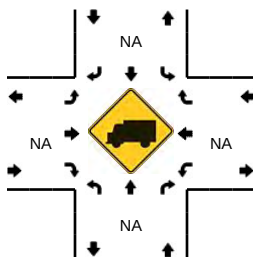
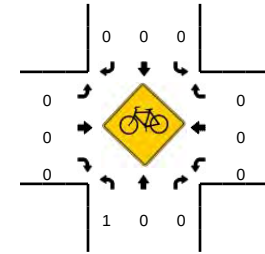
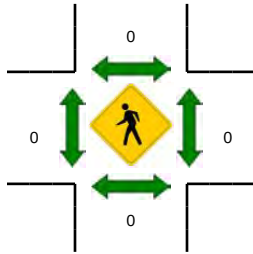
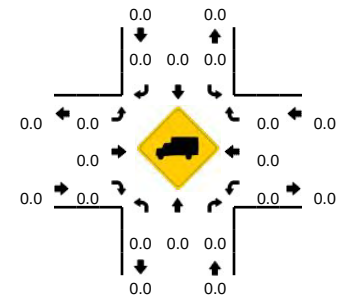
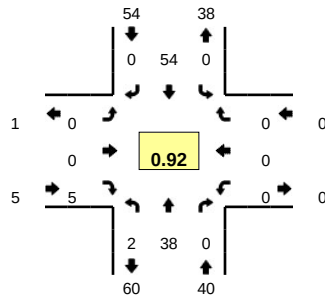
15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	16	0	0	0	60	0	0	0	0	0	0	0	0	0	0	77	
4:15 PM	1	10	0	0	0	43	0	0	0	0	0	0	0	0	0	0	54	
4:30 PM	1	18	0	0	0	61	0	0	0	0	0	0	0	0	0	0	80	
4:45 PM	1	15	0	0	0	45	0	0	0	0	0	0	0	0	0	0	61	272
5:00 PM	2	15	0	0	0	64	0	0	0	0	0	3	0	0	0	0	84	279
5:15 PM	2	11	0	0	0	37	0	0	0	0	0	1	0	0	0	0	51	276
5:30 PM	2	5	0	0	0	34	0	0	0	0	0	1	0	0	0	0	42	238
5:45 PM	1	9	0	0	0	32	0	0	1	0	0	3	0	0	0	0	46	223
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	60	0	0	0	256	0	0	0	0	0	12	0	0	0	0	336	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Salt Creek Ln -- Access Rd
CITY/STATE: Arlington Heights, IL

QC JOB #: 13424403
DATE: Sat, Jun 20 2015

Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

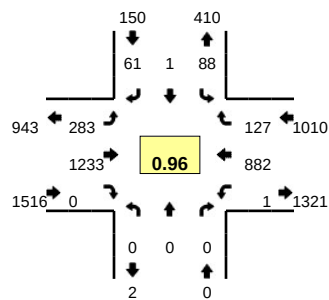


15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	0	18	
11:15 AM	1	14	0	0	0	11	0	0	0	0	0	0	0	0	0	0	26	
11:30 AM	1	8	0	0	0	12	0	0	0	0	1	0	0	0	0	0	22	
11:45 AM	0	11	0	0	0	14	0	0	0	0	1	0	0	0	0	0	26	92
12:00 PM	0	10	0	0	0	12	0	0	0	0	2	0	0	0	0	0	24	98
12:15 PM	0	9	0	1	0	16	0	0	0	0	1	0	0	0	0	0	27	99
12:30 PM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14	91
12:45 PM	3	9	0	0	0	7	0	0	1	0	0	0	0	0	0	0	20	85
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	36	0	4	0	64	0	0	0	0	4	0	0	0	0	0	108	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Pedestrians	0				0				0				0				0	
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

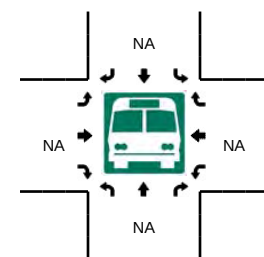
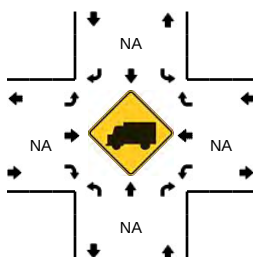
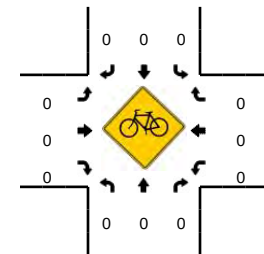
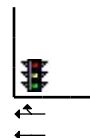
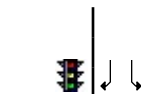
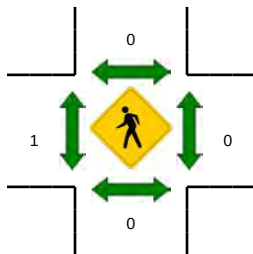
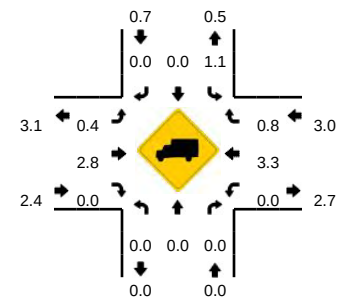
Comments:

LOCATION: Salt Creek Ln -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424404
DATE: Tue, Jun 23 2015



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



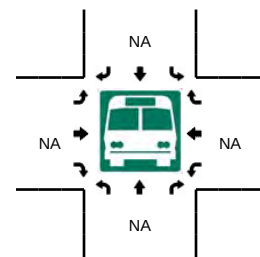
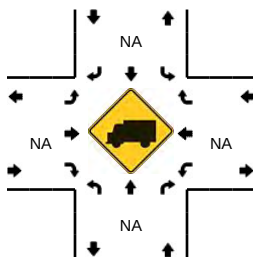
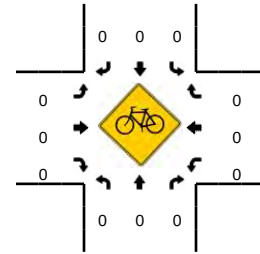
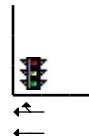
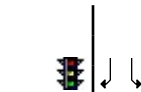
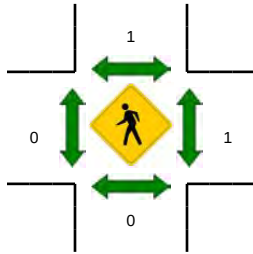
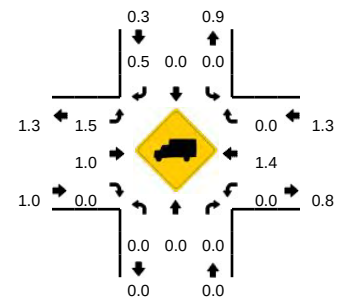
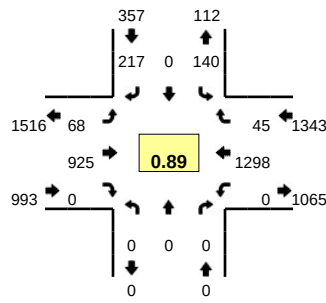
15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	15	0	13	0	68	269	0	0	0	160	13	0	538	
7:15 AM	0	0	0	0	18	0	20	0	64	273	0	0	0	203	21	0	599	
7:30 AM	0	0	0	0	22	1	15	0	70	324	0	0	0	249	18	0	699	
7:45 AM	0	0	0	0	19	0	11	0	75	304	0	0	0	229	49	0	687	2523
8:00 AM	0	0	0	0	27	0	20	0	68	300	0	0	1	213	42	0	671	2656
8:15 AM	0	0	0	0	20	0	15	0	70	305	0	0	0	191	18	0	619	2676
8:30 AM	0	0	0	0	23	0	26	0	77	319	0	1	0	217	12	0	675	2652
8:45 AM	0	0	0	0	26	0	17	0	60	330	0	0	0	145	23	0	601	2566
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	88	4	60	0	280	1296	0	0	0	996	72	0	2796	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Salt Creek Ln -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424405
DATE: Tue, Jun 23 2015

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



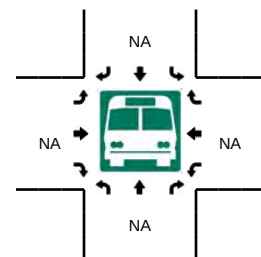
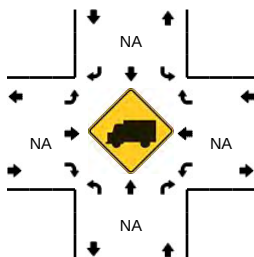
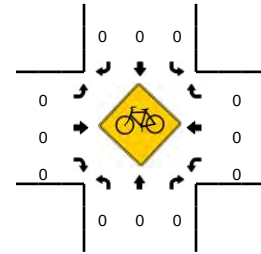
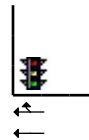
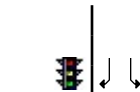
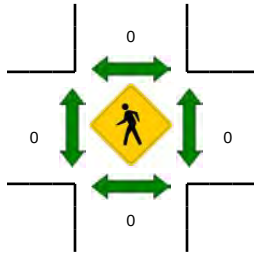
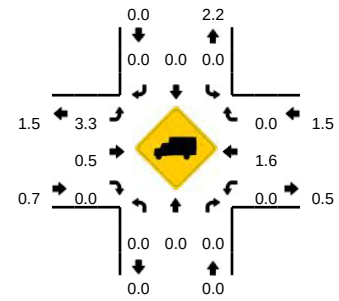
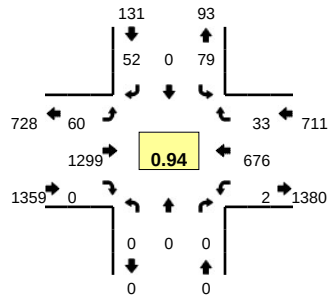
15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	44	0	77	0	19	211	0	0	0	298	9	0	658	
4:15 PM	0	0	0	0	28	0	55	0	17	206	0	0	0	281	6	0	593	
4:30 PM	0	0	0	0	36	0	61	0	19	249	0	0	0	376	13	0	754	
4:45 PM	0	0	0	0	34	0	50	0	19	196	0	0	0	288	10	0	597	2602
5:00 PM	0	0	0	0	41	0	62	0	13	231	0	0	0	329	12	0	688	2632
5:15 PM	0	0	0	0	29	0	44	0	16	249	0	1	0	305	10	0	654	2693
5:30 PM	0	0	0	0	25	0	40	0	7	231	0	0	0	338	6	0	647	2586
5:45 PM	0	0	0	0	20	0	29	0	10	233	0	0	0	330	8	0	630	2619
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	144	0	244	0	76	996	0	0	0	1504	52	0	3016	
Heavy Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	36	0	0	44	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Salt Creek Ln -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424406
DATE: Sat, Jun 20 2015

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



15-Min Count Period Beginning At	Salt Creek Ln (Northbound)				Salt Creek Ln (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	18	0	11	0	15	167	0	0	0	157	6	0	374	1774
11:15 AM	0	0	0	0	19	0	11	0	18	200	0	0	0	162	12	0	422	
11:30 AM	0	0	0	0	30	0	21	0	19	228	0	0	0	166	5	0	469	
11:45 AM	0	0	0	0	22	0	14	0	16	285	0	0	0	166	6	0	509	
12:00 PM	0	0	0	0	19	0	10	0	14	272	0	0	0	160	10	0	485	1885
12:15 PM	0	0	0	0	21	0	18	0	16	347	0	0	0	178	7	1	588	2051
12:30 PM	0	0	0	0	23	0	16	0	16	336	0	0	0	172	6	1	570	2152
12:45 PM	0	0	0	0	16	0	8	0	14	344	0	0	0	166	10	0	558	2201

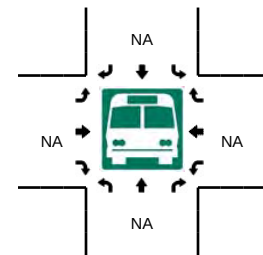
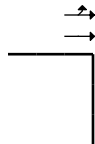
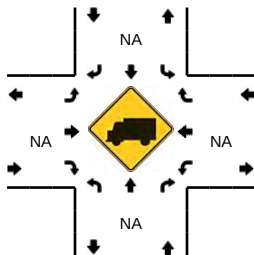
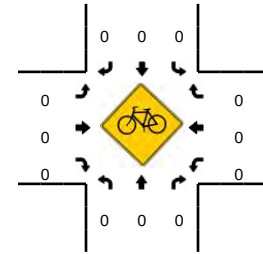
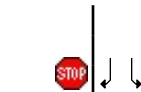
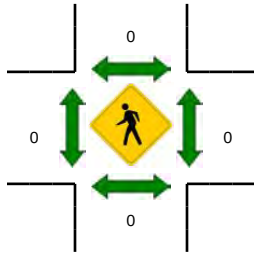
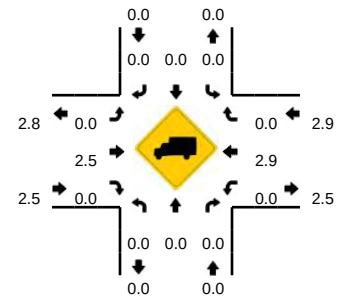
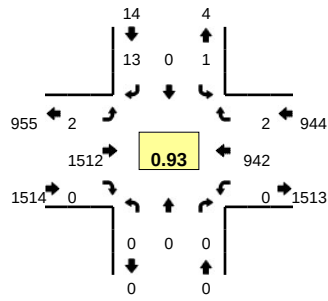
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	84	0	72	0	64	1388	0	0	0	712	28	4	2352
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	0	24
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: Access Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424407
DATE: Tue, Jun 23 2015

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



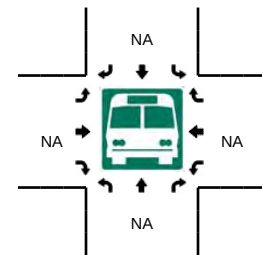
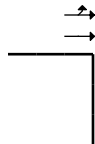
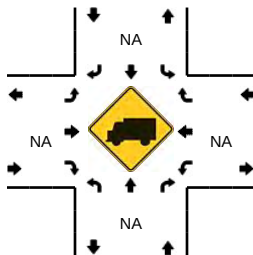
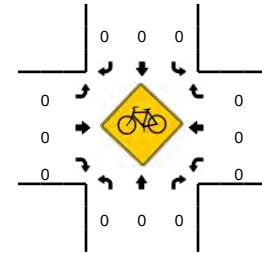
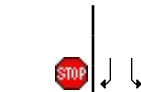
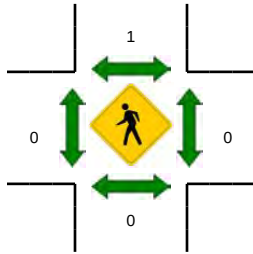
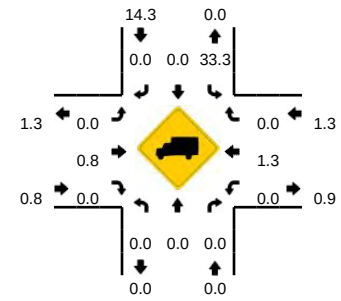
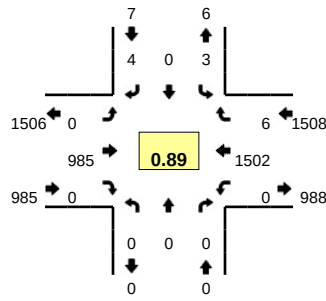
15-Min Count Period Beginning At	Access Rd (Northbound)				Access Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	347	0	0	0	168	2	0	517	
7:15 AM	0	0	0	0	0	0	4	0	0	325	0	0	0	219	0	0	548	
7:30 AM	0	0	0	0	0	0	2	0	1	395	0	0	0	267	0	0	665	
7:45 AM	0	0	0	0	1	0	5	0	0	368	0	0	0	245	1	0	620	2350
8:00 AM	0	0	0	0	0	0	2	0	0	370	0	0	0	226	0	0	598	2431
8:15 AM	0	0	0	0	0	0	4	0	1	379	0	0	0	204	1	0	589	2472
8:30 AM	0	0	0	0	0	0	1	1	1	402	0	0	0	232	0	0	637	2444
8:45 AM	0	0	0	0	1	0	1	0	1	388	0	0	0	168	1	0	560	2384
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	8	0	4	1580	0	0	0	1068	0	0	2660	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	0	0	20	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Access Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424408
DATE: Tue, Jun 23 2015

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



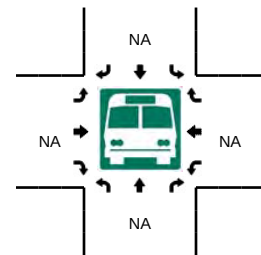
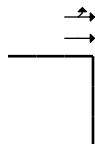
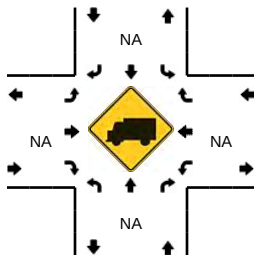
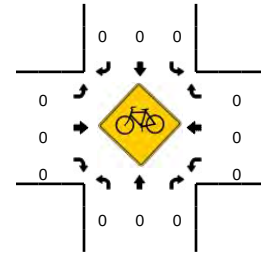
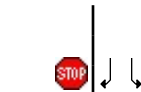
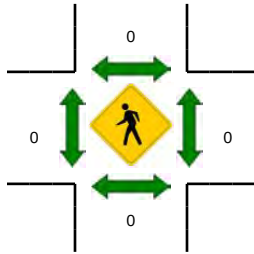
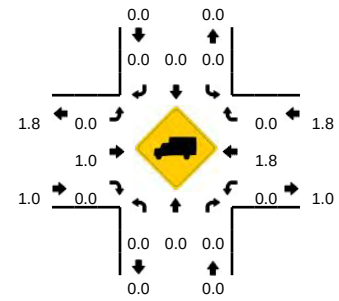
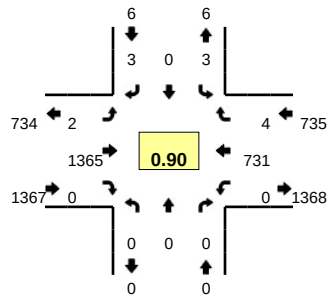
15-Min Count Period Beginning At	Access Rd (Northbound)				Access Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	228	0	0	0	368	0	0	596	
4:15 PM	0	0	0	0	2	0	0	0	0	225	0	0	0	343	2	0	572	
4:30 PM	0	0	0	0	1	0	1	0	0	266	0	0	0	429	3	0	700	
4:45 PM	0	0	0	0	1	0	1	0	0	222	0	0	0	339	1	0	564	2432
5:00 PM	0	0	0	0	1	0	0	0	0	229	0	0	0	387	0	0	617	2453
5:15 PM	0	0	0	0	0	0	2	0	0	268	0	0	0	347	2	0	619	2500
5:30 PM	0	0	0	0	0	0	1	0	1	231	0	0	0	379	1	0	613	2413
5:45 PM	0	0	0	0	0	0	1	0	2	245	0	0	0	357	1	0	606	2455
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	4	0	0	1064	0	0	0	1716	12	0	2800	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Access Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424409
DATE: Sat, Jun 20 2015

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



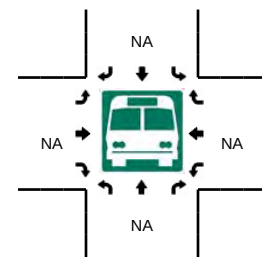
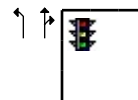
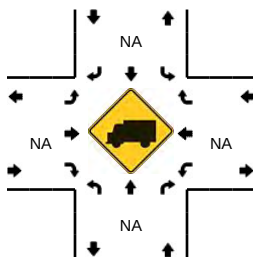
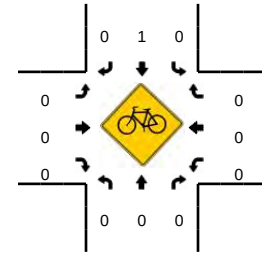
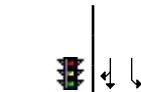
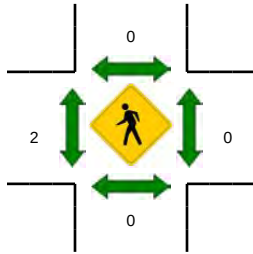
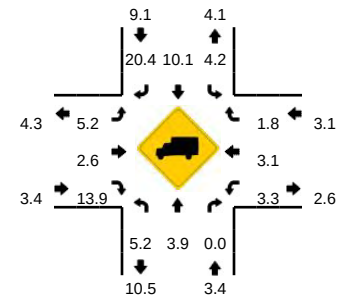
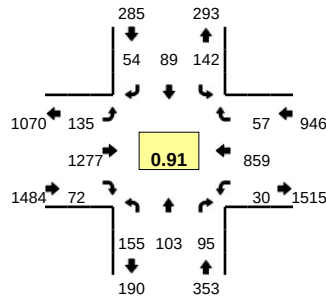
15-Min Count Period Beginning At	Access Rd (Northbound)				Access Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	0	0	0	0	1	189	0	0	0	164	2	0	356	
11:15 AM	0	0	0	0	0	0	2	0	0	219	0	0	0	171	1	0	393	
11:30 AM	0	0	0	0	0	0	0	0	0	235	0	0	0	184	0	0	419	
11:45 AM	0	0	0	0	1	0	1	0	0	301	0	0	0	177	2	0	482	1650
12:00 PM	0	0	0	0	0	0	2	0	0	291	0	0	0	164	0	0	457	1751
12:15 PM	0	0	0	0	1	0	1	0	2	380	0	0	0	198	3	0	585	1943
12:30 PM	0	0	0	0	2	0	0	0	0	351	0	0	0	192	1	0	546	2070
12:45 PM	0	0	0	0	0	0	0	0	0	343	0	0	0	177	0	0	520	2108
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	4	0	8	1520	0	0	0	792	12	0	2340	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	24	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424410
DATE: Tue, Jun 23 2015

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



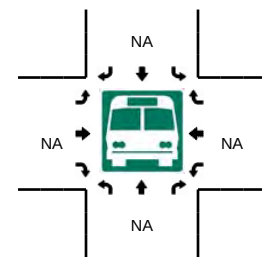
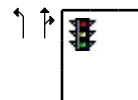
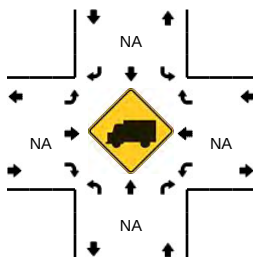
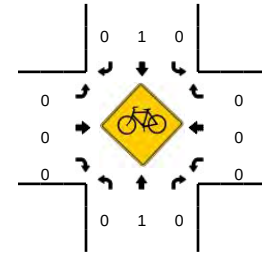
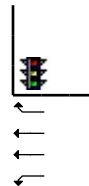
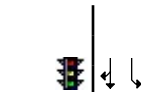
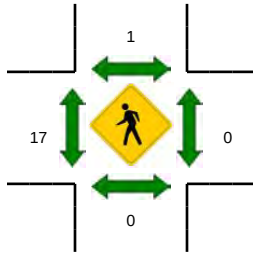
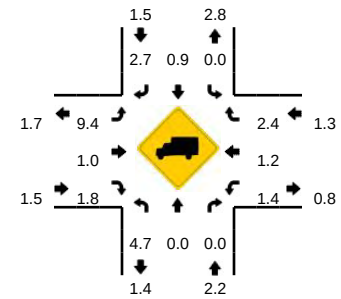
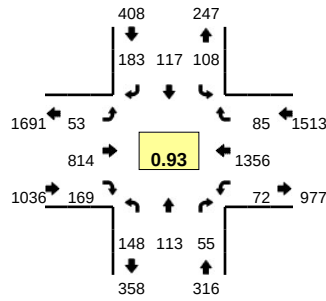
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	35	25	23	0	18	18	10	0	34	304	18	0	7	148	14	0	654	
7:15 AM	45	25	16	0	26	31	6	0	39	277	21	1	1	194	18	0	700	
7:30 AM	54	22	32	0	38	31	16	0	30	335	27	0	6	241	13	0	845	
7:45 AM	28	30	21	0	40	18	12	0	38	309	21	0	12	226	24	0	779	2978
8:00 AM	38	22	18	0	29	18	13	0	25	317	10	1	6	203	9	1	710	3034
8:15 AM	35	29	24	0	35	22	13	0	40	316	14	1	5	189	11	0	734	3068
8:30 AM	30	20	15	0	26	26	9	0	27	355	18	0	5	228	19	0	778	3001
8:45 AM	34	33	17	0	21	28	22	0	38	350	24	0	11	154	7	0	739	2961
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	216	88	128	0	152	124	64	0	120	1340	108	0	24	964	52	0	3380	
Heavy Trucks	8	4	0		4	12	12		8	28	8		0	20	4		108	
Pedestrians	0				0				4				0				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424411
DATE: Tue, Jun 23 2015

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



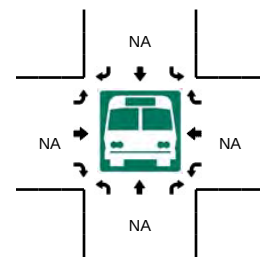
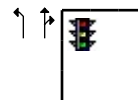
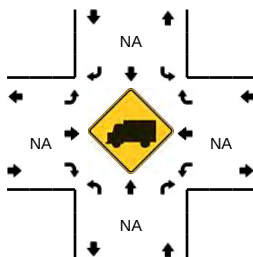
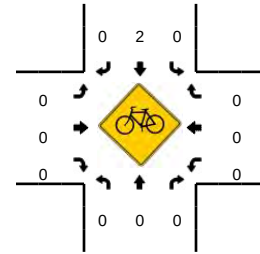
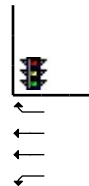
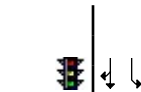
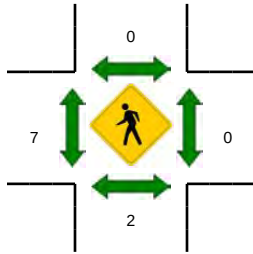
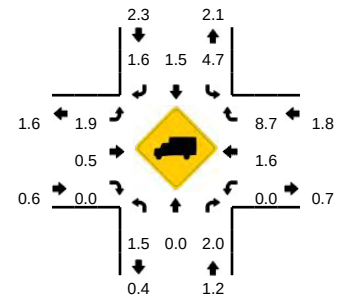
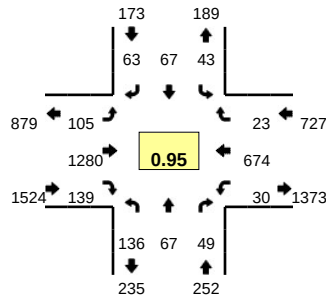
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	39	19	8	0	33	26	60	0	15	190	48	0	10	324	27	0	799	
4:15 PM	30	16	12	0	13	20	31	0	12	210	30	0	9	321	16	0	720	
4:30 PM	32	25	9	0	29	21	50	0	14	217	51	0	18	393	20	0	879	
4:45 PM	36	29	13	0	26	33	48	0	11	181	39	1	16	306	16	0	755	3153
5:00 PM	35	38	13	0	29	45	59	0	11	187	34	2	15	320	25	0	813	3167
5:15 PM	45	21	20	0	24	18	26	0	13	229	45	1	23	337	24	0	826	3273
5:30 PM	44	26	11	0	31	42	26	0	12	188	40	2	19	297	23	0	761	3155
5:45 PM	39	30	11	0	13	29	26	0	8	226	46	3	14	343	32	1	821	3221
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	128	100	36	0	116	84	200	0	56	868	204	0	72	1572	80	0	3516	
Heavy Trucks	0	0	0	0	0	0	4	0	4	0	8	0	4	28	4	0	52	
Pedestrians	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Euclid Ave
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424412
DATE: Sat, Jun 20 2015

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	38	12	8	0	11	10	17	0	13	170	31	0	10	142	6	1	469	
11:15 AM	33	14	7	0	17	16	18	0	8	196	33	2	9	158	13	0	524	
11:30 AM	37	10	13	0	9	13	15	0	19	220	32	1	9	157	5	0	540	
11:45 AM	30	19	11	0	14	9	11	0	23	282	37	3	5	171	15	0	630	2163
12:00 PM	40	14	15	0	11	19	14	0	21	268	35	1	8	150	8	1	605	2299
12:15 PM	27	11	16	0	11	14	24	0	32	341	36	1	6	180	4	0	703	2478
12:30 PM	29	18	9	0	12	15	16	0	21	331	35	3	8	183	5	0	685	2623
12:45 PM	40	24	9	0	9	19	9	0	25	340	33	1	7	161	6	0	683	2676

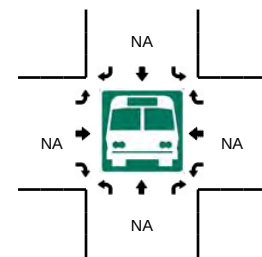
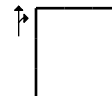
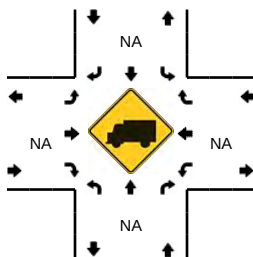
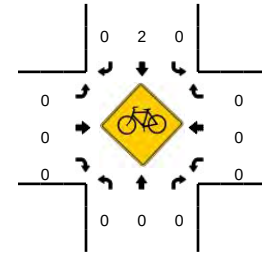
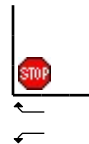
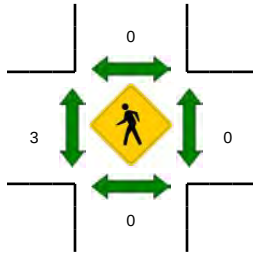
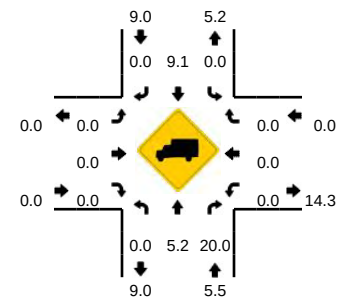
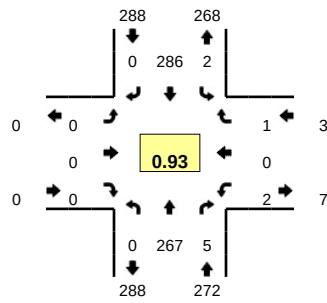
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	44	64	0	44	56	96	0	128	1364	144	4	24	720	16	0	2812
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	20	4	0	28
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Railroad																	
Stopped Buses																	

Comments:

LOCATION: Rohlwing Rd -- Access Rd
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424413
DATE: Tue, Jun 23 2015

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



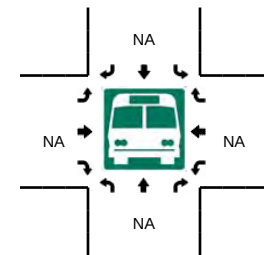
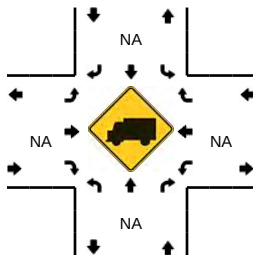
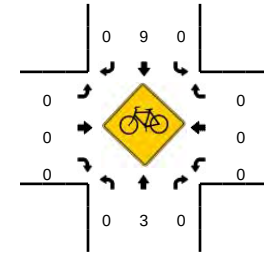
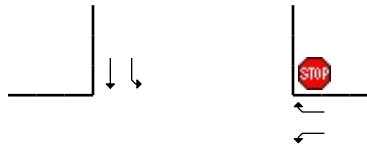
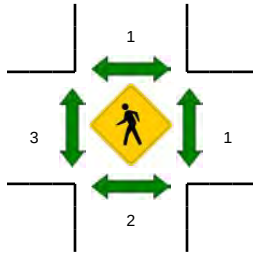
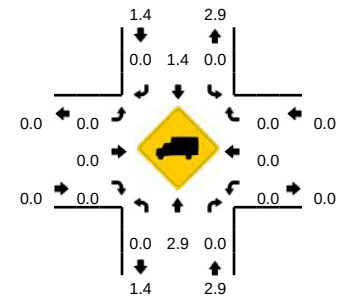
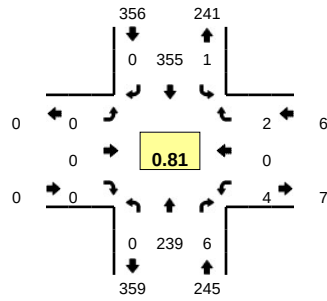
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	65	0	0	0	42	0	0	0	0	0	0	1	0	1	0	109	
7:15 AM	0	79	2	0	0	62	0	0	0	0	0	0	1	0	1	0	145	
7:30 AM	0	59	0	0	0	93	0	0	0	0	0	0	0	0	0	0	152	
7:45 AM	0	79	2	0	1	69	0	0	0	0	0	0	0	0	0	0	151	557
8:00 AM	0	50	1	0	1	62	0	0	0	0	0	0	1	0	0	0	115	563
8:15 AM	0	64	2	0	0	69	0	0	0	0	0	0	1	0	0	0	136	554
8:30 AM	0	57	2	0	0	69	0	0	0	0	0	0	2	0	2	0	132	534
8:45 AM	0	69	0	0	1	57	0	0	0	0	0	0	0	0	2	0	129	512
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	236	0	0	0	372	0	0	0	0	0	0	0	0	0	0	608	
Heavy Trucks	0	12	0	0	0	24	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Access Rd
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424414
DATE: Tue, Jun 23 2015

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



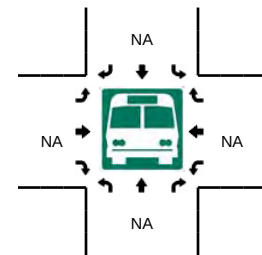
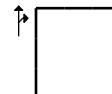
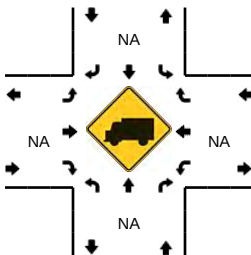
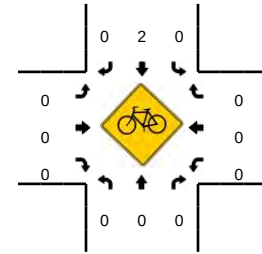
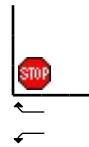
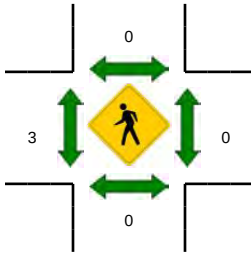
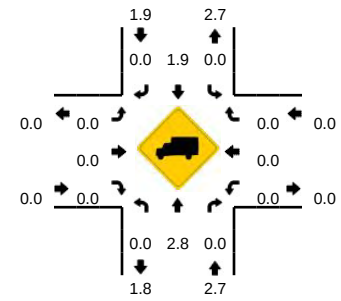
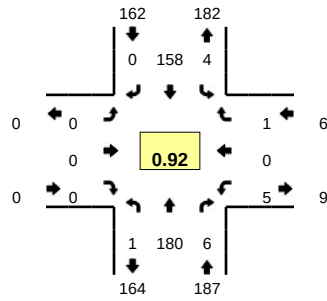
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	55	1	0	0	110	0	1	0	0	0	0	0	0	0	0	167	
4:15 PM	0	49	0	0	0	64	0	0	0	0	0	0	1	0	0	0	114	
4:30 PM	0	58	1	0	0	92	0	0	0	0	0	0	2	0	0	0	153	
4:45 PM	0	57	0	0	1	91	0	0	0	0	0	0	0	0	0	0	149	583
5:00 PM	0	72	3	0	0	113	0	0	0	0	0	0	0	0	0	0	188	604
5:15 PM	0	52	2	0	0	59	0	0	0	0	0	0	2	0	2	0	117	607
5:30 PM	0	53	3	0	0	92	0	0	0	0	0	0	0	0	0	0	148	602
5:45 PM	0	64	4	0	0	64	0	0	0	0	0	0	2	0	1	0	135	588
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	288	12	0	0	452	0	0	0	0	0	0	0	0	0	0	752	
Heavy Trucks	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Access Rd
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424415
DATE: Sat, Jun 20 2015

Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



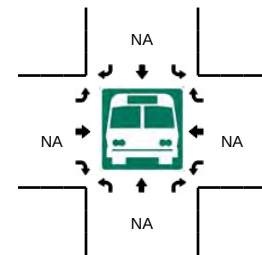
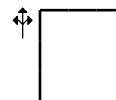
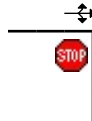
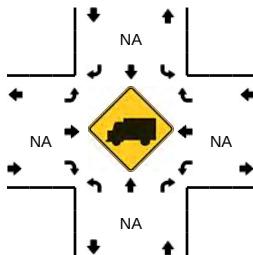
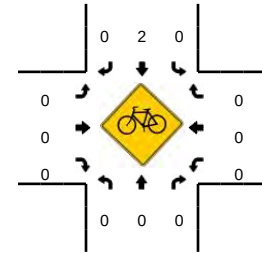
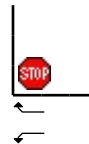
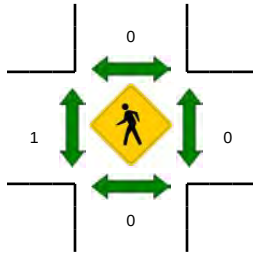
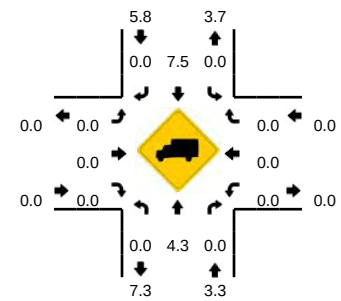
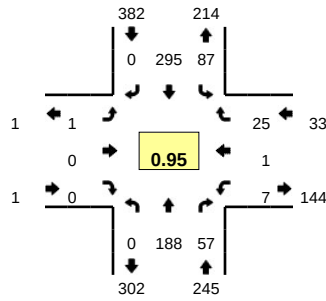
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Access Rd (Eastbound)				Access Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	33	0	0	0	37	0	0	0	0	0	0	1	0	0	0	71	
11:15 AM	0	31	2	0	2	47	0	0	0	0	0	0	0	0	1	0	83	
11:30 AM	0	32	1	0	1	34	0	0	0	0	0	0	1	0	2	0	71	
11:45 AM	0	56	2	0	2	33	0	0	0	0	0	0	1	0	0	0	94	319
12:00 PM	0	41	0	0	0	42	0	0	0	0	0	0	0	0	0	0	83	331
12:15 PM	0	43	3	0	0	46	0	1	0	0	0	0	2	0	1	0	96	344
12:30 PM	0	40	1	1	1	37	0	0	0	0	0	0	2	0	0	0	82	355
12:45 PM	0	55	1	0	0	36	0	0	0	0	0	0	0	0	0	0	92	353
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	172	12	0	0	184	0	4	0	0	0	0	8	0	4	0	384	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Salt Creek Ln
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424416
DATE: Tue, Jun 23 2015

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



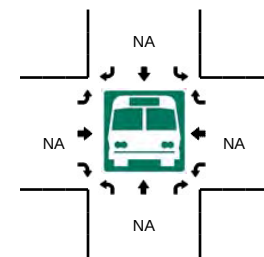
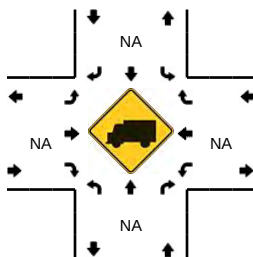
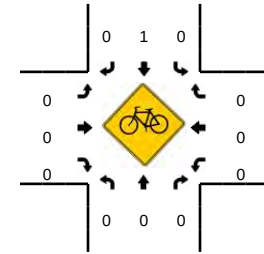
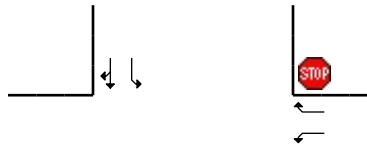
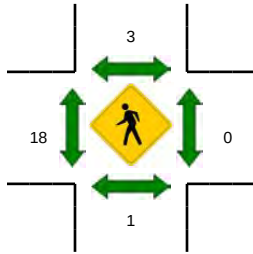
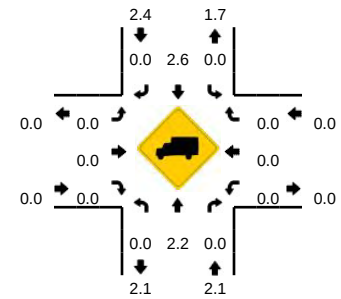
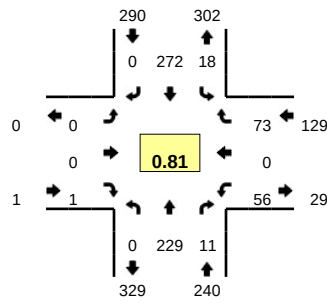
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Salt Creek Ln (Eastbound)				Salt Creek Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	51	16	0	15	45	0	0	0	0	0	0	1	0	2	0	130	
7:15 AM	0	53	21	0	14	58	0	0	0	0	0	0	1	0	4	0	151	
7:30 AM	0	47	5	0	19	95	0	0	0	0	0	0	1	0	7	0	174	
7:45 AM	0	56	19	0	18	69	0	0	0	0	0	0	0	0	10	0	172	627
8:00 AM	0	39	13	0	25	58	0	0	0	0	0	0	4	0	8	0	147	644
8:15 AM	0	46	20	0	25	73	0	0	1	0	0	0	2	1	0	0	168	661
8:30 AM	0	46	9	0	15	71	0	0	0	0	0	0	3	0	1	0	145	632
8:45 AM	1	46	20	0	17	56	0	0	0	0	1	0	4	0	2	0	147	607
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	188	20	0	76	380	0	0	0	0	0	0	4	0	28	0	696	
Heavy Trucks	0	12	0	0	0	24	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Salt Creek Ln
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424417
DATE: Tue, Jun 23 2015

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



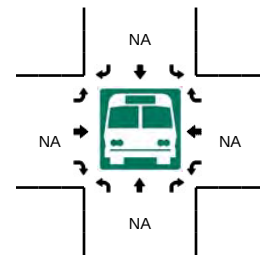
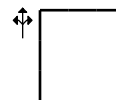
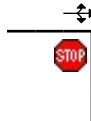
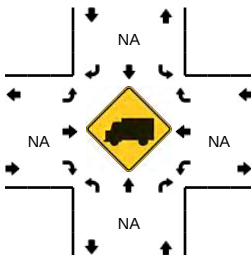
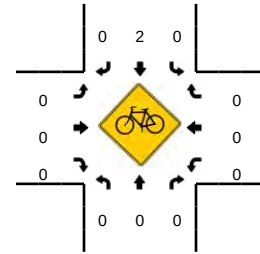
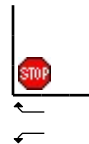
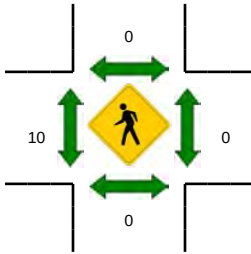
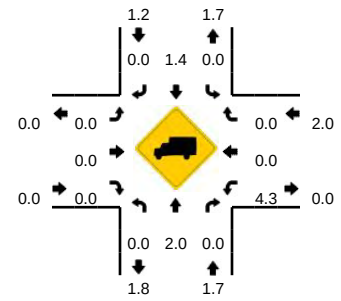
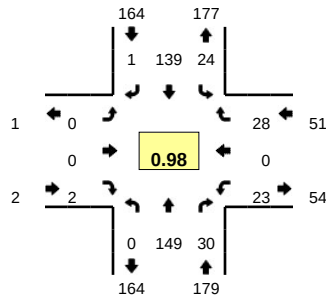
15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Salt Creek Ln (Eastbound)				Salt Creek Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	50	3	0	6	71	0	0	0	0	3	0	16	0	21	0	170	
4:15 PM	0	39	4	0	4	48	0	0	0	0	1	0	12	0	17	0	125	
4:30 PM	0	56	4	0	7	63	0	0	0	0	0	0	18	0	21	0	169	
4:45 PM	0	49	3	0	3	70	0	0	0	0	0	0	12	0	16	0	153	617
5:00 PM	0	72	2	0	4	87	0	0	0	0	0	0	16	0	22	0	203	650
5:15 PM	0	52	2	0	4	52	0	0	0	0	1	0	10	0	14	0	135	660
5:30 PM	0	49	3	0	4	69	0	0	0	0	0	0	6	0	12	0	143	634
5:45 PM	0	65	2	0	7	50	0	0	0	0	0	0	12	0	11	0	147	628
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	288	8	0	16	348	0	0	0	0	0	0	64	0	88	0	812	
Heavy Trucks	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Rohlwing Rd -- Salt Creek Ln
CITY/STATE: Rolling Meadows, IL

QC JOB #: 13424418
DATE: Sat, Jun 20 2015

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



15-Min Count Period Beginning At	Rohlwing Rd (Northbound)				Rohlwing Rd (Southbound)				Salt Creek Ln (Eastbound)				Salt Creek Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	28	3	0	6	30	0	0	0	0	0	0	6	0	8	0	81	
11:15 AM	0	26	6	0	6	36	0	0	0	0	1	0	9	0	8	0	92	
11:30 AM	0	23	9	0	6	24	0	0	0	0	0	0	11	0	3	0	76	
11:45 AM	1	46	7	0	5	28	0	0	0	0	2	0	3	0	8	0	100	349
12:00 PM	0	37	5	0	5	37	0	0	0	0	2	0	4	0	10	0	100	368
12:15 PM	0	36	8	0	9	36	0	0	0	0	0	0	9	0	3	0	101	377
12:30 PM	0	33	6	0	8	34	0	0	0	0	0	0	5	0	8	0	94	395
12:45 PM	0	43	11	0	2	32	1	0	0	0	0	0	5	0	7	0	101	396

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	144	32	0	36	144	0	0	0	0	0	0	36	0	12	0	404
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Railroad																	
Stopped Buses																	

Comments:

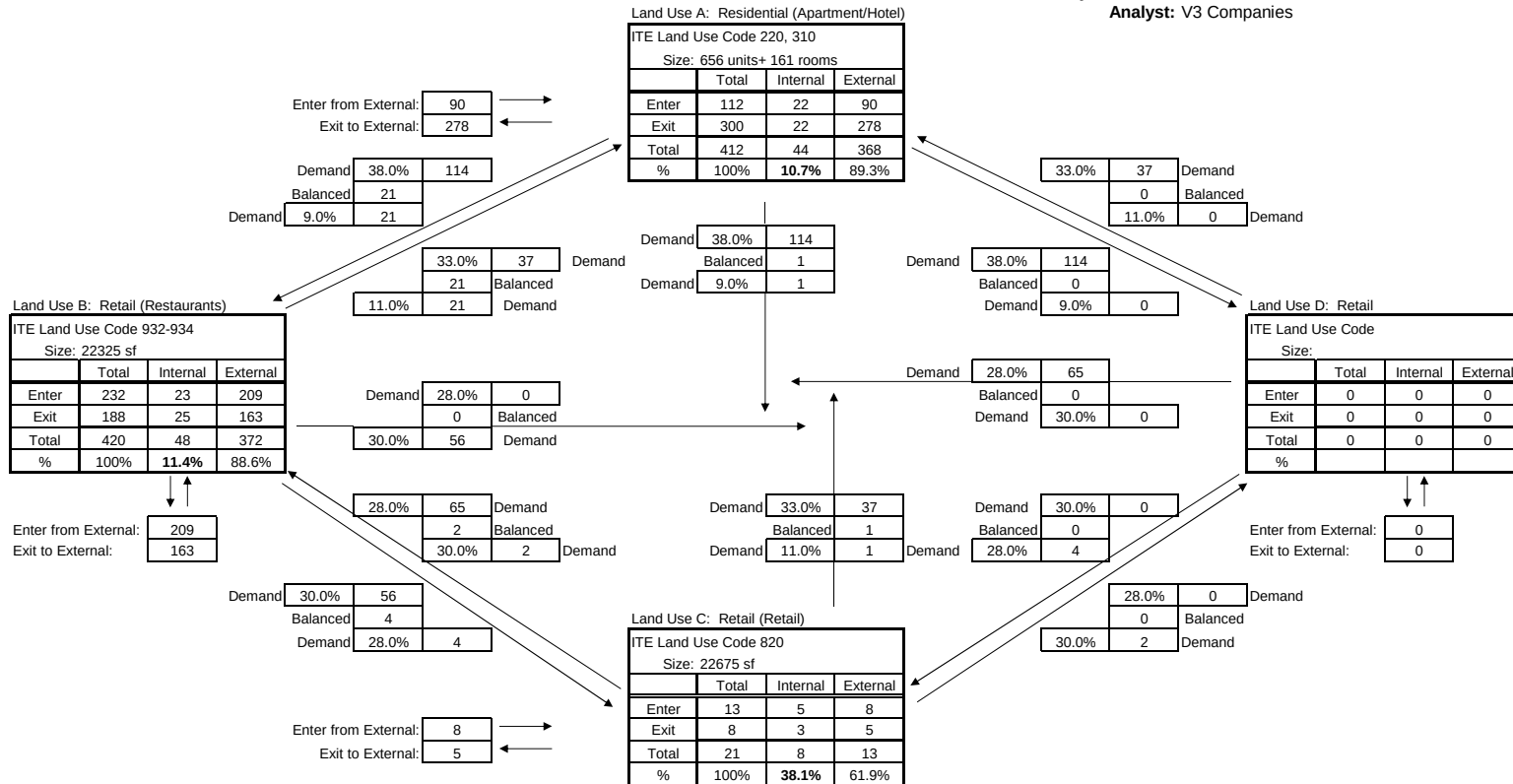


APPENDIX B

INTERNAL CAPTURE WORKSHEETS – EXCLUDING WATERPARK

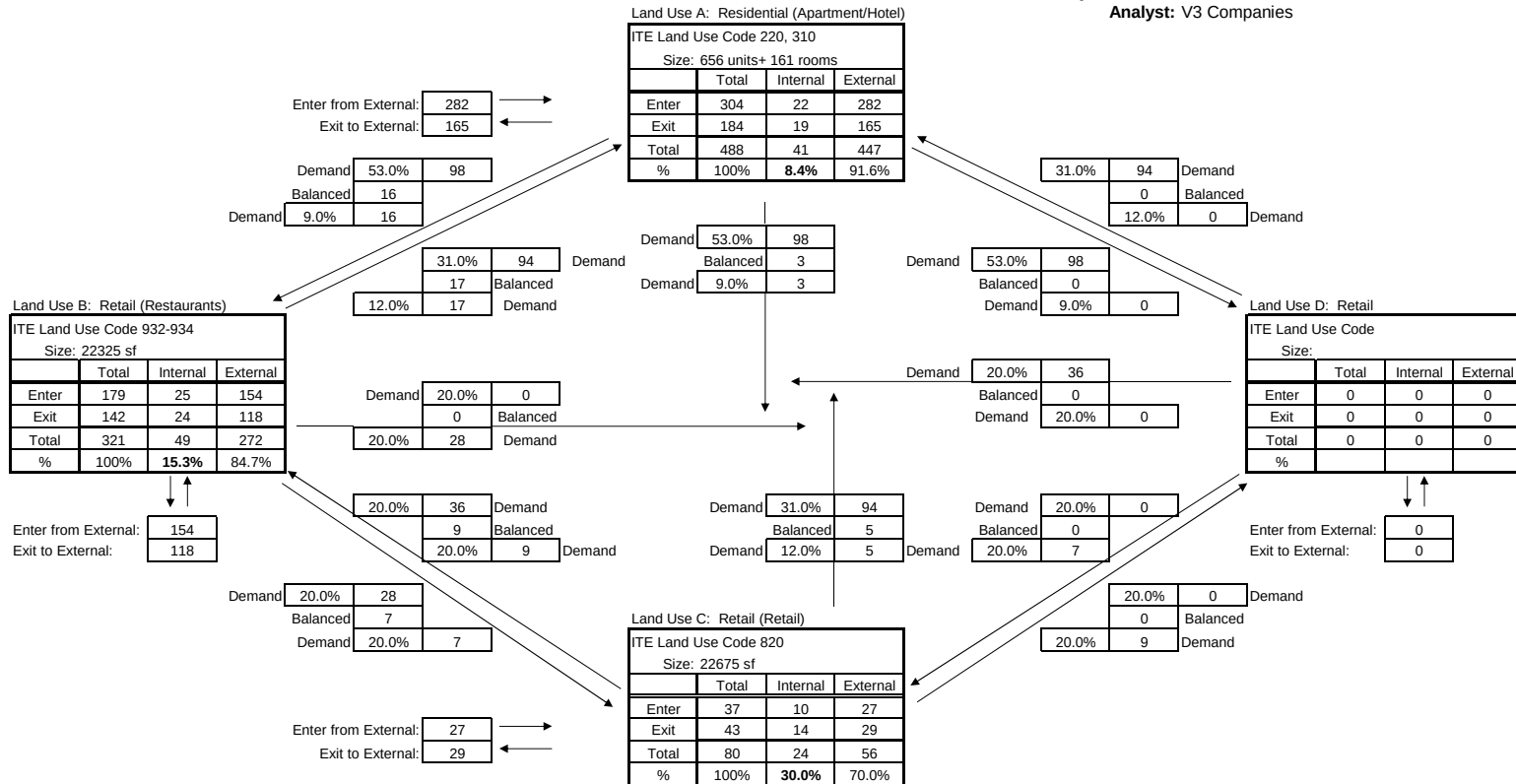
ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
(Source: Chapter 7, ITE Trip Generation Handbook)

Project Number: 000015126
Project Name: Arlington Downs
Scenario: Internal Capture - Excluding Water Park
Analysis Period: AM Peak
Analyst: V3 Companies



ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
(Source: Chapter 7, ITE Trip Generation Handbook)

Project Number: 000015126
Project Name: Arlington Downs
Scenario: Internal Capture - Excluding Water Park
Analysis Period: PM Peak
Analyst: V3 Companies

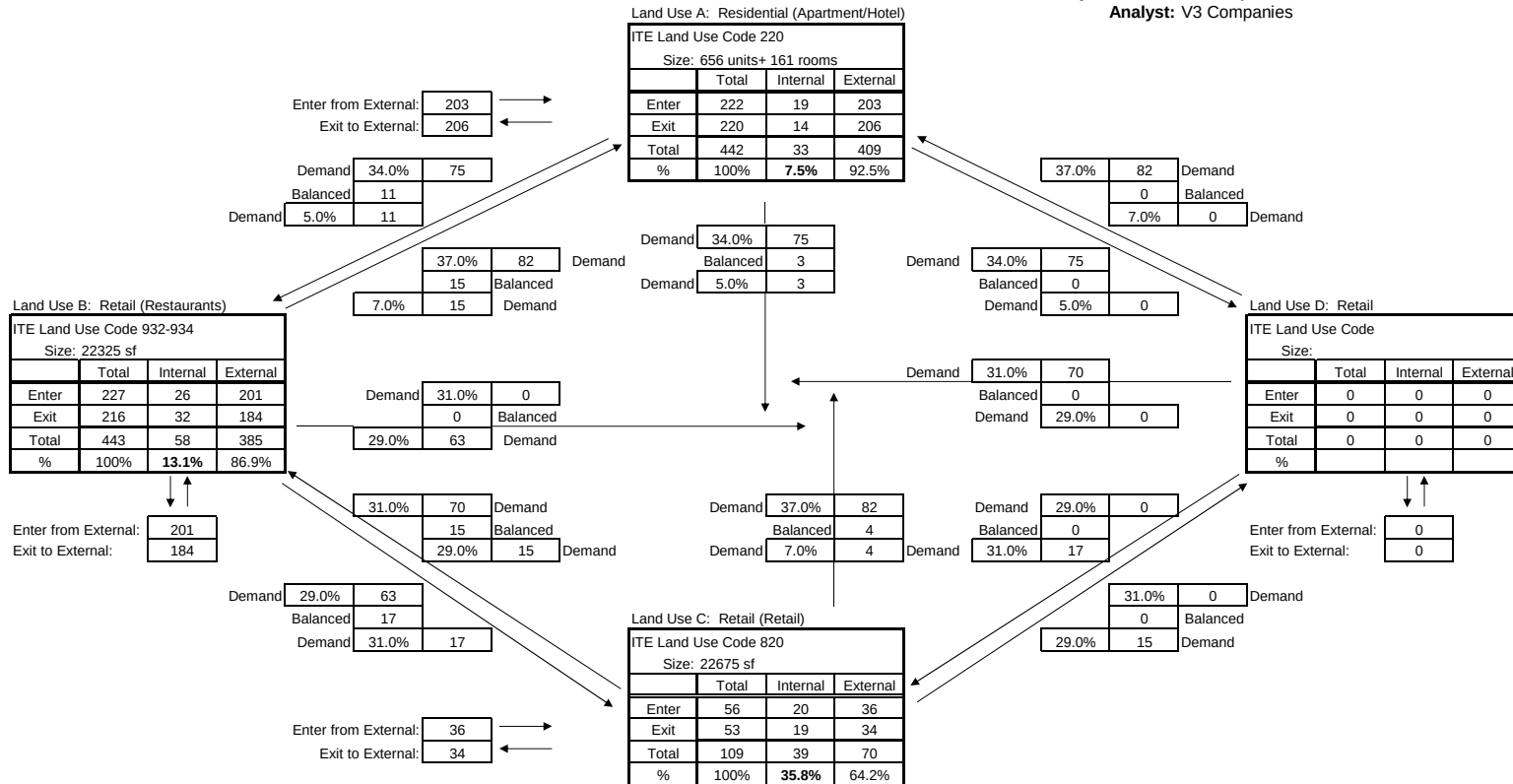


NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
Enter	282	154	27	0	463
Exit	165	118	29	0	312
Total	447	272	56	0	775
Single Use Trip Gen Estimate	488	321	80	0	889

Overall Internal Capture = 12.82%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number: 000015126
 Project Name: Arlington Downs
 Scenario: Internal Capture - Excluding Water Park
 Analysis Period: Saturday Peak
 Analyst: V3 Companies



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
Enter	203	201	36	0	440
Exit	206	184	34	0	424
Total	409	385	70	0	864
Single Use Trip Gen Estimate	442	443	109	0	994

Overall Internal Capture = 13.08%

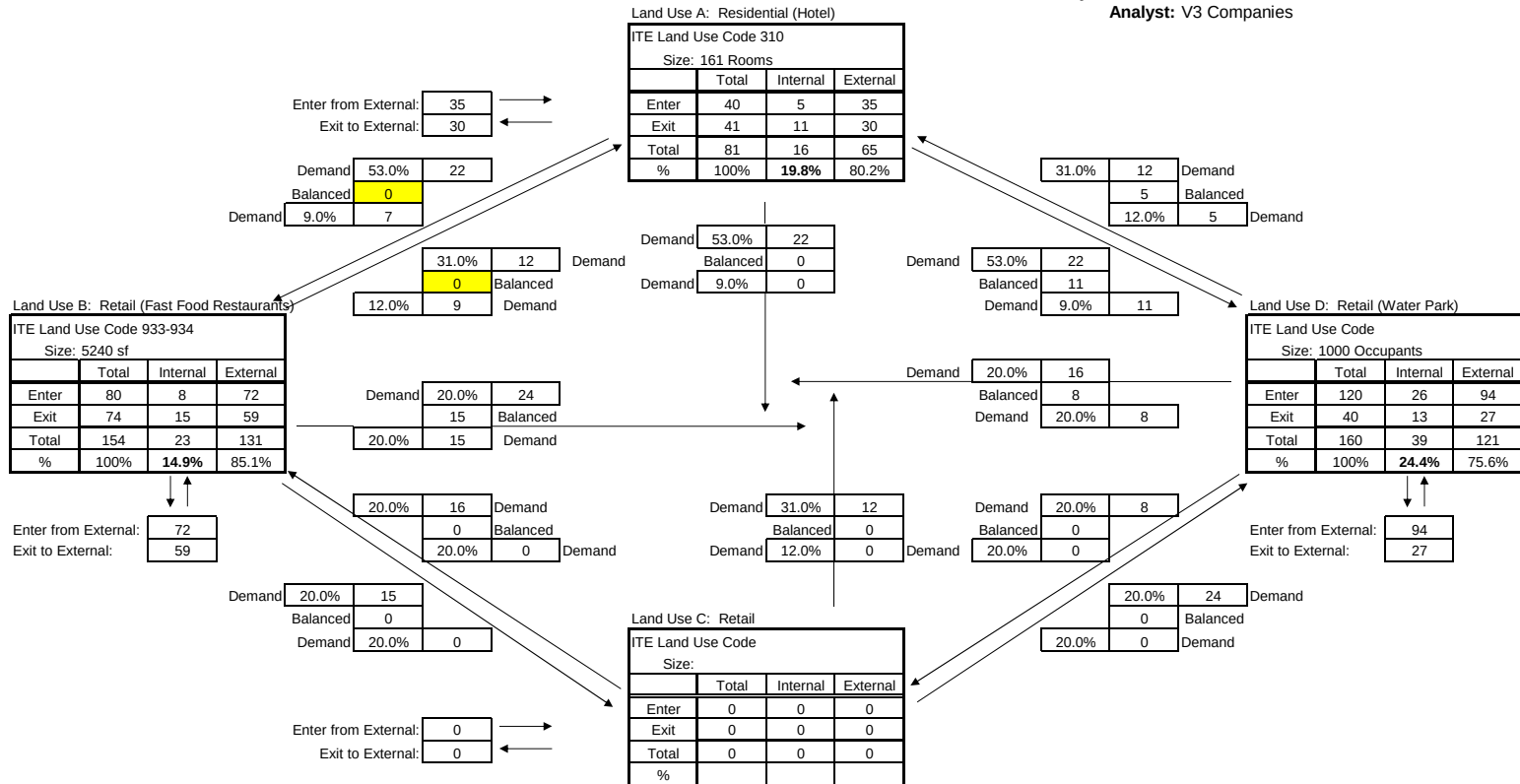


APPENDIX C

INTERNAL CAPTURE WORKSHEETS – INCLUDING WATERPARK

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
(Source: Chapter 7, ITE Trip Generation Handbook)

Project Number: 000015126
Project Name: Arlington Downs
Scenario: Internal Capture - Water Park
Analysis Period: PM Peak
Analyst: V3 Companies

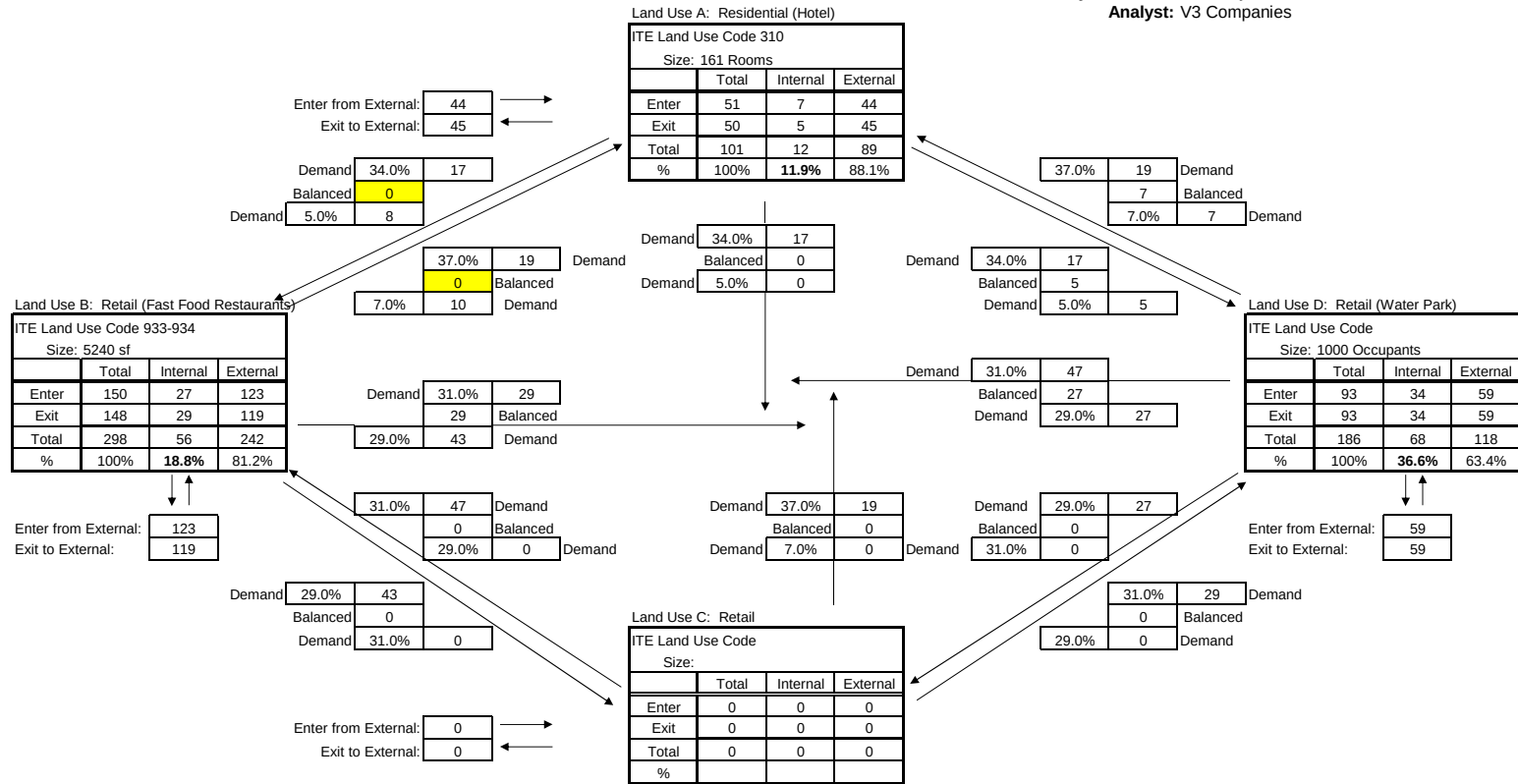


NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
Enter	35	72	0	94	201
Exit	30	59	0	27	116
Total	65	131	0	121	317
Single Use Trip Gen Estimate	81	154	0	160	395

Overall Internal Capture = 19.75%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number: 000015126
 Project Name: Arlington Downs
 Scenario: Internal Capture - Water Park
 Analysis Period: Saturday Peak
 Analyst: V3 Companies



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
Enter	44	123	0	59	226
Exit	45	119	0	59	223
Total	89	242	0	118	449
Single Use Trip Gen Estimate	101	298	0	186	585

Overall Internal Capture = 23.25%



APPENDIX D

TRAFFIC SIGNAL WARRANT WORKSHEETS

SIGNAL WARRANT REVIEW SHEET

District #1

SRA:
 YES ☐ NO ☒

COUNTY: Lake

INTERSECTION: Euclid Avenue and Arlington Downs Drive
 MUNICIPALITY: Arlington Heights, Illinois

Speed Limit of Major Route 40
 Number of Lanes of Major Approach 2

Isolated Community with Population < 10,000 No
 Number of Lanes of Minor Approach 2

HOUR BEGIN	MAJOR STREET VOLUME (both approaches)	ADJ. MINOR STREET VOLUME (higher volume approaches)	Check any hours which meet the following Warrants				
			WARRANT 1		WARRANT 1: 8 hrs of one of the Following		
			A	B	WARRANT 1 A/B: 8 hrs of both		80% of Warrant 4
			100%	100%	80% of A	80% of B	
AM Peak Hour	2,907	190		X	X	X	
PM Peak Hour	3,054	190		X	X	X	
Sat MD Peak Hour	2,617	174		X	X	X	
8th Max. Hour*	1,680	105		X			

*Estimated by IDOT BDE Manual Method (55% of PM Peak Hour)

Hours Met:

Volume Requirements:

	8th Hour			
MAJOR:	600	900	480	720
MINOR:	200	100	160	80

REVIEW INFORMATION

COUNTS USED: V3
 COUNT DATE(S): 6/20/2015 & 6/23/2015
 DATE REVIEWED: 8/20/2015
 REVIEWED BY: CAS

Comments

The intersection of Euclid Avenue and South Arlington Downs Driveway meets Warrant 1 for the assumed eighth hour volumes.

WARRANT 1	YES ☒	NO ☐	N/A
Warrant 1 is met if any of the following Conditions are met:			
• CONDITION A Minimum Vehicular Volume	YES ☐	NO ☒	N/A
• CONDITION B Interruption of Continuous Traffic	YES ☒	NO ☐	N/A
• CONDITION A/B Combination of Warrants	YES ☐	NO ☒	N/A
WARRANT 2 Four Hour Volume	YES ☐	NO ☐	N/A
WARRANT 3 Peak Hour Volume	YES ☐	NO ☐	N/A
WARRANT 4 Pedestrian Volume	YES ☐	NO ☐	N/A
WARRANT 5 School Crossing	YES ☐	NO ☐	N/A
WARRANT 6 Coordinated Signal System	YES ☐	NO ☐	N/A
WARRANT 7 Accidents Experience	YES ☐	NO ☐	N/A
WARRANT 8 Roadway Network	YES ☐	NO ☐	N/A
WARRANT 9 Intersection Near a Grade Crossing	YES ☐	NO ☐	N/A

RIGHT TURN FACTORIZATION SHEET

INTERSECTION: Euclid Avenue and Arlington Downs Drive

MUNICIPALITY: Arlington Heights

COUNTY: Cook

[illegible]

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR %
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

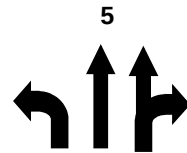
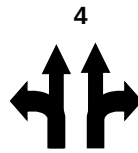
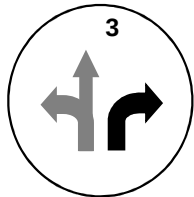
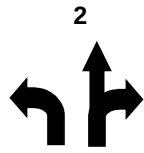
COUNTS USED: V3

COUNT DATE(S): 6/20/2015 & 6/23/2015

DATE REVIEWED: 8/20/2015

REVIEWED BY: CAS

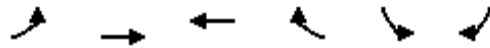
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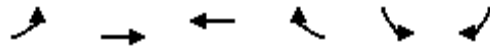


APPENDIX E

CAPACITY ANALYSIS WORKSHEETS EXISTING



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	283	1233	882	127	88	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.981			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3472	0	1770	1583
Flt Permitted	0.224				0.950	
Satd. Flow (perm)	417	3539	3472	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			18			64
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	298	1298	928	134	93	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	1298	1062	0	93	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	32.0	96.0	64.0		24.0	
Total Split (%)	26.7%	80.0%	53.3%		20.0%	
Maximum Green (s)	29.0	90.0	58.0		18.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	99.4	96.4	81.3		11.6	26.7
Actuated g/C Ratio	0.83	0.80	0.68		0.10	0.22



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.62	0.46	0.45		0.54	0.16
Control Delay	9.4	3.6	10.7		62.8	8.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	9.4	3.6	10.7		62.8	8.2
LOS	A	A	B		E	A
Approach Delay		4.7	10.7		40.5	
Approach LOS		A	B		D	
90th %ile Green (s)	20.5	91.9	68.4		16.1	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	14.2	94.5	77.3		13.5	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	9.8	96.4	83.6		11.6	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	8.5	98.2	86.7		9.8	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	7.2	100.9	90.7		7.1	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	29	6	166		70	0
Queue Length 95th (ft)	78	10	308		121	31
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	672	2842	2359		265	601
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.44	0.46	0.45		0.35	0.11

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 80 (67%), Referenced to phase 4:EBTL and 8:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 9.0

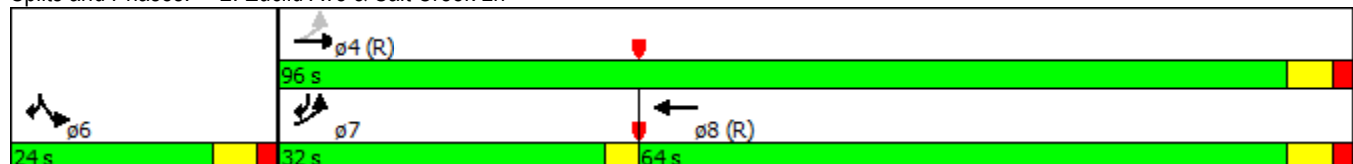
Intersection LOS: A

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2015 Existing
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	1277	72	29	859	57	155	103	95	142	89	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.928			0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1729	0	1770	1757	0
Flt Permitted	0.222			0.120			0.661			0.353		
Satd. Flow (perm)	414	3539	1583	224	3539	1583	1231	1729	0	658	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		37			29	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	140	1344	76	31	904	60	163	108	100	149	94	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	1344	76	31	904	60	163	208	0	149	151	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	37.0		24.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	30.8%		20.0%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	31.0		21.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2015 Existing
4: Rohlwing Rd & Euclid Ave

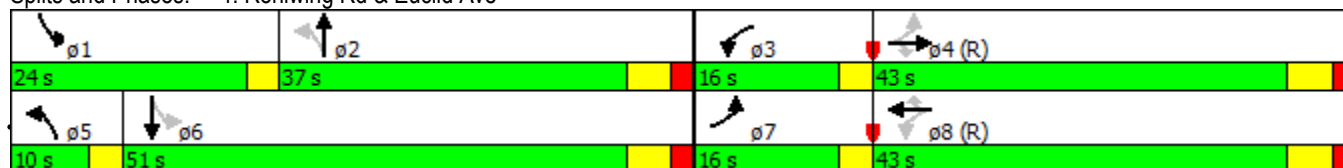
Timing Plan: AM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												1
Act Effct Green (s)	75.2	66.2	66.2	69.2	59.8	59.8	30.0	20.0		38.6	25.8	
Actuated g/C Ratio	0.63	0.55	0.55	0.58	0.50	0.50	0.25	0.17		0.32	0.22	
v/c Ratio	0.38	0.69	0.08	0.15	0.51	0.07	0.48	0.65		0.45	0.38	
Control Delay	14.8	25.2	2.1	11.3	28.7	6.9	35.1	46.4		32.1	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.8	25.2	2.1	11.3	28.7	6.9	35.1	46.4		32.1	32.2	
LOS	B	C	A	B	C	A	D	D		C	C	
Approach Delay		23.1			26.9			41.4			32.1	
Approach LOS		C			C			D			C	
90th %ile Green (s)	13.0	41.9	41.9	8.1	37.0	37.0	7.0	37.1		14.9	45.0	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Ped	
70th %ile Green (s)	10.6	59.9	59.9	6.7	56.0	56.0	7.0	20.3		15.1	28.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
50th %ile Green (s)	9.1	64.8	64.8	6.2	61.9	61.9	7.0	17.5		13.5	24.0	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
30th %ile Green (s)	7.9	78.7	78.7	0.0	67.8	67.8	7.0	14.6		11.7	19.3	
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	
10th %ile Green (s)	6.5	85.7	85.7	0.0	76.2	76.2	7.0	10.3		9.0	12.3	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	
Queue Length 50th (ft)	39	390	0	13	330	5	96	129		87	82	
Queue Length 95th (ft)	102	#754	16	m25	456	39	113	171		104	113	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	406	1952	921	306	1763	843	338	491		407	677	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.34	0.69	0.08	0.10	0.51	0.07	0.48	0.42		0.37	0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 75.2%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	3	218	51	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	3	229	54	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	290	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	701	1013	1551	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1013	1551	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1551	-	1013	-	-	
HCM Lane V/C Ratio	0.002	-	0.007	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	1512	942	2	1	13
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1592	992	2	1	14
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	994	0	-	0	1793	497
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	800	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	692	-	-	-	72	519
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	692	-	-	-	70	519
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	393	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		15.3	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	692	-	-	-	70	519
HCM Lane V/C Ratio	0.003	-	-	-	0.015	0.026
HCM Control Delay (s)	10.2	0.1	-	-	57.2	12.1
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	2	0		252	5	2 293
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	2	0		265	5	2 308
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	581	268		0	0	271 0
Stage 1	268	-		-	-	- -
Stage 2	313	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	476	771		-	-	1292 -
Stage 1	777	-		-	-	- -
Stage 2	741	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	475	771		-	-	1292 -
Mov Cap-2 Maneuver	475	-		-	-	- -
Stage 1	777	-		-	-	- -
Stage 2	740	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	12.6		0		0.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	475	-	1292	-
HCM Lane V/C Ratio	-	-	0.004	-	0.002	-
HCM Control Delay (s)	-	-	12.6	0	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-

Intersection												
Int Delay, s/veh	1.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	0	7	1	25	0	188	57	87	295	0
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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	7	1	26	0	198	60	92	311	0

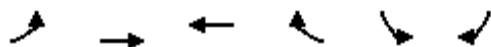
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	752	311	722	722	228	311	0	0	258	0	0
Stage 1	494	494	-	228	228	-	-	-	-	-	-	-
Stage 2	242	258	-	494	494	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	335	339	729	342	353	811	1249	-	-	1307	-	-
Stage 1	557	546	-	775	715	-	-	-	-	-	-	-
Stage 2	762	694	-	557	546	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	306	315	729	324	328	811	1249	-	-	1307	-	-
Mov Cap-2 Maneuver	306	315	-	324	328	-	-	-	-	-	-	-
Stage 1	557	508	-	775	715	-	-	-	-	-	-	-
Stage 2	736	694	-	518	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	11.3	0	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	306	324	768	1307	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.023	0.036	0.07	-	-
HCM Control Delay (s)	0	-	-	16.8	16.4	9.9	8	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	67	925	1298	45	140	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3522	0	1770	1583
Flt Permitted	0.135				0.950	
Satd. Flow (perm)	251	3539	3522	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			51
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	71	974	1366	47	147	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	974	1413	0	147	228
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	16.0	94.0	78.0		26.0	
Total Split (%)	13.3%	78.3%	65.0%		21.7%	
Maximum Green (s)	13.0	88.0	72.0		20.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	94.2	91.2	81.5		16.8	26.5
Actuated g/C Ratio	0.78	0.76	0.68		0.14	0.22



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.25	0.36	0.59		0.59	0.59
Control Delay	10.1	7.0	12.5		57.3	37.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	10.1	7.0	12.5		57.3	37.4
LOS	B	A	B		E	D
Approach Delay		7.2	12.5		45.2	
Approach LOS		A	B		D	
90th %ile Green (s)	8.1	83.4	72.3		24.6	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	7.1	88.6	78.5		19.4	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	6.5	91.6	82.1		16.4	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	6.1	94.2	85.1		13.8	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	5.7	98.1	89.4		9.9	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	8	87	274		109	124
Queue Length 95th (ft)	61	254	434		164	188
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	361	2716	2393		308	450
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	0.36	0.59		0.48	0.51

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 109 (91%), Referenced to phase 4:EBTL and 8:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.9

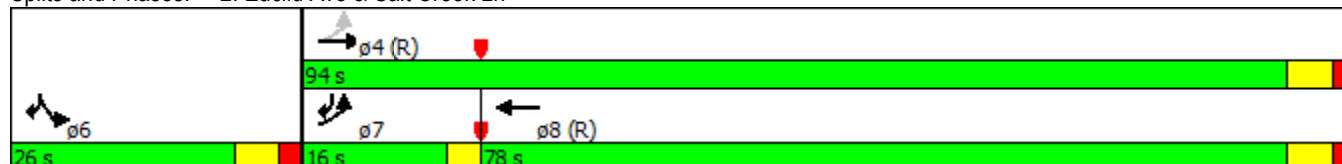
Intersection LOS: B

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2015 Existing
4: Rohlwing Rd & Euclid Ave

Timing Plan: PM

8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	814	169	72	1356	85	148	113	55	108	117	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.951			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1771	0	1770	1691	0
Flt Permitted	0.085			0.257			0.310			0.447		
Satd. Flow (perm)	158	3539	1583	479	3539	1583	577	1771	0	833	1691	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			109		22			75	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	52	857	178	76	1427	89	156	119	58	114	123	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	857	178	76	1427	89	156	177	0	114	316	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	45.0		16.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	37.5%		13.3%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	39.0		13.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2015 Existing
4: Rohlwing Rd & Euclid Ave

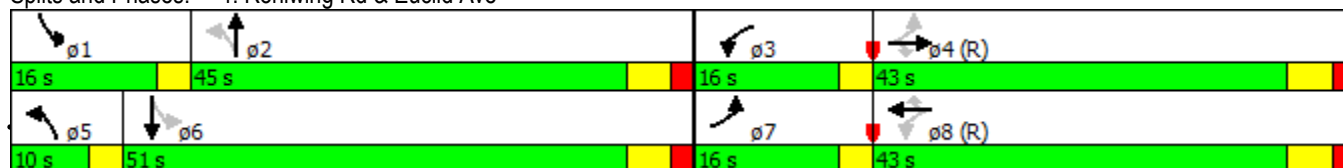
Timing Plan: PM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												2
Act Effct Green (s)	72.0	63.0	63.0	73.3	63.7	63.7	32.0	22.0		38.5	26.0	
Actuated g/C Ratio	0.60	0.52	0.52	0.61	0.53	0.53	0.27	0.18		0.32	0.22	
v/c Ratio	0.28	0.46	0.20	0.20	0.76	0.10	0.70	0.52		0.32	0.75	
Control Delay	15.9	22.0	4.7	11.6	22.2	2.8	47.1	42.2		29.2	42.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.9	22.0	4.7	11.6	22.2	2.8	47.1	42.2		29.2	42.7	
LOS	B	C	A	B	C	A	D	D		C	D	
Approach Delay		18.9			20.6			44.5			39.1	
Approach LOS		B			C			D			D	
90th %ile Green (s)	9.4	39.2	39.2	10.8	40.6	40.6	7.0	39.1		12.9	45.0	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Ped	
70th %ile Green (s)	7.5	59.2	59.2	8.3	60.0	60.0	7.0	21.5		13.0	27.5	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
50th %ile Green (s)	6.7	64.0	64.0	7.4	64.7	64.7	7.0	19.1		11.5	23.6	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Gap	
30th %ile Green (s)	6.1	68.7	68.7	6.6	69.2	69.2	7.0	16.8		9.9	19.7	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Gap	
10th %ile Green (s)	0.0	84.0	84.0	0.0	84.0	84.0	7.0	13.4		7.6	14.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Max	Hold		Gap	Gap	
Queue Length 50th (ft)	14	206	2	16	284	0	92	113		66	182	
Queue Length 95th (ft)	45	385	54	m47	#828	m16	109	149		82	222	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	273	1858	912	439	1878	891	223	590		371	681	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.19	0.46	0.20	0.17	0.76	0.10	0.70	0.30		0.31	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 24.7
 Intersection LOS: C
 Intersection Capacity Utilization 83.9%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave

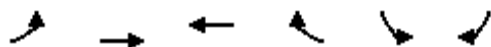


Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	4	6	59	207	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	6	62	218	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	293	218	218	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	698	822	1352	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	822	1352	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1352	-	822	-	-	
HCM Lane V/C Ratio	0.005	-	0.005	-	-	
HCM Control Delay (s)	7.7	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

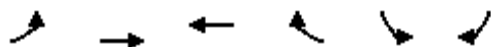
Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	985	1502	6	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1037	1581	6	3	4
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1587	0	-	0	2102	794
Stage 1	-	-	-	-	1584	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	410	-	-	-	44	331
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	410	-	-	-	44	331
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	563	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		49	
HCM LOS					E	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	410	-	-	-	44	331
HCM Lane V/C Ratio	-	-	-	-	0.072	0.013
HCM Control Delay (s)	0	-	-	-	93.1	16
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	2		239	6	1 355
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	4	2		252	6	1 374
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	631	255		0	0	258 0
Stage 1	255	-		-	-	- -
Stage 2	376	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	445	784		-	-	1307 -
Stage 1	788	-		-	-	- -
Stage 2	694	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	784		-	-	1307 -
Mov Cap-2 Maneuver	445	-		-	-	- -
Stage 1	788	-		-	-	- -
Stage 2	693	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	12		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	445	784	1307	-
HCM Lane V/C Ratio	-	-	0.009	0.003	0.001	-
HCM Control Delay (s)	-	-	13.2	9.6	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	1	56	0	73	0	229	11	18	272	0
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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	59	0	77	0	241	12	19	286	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	609	577	286	572	571	247	286	0	0	253	0	0
Stage 1	324	324	-	247	247	-	-	-	-	-	-	-
Stage 2	285	253	-	325	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	407	427	753	431	431	792	1276	-	-	1312	-	-
Stage 1	688	650	-	757	702	-	-	-	-	-	-	-
Stage 2	722	698	-	687	650	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	363	421	753	426	425	792	1276	-	-	1312	-	-
Mov Cap-2 Maneuver	363	421	-	426	425	-	-	-	-	-	-	-
Stage 1	688	641	-	757	702	-	-	-	-	-	-	-
Stage 2	652	698	-	676	641	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.8			12.1			0			0.5		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1276	-	-	753	426	792	1312	-	-			
HCM Lane V/C Ratio	-	-	-	0.001	0.138	0.097	0.014	-	-			
HCM Control Delay (s)	0	-	-	9.8	14.8	10	7.8	-	-			
HCM Lane LOS	A	-	-	A	B	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.3	0	-	-			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	1299	676	33	79	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.993			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3514	0	1770	1583
Flt Permitted	0.345				0.950	
Satd. Flow (perm)	643	3539	3514	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			55
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	1367	712	35	83	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	1367	747	0	83	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	14.0	92.0	78.0		28.0	
Total Split (%)	11.7%	76.7%	65.0%		23.3%	
Maximum Green (s)	11.0	86.0	72.0		22.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	100.0	97.0	89.5		11.0	20.2
Actuated g/C Ratio	0.83	0.81	0.75		0.09	0.17

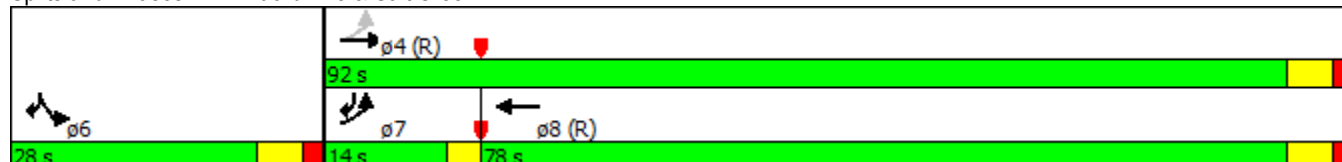


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.11	0.48	0.29		0.52	0.18
Control Delay	0.8	2.9	5.8		62.5	11.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	0.8	2.9	5.8		62.5	11.6
LOS	A	A	A		E	B
Approach Delay		2.8	5.8		42.2	
Approach LOS		A	A		D	
90th %ile Green (s)	7.2	92.8	82.6		15.2	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	6.6	95.3	85.7		12.7	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	6.2	97.0	87.8		11.0	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	5.9	98.8	89.9		9.2	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	0.0	101.3	101.3		6.7	
10th %ile Term Code	Skip	Coord	Coord		Gap	
Queue Length 50th (ft)	2	33	90		62	0
Queue Length 95th (ft)	m2	85	136		112	35
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	639	2861	2621		324	376
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.10	0.48	0.29		0.26	0.15

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 50 (42%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 6.1
Intersection Capacity Utilization 50.3%
Analysis Period (min) 15
Intersection LOS: A
ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2015 Existing
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	1280	139	29	674	23	136	67	49	43	67	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.937			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1745	0	1770	1729	0
Flt Permitted	0.327			0.142			0.538			0.678		
Satd. Flow (perm)	609	3539	1583	265	3539	1583	1002	1745	0	1263	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89			82		35			45	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	104	1347	146	31	709	24	143	71	52	45	71	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1347	146	31	709	24	143	123	0	45	137	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	51.0		10.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	42.5%		8.3%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	45.0		7.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2015 Existing
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												2
Act Effct Green (s)	83.0	74.7	74.7	78.8	69.5	69.5	28.0	19.4		27.1	17.4	
Actuated g/C Ratio	0.69	0.62	0.62	0.66	0.58	0.58	0.23	0.16		0.23	0.14	
v/c Ratio	0.21	0.61	0.14	0.12	0.35	0.03	0.51	0.40		0.14	0.47	
Control Delay	10.2	19.4	7.7	11.1	15.8	0.0	41.2	33.3		30.5	33.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.2	19.4	7.7	11.1	15.8	0.0	41.2	33.3		30.5	33.5	
LOS	B	B	A	B	B	A	D	C		C	C	
Approach Delay		17.7			15.1			37.5			32.8	
Approach LOS		B			B			D			C	
90th %ile Green (s)	12.5	41.9	41.9	8.1	37.5	37.5	7.0	45.0		7.0	45.0	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	
70th %ile Green (s)	8.2	74.2	74.2	6.4	72.4	72.4	7.0	14.4		7.0	14.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
50th %ile Green (s)	7.4	77.0	77.0	6.0	75.6	75.6	7.0	12.0		7.0	12.0	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
30th %ile Green (s)	6.7	88.5	88.5	0.0	78.8	78.8	7.0	9.6		6.9	9.5	
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Gap	Gap	
10th %ile Green (s)	5.9	91.9	91.9	0.0	83.0	83.0	7.0	16.1		0.0	6.1	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Skip	Gap	
Queue Length 50th (ft)	19	294	15	5	124	0	96	66		29	69	
Queue Length 95th (ft)	79	#756	78	30	222	0	101	88		39	93	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	550	2203	1018	346	2048	950	278	676		318	676	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.19	0.61	0.14	0.09	0.35	0.03	0.51	0.18		0.14	0.20	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 19.8

Intersection LOS: B

Intersection Capacity Utilization 71.1%

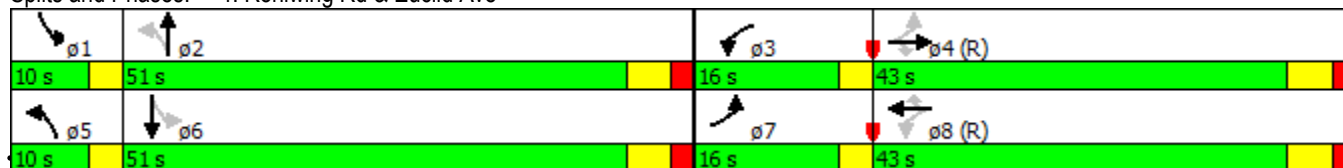
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	3	3	34	43	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	3	36	45	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	87	45	45	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	914	1025	1563	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1025	1563	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1563	-	994	-	-	
HCM Lane V/C Ratio	0.002	-	0.004	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	1365	731	4	3	3
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1437	769	4	3	3
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	774	0	-	0	1495	387
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	837	-	-	-	114	611
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	837	-	-	-	113	611
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	436	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		24.4	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	837	-	-	-	113	611
HCM Lane V/C Ratio	0.003	-	-	-	0.028	0.005
HCM Control Delay (s)	9.3	0.1	-	-	37.8	10.9
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	1		179	5	1 161
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	4	1		188	5	1 169
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	363	191		0	0	194 0
Stage 1	191	-		-	-	- -
Stage 2	172	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	636	851		-	-	1379 -
Stage 1	841	-		-	-	- -
Stage 2	858	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	851		-	-	1379 -
Mov Cap-2 Maneuver	636	-		-	-	- -
Stage 1	841	-		-	-	- -
Stage 2	857	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	10.4		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	636	851	1379	-
HCM Lane V/C Ratio	-	-	0.007	0.001	0.001	-
HCM Control Delay (s)	-	-	10.7	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	2	23	0	28	0	149	30	24	139	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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	24	0	29	0	157	32	25	146	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	384	385	147	371	371	173	147	0	0	188	0	0
Stage 1	197	197	-	173	173	-	-	-	-	-	-	-
Stage 2	187	188	-	198	198	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	574	549	900	586	559	871	1435	-	-	1386	-	-
Stage 1	805	738	-	829	756	-	-	-	-	-	-	-
Stage 2	815	745	-	804	737	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	547	539	900	577	549	871	1435	-	-	1386	-	-
Mov Cap-2 Maneuver	547	539	-	577	549	-	-	-	-	-	-	-
Stage 1	805	725	-	829	756	-	-	-	-	-	-	-
Stage 2	787	745	-	788	724	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9			10.3			0			1.1		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1435	-	-	900	577	871	1386	-	-			
HCM Lane V/C Ratio	-	-	-	0.002	0.042	0.034	0.018	-	-			
HCM Control Delay (s)	0	-	-	9	11.5	9.3	7.6	-	-			
HCM Lane LOS	A	-	-	A	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-			

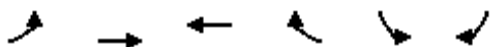


APPENDIX F

CAPACITY ANALYSIS WORKSHEETS BACKGROUND

2022 Background
2: Euclid Ave & Salt Creek Ln

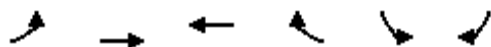
Timing Plan: AM
8/11/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	283	1319	944	127	88	61
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.982			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3476	0	1770	1583
Flt Permitted	0.202				0.950	
Satd. Flow (perm)	376	3725	3476	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			64
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	298	1388	994	134	93	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	1388	1128	0	93	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	24.0		24.0	
Total Split (s)	32.0	96.0	64.0		24.0	
Total Split (%)	26.7%	80.0%	53.3%		20.0%	
Maximum Green (s)	29.0	90.0	58.0		18.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	99.4	96.4	80.0		11.6	28.0
Actuated g/C Ratio	0.83	0.80	0.67		0.10	0.23

2022 Background
2: Euclid Ave & Salt Creek Ln

Timing Plan: AM
8/11/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.64	0.46	0.49		0.54	0.15
Control Delay	9.3	5.1	11.9		62.8	7.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	9.3	5.1	11.9		62.8	7.7
LOS	A	A	B		E	A
Approach Delay		5.9	11.9		40.3	
Approach LOS		A	B		D	
90th %ile Green (s)	22.4	91.9	66.5		16.1	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	16.5	94.5	75.0		13.5	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	12.2	96.4	81.2		11.6	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	8.5	98.2	86.7		9.8	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	7.2	100.9	90.7		7.1	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	30	5	196		70	0
Queue Length 95th (ft)	39	581	350		121	30
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	648	2991	2323		265	601
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.46	0.49		0.35	0.11

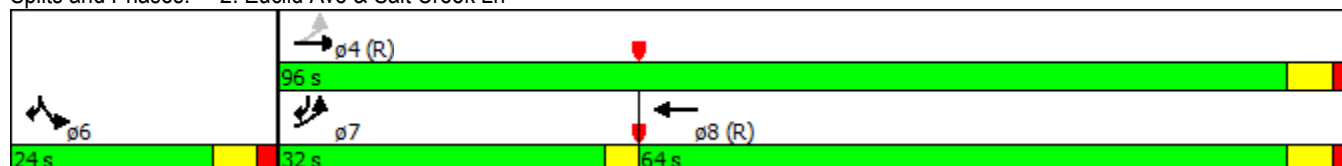
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 80 (67%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 10.0
Intersection Capacity Utilization 64.0%
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service C

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2022 Background
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	1366	77	31	919	61	166	110	102	152	95	58
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.928			0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1729	0	1770	1757	0
Flt Permitted	0.193			0.091			0.655			0.329		
Satd. Flow (perm)	360	3725	1583	170	3725	1583	1220	1729	0	613	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		37			29	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	149	1438	81	33	967	64	175	116	107	160	100	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	1438	81	33	967	64	175	223	0	160	161	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	37.0		24.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	30.8%		20.0%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	31.0		21.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2022 Background
4: Rohlwing Rd & Euclid Ave

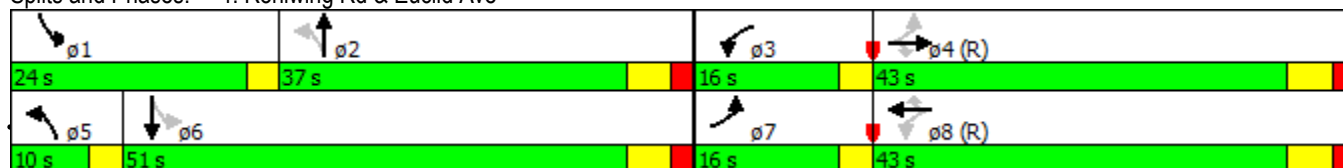
Timing Plan: AM
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												1
Act Effct Green (s)	74.0	65.0	65.0	67.9	58.3	58.3	30.6	20.6		39.9	27.0	
Actuated g/C Ratio	0.62	0.54	0.54	0.57	0.49	0.49	0.26	0.17		0.33	0.22	
v/c Ratio	0.44	0.71	0.09	0.18	0.53	0.08	0.51	0.68		0.48	0.39	
Control Delay	16.4	26.3	2.5	10.5	27.2	5.8	35.6	47.9		32.2	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	16.4	26.3	2.5	10.5	27.2	5.8	35.6	47.9		32.2	32.2	
LOS	B	C	A	B	C	A	D	D		C	C	
Approach Delay		24.3			25.4			42.5			32.2	
Approach LOS		C			C			D			C	
90th %ile Green (s)	13.0	41.8	41.8	8.2	37.0	37.0	7.0	36.4		15.6	45.0	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Ped	
70th %ile Green (s)	11.1	58.1	58.1	6.9	53.9	53.9	7.0	21.5		15.5	30.0	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
50th %ile Green (s)	9.5	63.2	63.2	6.3	60.0	60.0	7.0	18.5		14.0	25.5	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
30th %ile Green (s)	8.2	77.3	77.3	0.0	66.1	66.1	7.0	15.5		12.2	20.7	
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	
10th %ile Green (s)	6.7	84.4	84.4	0.0	74.7	74.7	7.0	11.1		9.5	13.6	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	
Queue Length 50th (ft)	44	434	0	14	353	7	102	140		92	88	
Queue Length 95th (ft)	108	#808	19	m16	466	37	121	187		112	121	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	374	2016	906	277	1810	825	343	489		406	677	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.40	0.71	0.09	0.12	0.53	0.08	0.51	0.46		0.39	0.24	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 77.2%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	3	218	51	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	3	229	54	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	290	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	701	1013	1551	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	1013	1551	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1551	-	1013	-	-	
HCM Lane V/C Ratio	0.002	-	0.007	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection							
Int Delay, s/veh	0.3						
Movement	EBL	EBT		WBT	WBR	SBL	SBR
Vol, veh/h	2	1618		1008	2	1	13
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	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	95	95		95	95	95	95
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	2	1703		1061	2	1	14
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	1063	0		-	0	1918	532
Stage 1	-	-		-	-	1062	-
Stage 2	-	-		-	-	856	-
Critical Hdwy	4.14	-		-	-	6.84	6.94
Critical Hdwy Stg 1	-	-		-	-	5.84	-
Critical Hdwy Stg 2	-	-		-	-	5.84	-
Follow-up Hdwy	2.22	-		-	-	3.52	3.32
Pot Cap-1 Maneuver	651	-		-	-	59	492
Stage 1	-	-		-	-	294	-
Stage 2	-	-		-	-	377	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	651	-		-	-	56	492
Mov Cap-2 Maneuver	-	-		-	-	56	-
Stage 1	-	-		-	-	294	-
Stage 2	-	-		-	-	356	-
Approach	EB		WB		SB		
HCM Control Delay, s	0.3		0		16.6		
HCM LOS	C						
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	651	-	-	-	56	492	
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.028	
HCM Control Delay (s)	10.5	0.3	-	-	70.5	12.5	
HCM Lane LOS	B	A	-	-	F	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	0	270	5	2	314
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	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	284	5	2	331
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	622	287	0	0	289	0
Stage 1	287	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	450	752	-	-	1273	-
Stage 1	762	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	449	752	-	-	1273	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	13.1		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	449	-	1273	-
HCM Lane V/C Ratio	-	-	0.005	-	0.002	-
HCM Control Delay (s)	-	-	13.1	0	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-

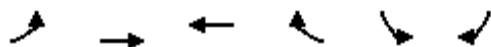
Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	0	7	1	25	0	201	57	87	316	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	7	1	26	0	212	60	92	333	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	771	788	333	758	758	242	333	0	0	272	0	0
Stage 1	516	516	-	242	242	-	-	-	-	-	-	-
Stage 2	255	272	-	516	516	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	317	323	709	324	336	797	1226	-	-	1291	-	-
Stage 1	542	534	-	762	705	-	-	-	-	-	-	-
Stage 2	749	685	-	542	534	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	289	300	709	306	312	797	1226	-	-	1291	-	-
Mov Cap-2 Maneuver	289	300	-	306	312	-	-	-	-	-	-	-
Stage 1	542	496	-	762	705	-	-	-	-	-	-	-
Stage 2	723	685	-	503	496	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	17.5			11.5			0			1.7		
HCM LOS	C			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1226	-	-	289	306	752	1291	-	-			
HCM Lane V/C Ratio	-	-	-	0.004	0.024	0.036	0.071	-	-			
HCM Control Delay (s)	0	-	-	17.5	17.1	10	8	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.2	-	-			

2022 Background
2: Euclid Ave & Salt Creek Ln

Timing Plan: PM
8/11/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	67	990	1389	45	140	217
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3522	0	1770	1583
Flt Permitted	0.114				0.950	
Satd. Flow (perm)	212	3725	3522	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			41
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	71	1042	1462	47	147	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	1042	1509	0	147	228
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	24.0		24.0	
Total Split (s)	16.0	94.0	78.0		26.0	
Total Split (%)	13.3%	78.3%	65.0%		21.7%	
Maximum Green (s)	13.0	88.0	72.0		20.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	93.5	90.5	80.8		17.5	27.2
Actuated g/C Ratio	0.78	0.75	0.67		0.15	0.23



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.28	0.37	0.64		0.57	0.58
Control Delay	12.7	5.8	13.7		55.6	38.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	12.7	5.8	13.7		55.6	38.8
LOS	B	A	B		E	D
Approach Delay		6.2	13.7		45.4	
Approach LOS		A	B		D	
90th %ile Green (s)	8.2	82.8	71.6		25.2	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	7.1	87.7	77.6		20.3	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	6.5	91.0	81.5		17.0	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	6.1	93.7	84.6		14.3	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	5.8	97.5	88.7		10.5	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	9	90	312		108	131
Queue Length 95th (ft)	57	193	492		163	193
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	334	2844	2375		311	462
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.21	0.37	0.64		0.47	0.49

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 109 (91%), Referenced to phase 4:EBTL and 8:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 14.9

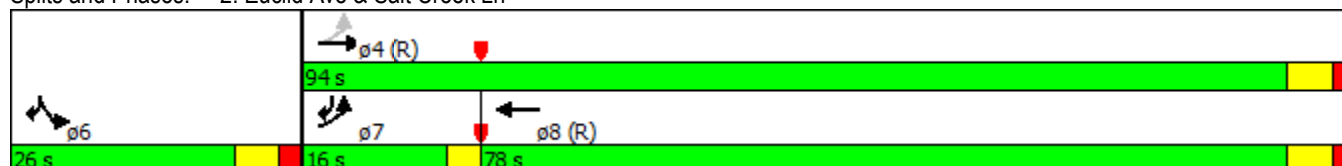
Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2022 Background
4: Rohlwing Rd & Euclid Ave

Timing Plan: PM
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	871	181	77	1451	91	158	121	59	116	125	196
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.951			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1771	0	1770	1693	0
Flt Permitted	0.066			0.229			0.285			0.433		
Satd. Flow (perm)	123	3725	1583	427	3725	1583	531	1771	0	807	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			109		22			75	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	55	917	191	81	1527	96	166	127	62	122	132	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	917	191	81	1527	96	166	189	0	122	338	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	45.0		16.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	37.5%		13.3%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	39.0		13.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2022 Background
4: Rohlwing Rd & Euclid Ave

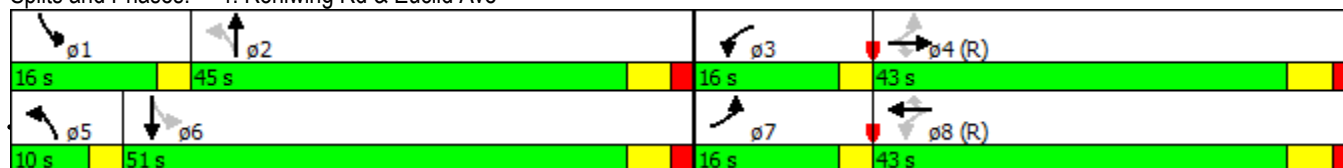
Timing Plan: PM
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												2
Act Effct Green (s)	70.6	61.6	61.6	72.1	62.3	62.3	33.0	23.0		39.8	27.2	
Actuated g/C Ratio	0.59	0.51	0.51	0.60	0.52	0.52	0.28	0.19		0.33	0.23	
v/c Ratio	0.32	0.48	0.21	0.23	0.79	0.11	0.76	0.53		0.34	0.77	
Control Delay	17.8	23.0	5.5	14.3	24.2	5.6	52.4	42.2		28.8	43.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.8	23.0	5.5	14.3	24.2	5.6	52.4	42.2		28.8	43.8	
LOS	B	C	A	B	C	A	D	D		C	D	
Approach Delay		19.9			22.7			47.0			39.8	
Approach LOS		B			C			D			D	
90th %ile Green (s)	9.6	38.9	38.9	11.1	40.4	40.4	7.0	39.0		13.0	45.0	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	
70th %ile Green (s)	7.6	57.1	57.1	8.6	58.1	58.1	7.0	23.3		13.0	29.3	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
50th %ile Green (s)	6.9	62.2	62.2	7.6	62.9	62.9	7.0	20.3		11.9	25.2	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Gap	
30th %ile Green (s)	6.2	67.1	67.1	6.7	67.6	67.6	7.0	17.9		10.3	21.2	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Gap	
10th %ile Green (s)	0.0	82.6	82.6	0.0	82.6	82.6	7.0	14.5		7.9	15.4	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Max	Hold		Gap	Gap	
Queue Length 50th (ft)	15	230	7	17	241	0	96	121		69	199	
Queue Length 95th (ft)	47	412	63	m59	#892	m30	115	160		88	244	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	253	1911	896	408	1934	874	218	590		374	681	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.48	0.21	0.20	0.79	0.11	0.76	0.32		0.33	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.3
 Intersection LOS: C
 Intersection Capacity Utilization 86.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	4	6	59	207	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	6	62	218	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	293	218	218	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	698	822	1352	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	822	1352	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	822	-	-
HCM Lane V/C Ratio	0.005	-	0.005	-	-
HCM Control Delay (s)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	1054	1607	6	3	4
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1109	1692	6	3	4
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1698	0	-	0	2250	849
Stage 1	-	-	-	-	1695	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	371	-	-	-	35	304
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	371	-	-	-	35	304
Mov Cap-2 Maneuver	-	-	-	-	35	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	539	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		60.2	
HCM LOS					F	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	371	-	-	-	35	304
HCM Lane V/C Ratio	-	-	-	-	0.09	0.014
HCM Control Delay (s)	0	-	-	-	117.8	17
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	2		256	6	1 380
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	4	2		269	6	1 400
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	273		0	0	276 0
Stage 1	273	-		-	-	- -
Stage 2	402	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	419	766		-	-	1287 -
Stage 1	773	-		-	-	- -
Stage 2	676	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	419	766		-	-	1287 -
Mov Cap-2 Maneuver	419	-		-	-	- -
Stage 1	773	-		-	-	- -
Stage 2	675	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	12.4		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	419	766	1287	-
HCM Lane V/C Ratio	-	-	0.01	0.003	0.001	-
HCM Control Delay (s)	-	-	13.7	9.7	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	2.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	1	56	0	73	0	245	11	18	291	0
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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	59	0	77	0	258	12	19	306	0

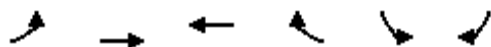
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	613	306	609	608	264	306	0	0	269	0	0
Stage 1	344	344	-	264	264	-	-	-	-	-	-	-
Stage 2	302	269	-	345	344	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	385	408	734	407	410	775	1255	-	-	1295	-	-
Stage 1	671	637	-	741	690	-	-	-	-	-	-	-
Stage 2	707	687	-	671	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	343	402	734	402	404	775	1255	-	-	1295	-	-
Mov Cap-2 Maneuver	343	402	-	402	404	-	-	-	-	-	-	-
Stage 1	671	628	-	741	690	-	-	-	-	-	-	-
Stage 2	637	687	-	660	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	12.5	0	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	734	402	775	1295	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.147	0.099	0.015	-	-
HCM Control Delay (s)	0	-	-	9.9	15.5	10.2	7.8	-	-
HCM Lane LOS	A	-	-	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.3	0	-	-

2022 Background
2: Euclid Ave & Salt Creek Ln

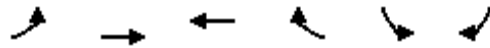
Timing Plan: MD Sat
8/11/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	1390	723	33	79	52
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.993			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3514	0	1770	1583
Flt Permitted	0.326				0.950	
Satd. Flow (perm)	607	3725	3514	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			55
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	1463	761	35	83	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	1463	796	0	83	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	24.0		24.0	
Total Split (s)	14.0	92.0	78.0		28.0	
Total Split (%)	11.7%	76.7%	65.0%		23.3%	
Maximum Green (s)	11.0	86.0	72.0		22.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Min	C-Min		None	
Act Effect Green (s)	100.0	97.0	89.5		11.0	20.2
Actuated g/C Ratio	0.83	0.81	0.75		0.09	0.17

2022 Background
2: Euclid Ave & Salt Creek Ln

Timing Plan: MD Sat
8/11/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.11	0.49	0.30		0.52	0.18
Control Delay	0.8	2.8	5.9		62.5	11.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	0.8	2.8	5.9		62.5	11.6
LOS	A	A	A		E	B
Approach Delay		2.7	5.9		42.2	
Approach LOS		A	A		D	
90th %ile Green (s)	7.2	92.8	82.6		15.2	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	6.6	95.3	85.7		12.7	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	6.2	97.0	87.8		11.0	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	5.9	98.8	89.9		9.2	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	0.0	101.3	101.3		6.7	
10th %ile Term Code	Skip	Coord	Coord		Gap	
Queue Length 50th (ft)	2	33	97		62	0
Queue Length 95th (ft)	m2	97	146		112	35
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	612	3012	2621		324	376
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.10	0.49	0.30		0.26	0.15

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 50 (42%), Referenced to phase 4:EBTL and 8:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.0

Intersection LOS: A

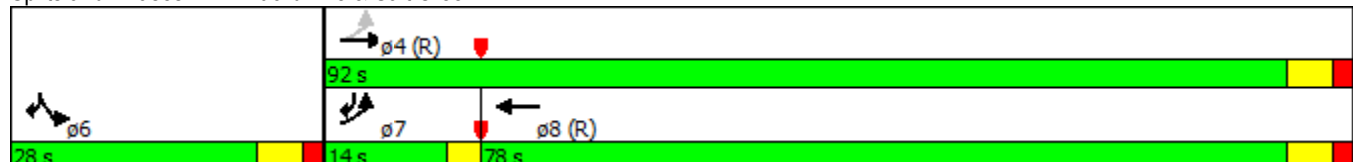
Intersection Capacity Utilization 50.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2022 Background
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	1370	149	31	721	25	146	72	52	46	72	67
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.937			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1745	0	1770	1729	0
Flt Permitted	0.303			0.118			0.516			0.657		
Satd. Flow (perm)	564	3725	1583	220	3725	1583	961	1745	0	1224	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			82		35			45	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	112	1442	157	33	759	26	154	76	55	48	76	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	1442	157	33	759	26	154	131	0	48	147	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	51.0		10.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	42.5%		8.3%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	45.0		7.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min		None	Min	
Walk Time (s)												7.0
Flash Dont Walk (s)												38.0

2022 Background
4: Rohlwing Rd & Euclid Ave

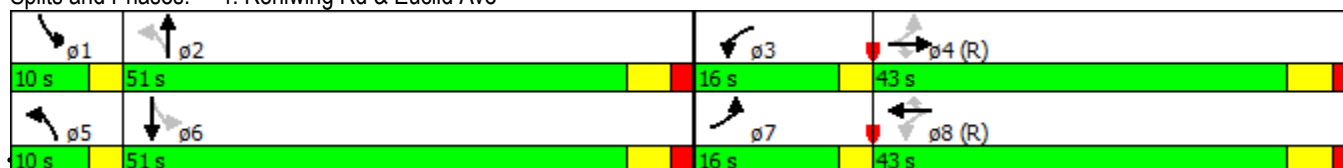
Timing Plan: MD Sat
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)												2
Act Effct Green (s)	82.6	74.1	74.1	78.1	68.7	68.7	28.5	19.9		27.6	17.9	
Actuated g/C Ratio	0.69	0.62	0.62	0.65	0.57	0.57	0.24	0.17		0.23	0.15	
v/c Ratio	0.24	0.63	0.16	0.15	0.36	0.03	0.56	0.41		0.15	0.50	
Control Delay	10.5	19.8	8.1	11.9	17.1	0.1	42.7	34.2		30.4	34.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.5	19.8	8.1	11.9	17.1	0.1	42.7	34.2		30.4	34.9	
LOS	B	B	A	B	B	A	D	C		C	C	
Approach Delay		18.1			16.3			38.8			33.8	
Approach LOS		B			B			D			C	
90th %ile Green (s)	13.0	41.8	41.8	8.2	37.0	37.0	7.0	45.0		7.0	45.0	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	
70th %ile Green (s)	8.4	73.4	73.4	6.4	71.4	71.4	7.0	15.2		7.0	15.2	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
50th %ile Green (s)	7.6	76.2	76.2	6.1	74.7	74.7	7.0	12.7		7.0	12.7	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
30th %ile Green (s)	6.9	87.8	87.8	0.0	77.9	77.9	7.0	10.2		7.0	10.2	
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Max	Gap	
10th %ile Green (s)	6.0	91.4	91.4	0.0	82.4	82.4	7.0	16.6		0.0	6.6	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Skip	Gap	
Queue Length 50th (ft)	21	324	18	6	137	0	103	71		30	77	
Queue Length 95th (ft)	84	#812	86	33	253	0	108	94		41	100	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	520	2300	1012	319	2131	941	275	676		316	676	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.63	0.16	0.10	0.36	0.03	0.56	0.19		0.15	0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 20.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	1	3	3	34	43	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	3	36	45	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	87	45	45	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	914	1025	1563	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1025	1563	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1563	-	994	-	-	
HCM Lane V/C Ratio	0.002	-	0.004	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	1461	782	4	3	3
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1538	823	4	3	3
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	827	0	-	0	1598	414
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	800	-	-	-	97	587
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	-	95	587
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	409	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		27.7	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	800	-	-	-	95	587
HCM Lane V/C Ratio	0.003	-	-	-	0.033	0.005
HCM Control Delay (s)	9.5	0.1	-	-	44.2	11.2
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	1		192	5	1 172
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	4	1		202	5	1 181
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	388	205		0	0	207 0
Stage 1	205	-		-	-	- -
Stage 2	183	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	616	836		-	-	1364 -
Stage 1	829	-		-	-	- -
Stage 2	848	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	836		-	-	1364 -
Mov Cap-2 Maneuver	616	-		-	-	- -
Stage 1	829	-		-	-	- -
Stage 2	847	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	10.6		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616	836	1364	-
HCM Lane V/C Ratio	-	-	0.007	0.001	0.001	-
HCM Control Delay (s)	-	-	10.9	9.3	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	2	23	0	28	0	159	30	24	149	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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	24	0	29	0	167	32	25	157	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	406	407	157	392	391	183	158	0	0	199	0	0
Stage 1	208	208	-	183	183	-	-	-	-	-	-	-
Stage 2	198	199	-	209	208	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	555	533	889	567	545	859	1422	-	-	1373	-	-
Stage 1	794	730	-	819	748	-	-	-	-	-	-	-
Stage 2	804	736	-	793	730	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	529	523	889	558	535	859	1422	-	-	1373	-	-
Mov Cap-2 Maneuver	529	523	-	558	535	-	-	-	-	-	-	-
Stage 1	794	717	-	819	748	-	-	-	-	-	-	-
Stage 2	776	736	-	777	717	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			10.4			0			1.1		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1422	-	-	889	558	859	1373	-	-			
HCM Lane V/C Ratio	-	-	-	0.002	0.043	0.034	0.018	-	-			
HCM Control Delay (s)	0	-	-	9.1	11.7	9.3	7.7	-	-			
HCM Lane LOS	A	-	-	A	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-			



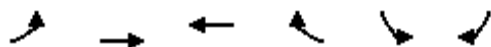
APPENDIX G

CAPACITY ANALYSIS WORKSHEETS

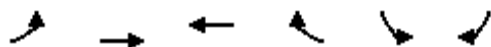
FUTURE WITH PROJECT

2022 Future with Project
2: Euclid Ave & Salt Creek Ln

Timing Plan: AM
8/12/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	319	1435	1034	163	134	108
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.980			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3468	0	1770	1583
Flt Permitted	0.146				0.950	
Satd. Flow (perm)	272	3725	3468	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			53
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	336	1511	1088	172	141	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	336	1511	1260	0	141	114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		4.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	32.0	96.0	64.0		24.0	
Total Split (%)	26.7%	80.0%	53.3%		20.0%	
Maximum Green (s)	29.0	90.0	58.0		18.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		Min	
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			

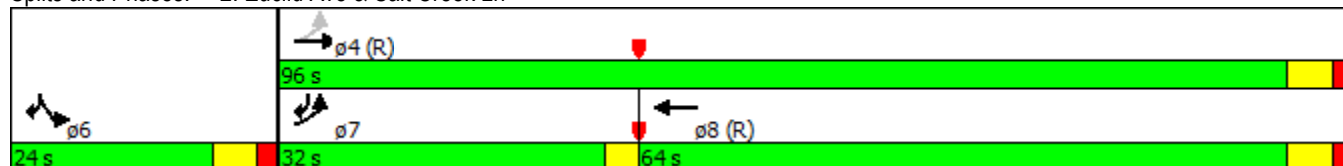


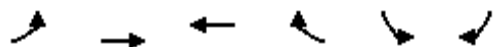
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)	96.7	93.7	71.5		14.3	36.5
Actuated g/C Ratio	0.81	0.78	0.60		0.12	0.30
v/c Ratio	0.73	0.52	0.61		0.67	0.22
Control Delay	26.9	8.8	18.6		65.7	15.5
Queue Delay	0.0	0.1	0.0		0.0	0.0
Total Delay	26.9	8.8	18.6		65.7	15.5
LOS	C	A	B		E	B
Approach Delay		12.1	18.6		43.2	
Approach LOS		B	B		D	
90th %ile Green (s)	29.0	90.0	58.0		18.0	
90th %ile Term Code	Max	Coord	Coord		Max	
70th %ile Green (s)	23.5	91.0	64.5		17.0	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	19.3	93.2	70.9		14.8	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	15.1	95.5	77.4		12.5	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	9.0	98.7	86.7		9.3	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	153	183	306		106	34
Queue Length 95th (ft)	265	475	485		170	66
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	581	2907	2074		265	622
Starvation Cap Reductn	0	197	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.58	0.56	0.61		0.53	0.18

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 106 (88%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 16.9
Intersection LOS: B
Intersection Capacity Utilization 72.2%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Euclid Ave & Salt Creek Ln





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	121	1641	1043	102	129	174
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	250			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.987			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3493	0	1770	1583
Flt Permitted	0.187				0.950	
Satd. Flow (perm)	348	3725	3493	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			15			93
Link Speed (mph)		30	40		40	
Link Distance (ft)		790	842		369	
Travel Time (s)		18.0	14.4		6.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	1727	1098	107	136	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	1727	1205	0	136	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	24.0	24.0		24.0	9.5
Total Split (s)	15.0	92.0	77.0		28.0	15.0
Total Split (%)	12.5%	76.7%	64.2%		23.3%	12.5%
Maximum Green (s)	12.0	86.0	71.0		22.0	12.0
Yellow Time (s)	3.0	4.0	4.0		4.0	3.0
All-Red Time (s)	0.0	2.0	2.0		2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	3.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		Min	None
Walk Time (s)			7.0			
Flash Dont Walk (s)			11.0			

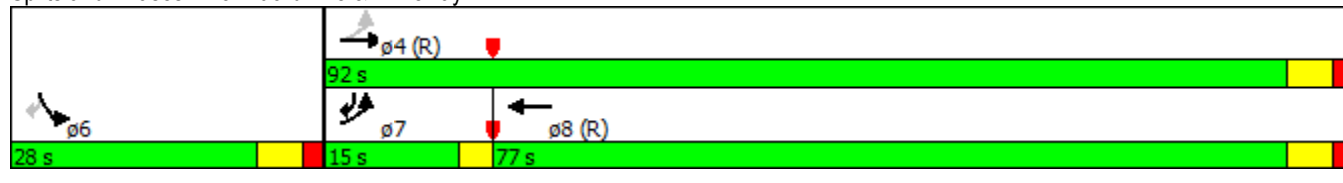


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)	96.5	93.5	83.1		14.5	27.9
Actuated g/C Ratio	0.80	0.78	0.69		0.12	0.23
v/c Ratio	0.35	0.59	0.50		0.64	0.42
Control Delay	6.1	3.7	2.1		63.3	20.8
Queue Delay	0.0	0.2	0.0		0.0	0.0
Total Delay	6.1	3.9	2.1		63.3	20.8
LOS	A	A	A		E	C
Approach Delay		4.1	2.1		38.9	
Approach LOS		A	A		D	
90th %ile Green (s)	9.3	88.1	75.8		19.9	9.3
90th %ile Term Code	Gap	Coord	Coord		Gap	Gap
70th %ile Green (s)	8.0	91.2	80.2		16.8	8.0
70th %ile Term Code	Gap	Coord	Coord		Gap	Gap
50th %ile Green (s)	7.3	93.5	83.2		14.5	7.3
50th %ile Term Code	Gap	Coord	Coord		Gap	Gap
30th %ile Green (s)	6.7	95.8	86.1		12.2	6.7
30th %ile Term Code	Gap	Coord	Coord		Gap	Gap
10th %ile Green (s)	6.0	99.0	90.0		9.0	6.0
10th %ile Term Code	Gap	Coord	Coord		Gap	Gap
Queue Length 50th (ft)	7	57	13		102	57
Queue Length 95th (ft)	m15	155	20		162	116
Internal Link Dist (ft)		710	762		289	
Turn Bay Length (ft)	250					
Base Capacity (vph)	422	2903	2422		324	496
Starvation Cap Reductn	0	405	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.30	0.69	0.50		0.42	0.37

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 6.7
Intersection LOS: A
Intersection Capacity Utilization 60.2%
ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Euclid Ave & Driveway



2022 Future with Project
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM

8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	178	1492	77	54	1105	61	166	128	120	152	118	82
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.928				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1729	0	1770	1863	1583
Flt Permitted	0.116			0.073			0.677			0.282		
Satd. Flow (perm)	216	3725	1583	136	3725	1583	1261	1729	0	525	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		38				86
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	187	1571	81	57	1163	64	175	135	126	160	124	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1571	81	57	1163	64	175	261	0	160	124	86
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	24.0	24.0	9.5	35.0	35.0	9.5	24.0		9.5	51.0	51.0
Total Split (s)	17.0	42.0	42.0	17.0	42.0	42.0	10.0	37.0		24.0	51.0	51.0
Total Split (%)	14.2%	35.0%	35.0%	14.2%	35.0%	35.0%	8.3%	30.8%		20.0%	42.5%	42.5%
Maximum Green (s)	14.0	36.0	36.0	14.0	36.0	36.0	7.0	31.0		21.0	45.0	45.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					22.0	22.0					38.0	38.0

2022 Future with Project
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)					1	1					1	1
Act Effct Green (s)	72.2	60.6	60.6	65.3	55.0	55.0	32.6	22.6		41.7	28.8	28.8
Actuated g/C Ratio	0.60	0.50	0.50	0.54	0.46	0.46	0.27	0.19		0.35	0.24	0.24
v/c Ratio	0.68	0.83	0.09	0.33	0.68	0.08	0.47	0.73		0.50	0.28	0.19
Control Delay	28.7	32.8	2.6	24.8	25.7	3.2	33.0	50.2		31.6	36.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	28.7	32.8	2.6	24.8	25.7	3.2	33.0	50.2		31.6	36.0	6.7
LOS	C	C	A	C	C	A	C	D		C	D	A
Approach Delay		31.1			24.5			43.3			27.3	
Approach LOS		C			C			D			C	
90th %ile Green (s)	14.0	40.3	40.3	9.7	36.0	36.0	7.0	36.4		15.6	45.0	45.0
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Ped	Ped
70th %ile Green (s)	13.9	54.6	54.6	7.9	48.6	48.6	7.0	24.3		15.2	32.5	32.5
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
50th %ile Green (s)	11.2	60.2	60.2	7.0	56.0	56.0	7.0	21.1		13.7	27.8	27.8
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
30th %ile Green (s)	9.5	65.7	65.7	6.3	62.5	62.5	7.0	17.9		12.1	23.0	23.0
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
10th %ile Green (s)	7.5	82.4	82.4	0.0	71.9	71.9	7.0	13.2		9.4	15.6	15.6
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	Hold
Queue Length 50th (ft)	59	534	0	13	194	0	99	168		89	80	0
Queue Length 95th (ft)	155	#941	19	62	#635	15	121	222		112	109	34
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		130
Base Capacity (vph)	311	1882	854	271	1707	784	372	489		400	698	647
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.60	0.83	0.09	0.21	0.68	0.08	0.47	0.53		0.40	0.18	0.13

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 2 (2%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.9

Intersection LOS: C

Intersection Capacity Utilization 82.5%

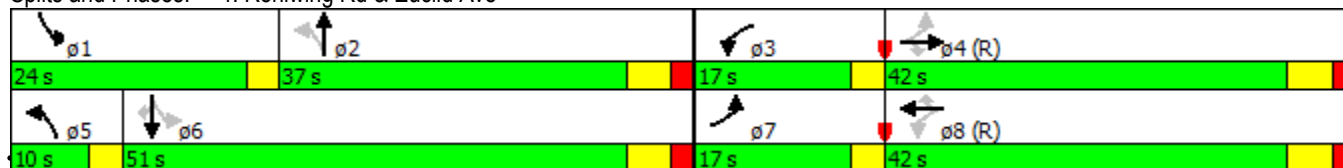
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

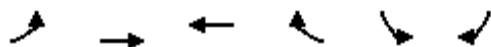
Splits and Phases: 4: Rohlwing Rd & Euclid Ave



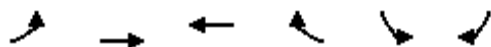
Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	93	72	218	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	98	76	229	54	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	435	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	1013	1551	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	1013	1551	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	1.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1551	-	1013	-	-	
HCM Lane V/C Ratio	0.049	-	0.097	-	-	
HCM Control Delay (s)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	47	47		270	54	36 314
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	49	49		284	57	38 331
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	719	313		0	0	341 0
Stage 1	313	-		-	-	- -
Stage 2	406	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	395	727		-	-	1218 -
Stage 1	741	-		-	-	- -
Stage 2	673	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	383	727		-	-	1218 -
Mov Cap-2 Maneuver	383	-		-	-	- -
Stage 1	741	-		-	-	- -
Stage 2	652	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	13.1		0		0.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	383	727	1218	-
HCM Lane V/C Ratio	-	-	0.129	0.068	0.031	-
HCM Control Delay (s)	-	-	15.8	10.3	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	0	7	1	25	0	248	57	87	352	0
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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	7	1	26	0	261	60	92	371	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	859	875	371	845	845	291	371	0	0	321	0	0
Stage 1	554	554	-	291	291	-	-	-	-	-	-	-
Stage 2	305	321	-	554	554	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	288	675	283	300	748	1188	-	-	1239	-	-
Stage 1	517	514	-	717	672	-	-	-	-	-	-	-
Stage 2	705	652	-	517	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	267	675	267	278	748	1188	-	-	1239	-	-
Mov Cap-2 Maneuver	251	267	-	267	278	-	-	-	-	-	-	-
Stage 1	517	476	-	717	672	-	-	-	-	-	-	-
Stage 2	679	652	-	479	476	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	19.4			12.1			0			1.6		
HCM LOS	C			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1188	-	-	251	267	702	1239	-	-			
HCM Lane V/C Ratio	-	-	-	0.004	0.028	0.039	0.074	-	-			
HCM Control Delay (s)	0	-	-	19.4	18.9	10.3	8.1	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.2	-	-			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	122	1079	1526	100	175	253
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3507	0	1770	1583
Flt Permitted	0.071				0.950	
Satd. Flow (perm)	132	3725	3507	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			10			29
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	1136	1606	105	184	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	1136	1711	0	184	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	16.0	94.0	78.0		26.0	
Total Split (%)	13.3%	78.3%	65.0%		21.7%	
Maximum Green (s)	13.0	88.0	72.0		20.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		Min	
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			



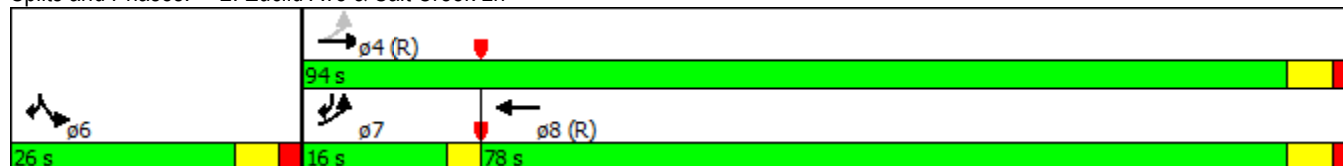
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			2			
Act Effct Green (s)	92.6	89.6	77.3		18.4	30.7
Actuated g/C Ratio	0.77	0.75	0.64		0.15	0.26
v/c Ratio	0.56	0.41	0.76		0.68	0.62
Control Delay	28.2	7.2	18.4		60.8	41.2
Queue Delay	0.0	0.0	0.2		0.0	0.0
Total Delay	28.2	7.2	18.5		60.8	41.2
LOS	C	A	B		E	D
Approach Delay		9.3	18.5		49.2	
Approach LOS		A	B		D	
90th %ile Green (s)	13.0	88.0	72.0		20.0	
90th %ile Term Code	Max	Coord	Coord		Max	
70th %ile Green (s)	11.3	88.0	73.7		20.0	
70th %ile Term Code	Gap	Coord	Coord		Max	
50th %ile Green (s)	8.9	88.0	76.1		20.0	
50th %ile Term Code	Gap	Coord	Coord		Max	
30th %ile Green (s)	7.0	89.6	79.6		18.4	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	6.1	94.2	85.1		13.8	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	48	108	460		134	161
Queue Length 95th (ft)	99	276	616		213	241
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	279	2780	2262		295	463
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	89		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.41	0.79		0.62	0.57

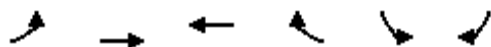
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 89 (74%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 19.2
Intersection Capacity Utilization 75.2%
Analysis Period (min) 15

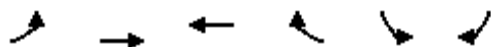
Intersection LOS: B
ICU Level of Service D

Splits and Phases: 2: Euclid Ave & Salt Creek Ln





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	191	1083	1617	163	115	151
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	250			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.986			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3490	0	1770	1583
Flt Permitted	0.049				0.950	
Satd. Flow (perm)	91	3725	3490	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			14			16
Link Speed (mph)		30	40		40	
Link Distance (ft)		790	842		369	
Travel Time (s)		18.0	14.4		6.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	1140	1702	172	121	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	1140	1874	0	121	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	24.0	35.0		24.0	9.5
Total Split (s)	24.0	96.0	72.0		24.0	24.0
Total Split (%)	20.0%	80.0%	60.0%		20.0%	20.0%
Maximum Green (s)	21.0	90.0	66.0		18.0	21.0
Yellow Time (s)	3.0	4.0	4.0		4.0	3.0
All-Red Time (s)	0.0	2.0	2.0		2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	3.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		Min	None
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			

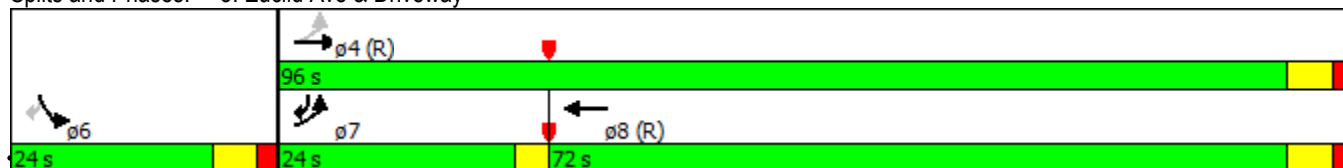


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			2			
Act Effct Green (s)	97.6	94.6	78.1		13.4	32.9
Actuated g/C Ratio	0.81	0.79	0.65		0.11	0.27
v/c Ratio	0.76	0.39	0.82		0.61	0.36
Control Delay	54.1	3.7	11.4		63.7	31.6
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	54.1	3.7	11.5		63.7	31.6
LOS	D	A	B		E	C
Approach Delay		11.3	11.5		45.5	
Approach LOS		B	B		D	
90th %ile Green (s)	20.8	90.0	66.2		18.0	20.8
90th %ile Term Code	Gap	Coord	Coord		Max	Gap
70th %ile Green (s)	16.5	92.4	72.9		15.6	16.5
70th %ile Term Code	Gap	Coord	Coord		Gap	Gap
50th %ile Green (s)	13.5	94.5	78.0		13.5	13.5
50th %ile Term Code	Gap	Coord	Coord		Gap	Gap
30th %ile Green (s)	10.4	96.6	83.2		11.4	10.4
30th %ile Term Code	Gap	Coord	Coord		Gap	Gap
10th %ile Green (s)	6.5	99.6	90.1		8.4	6.5
10th %ile Term Code	Gap	Coord	Coord		Gap	Gap
Queue Length 50th (ft)	118	67	164		91	89
Queue Length 95th (ft)	211	157	#893		149	130
Internal Link Dist (ft)		710	762		289	
Turn Bay Length (ft)	250					
Base Capacity (vph)	367	2937	2275		265	543
Starvation Cap Reductn	0	0	17		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.55	0.39	0.83		0.46	0.29

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 14.1
Intersection LOS: B
Intersection Capacity Utilization 80.2%
ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Euclid Ave & Driveway



2022 Future with Project
4: Rohlwing Rd & Euclid Ave

Timing Plan: PM

8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	1064	181	95	1594	91	158	148	86	116	143	214
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.945				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1760	0	1770	1961	1583
Flt Permitted	0.067			0.154			0.661			0.315		
Satd. Flow (perm)	125	3725	1583	287	3725	1583	1231	1760	0	587	1961	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			109		26				225
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	113	1120	191	100	1678	96	166	156	91	122	151	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1120	191	100	1678	96	166	247	0	122	151	225
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	24.0	24.0	9.5	35.0	35.0	9.5	24.0		9.5	51.0	51.0
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	45.0		16.0	51.0	51.0
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	37.5%		13.3%	42.5%	42.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	39.0		13.0	45.0	45.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					22.0	22.0					38.0	38.0

2022 Future with Project
4: Rohlwing Rd & Euclid Ave

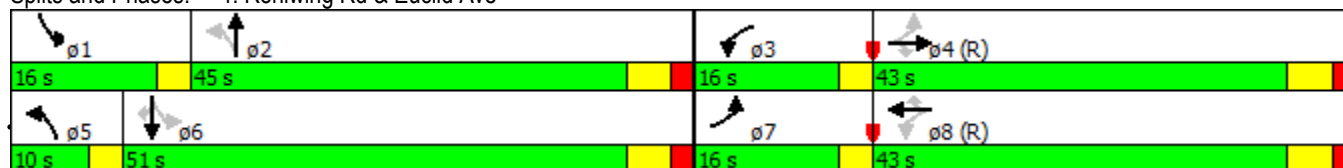
Timing Plan: PM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)					2	2					2	2
Act Effct Green (s)	71.3	59.3	59.3	70.5	58.9	58.9	32.9	22.9		39.7	27.1	27.1
Actuated g/C Ratio	0.59	0.49	0.49	0.59	0.49	0.49	0.27	0.19		0.33	0.23	0.23
v/c Ratio	0.57	0.61	0.22	0.36	0.92	0.12	0.45	0.69		0.40	0.34	0.42
Control Delay	30.1	26.4	8.1	14.4	27.4	3.2	33.0	49.4		30.1	38.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	30.1	26.4	8.1	14.4	27.4	3.2	33.0	49.4		30.1	38.6	6.2
LOS	C	C	A	B	C	A	C	D		C	D	A
Approach Delay		24.3			25.4			42.8			21.8	
Approach LOS		C			C			D			C	
90th %ile Green (s)	13.0	37.7	37.7	12.3	37.0	37.0	7.0	39.0		13.0	45.0	45.0
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	Ped
70th %ile Green (s)	9.8	55.6	55.6	9.5	55.3	55.3	7.0	23.9		13.0	29.9	29.9
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Max	Hold	Hold
50th %ile Green (s)	8.5	61.3	61.3	8.1	60.9	60.9	7.0	20.8		11.8	25.6	25.6
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
30th %ile Green (s)	7.4	67.0	67.0	7.1	66.7	66.7	7.0	17.6		10.3	20.9	20.9
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
10th %ile Green (s)	6.2	75.0	75.0	6.0	74.8	74.8	7.0	13.1		7.9	14.0	14.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	Hold
Queue Length 50th (ft)	32	308	19	17	239	0	96	165		69	100	0
Queue Length 95th (ft)	108	#589	85	m37	#1068	m11	115	209		88	129	51
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		130
Base Capacity (vph)	254	1841	854	335	1829	833	368	589		324	735	734
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.44	0.61	0.22	0.30	0.92	0.12	0.45	0.42		0.38	0.21	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green, Master Intersection
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 26.3 Intersection LOS: C
 Intersection Capacity Utilization 83.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



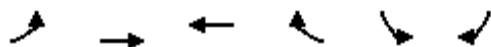
Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	71	110	59	207	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	116	62	218	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	512	218	218	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	522	822	1352	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	476	822	1352	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	5.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1352	-	822	-	-	
HCM Lane V/C Ratio	0.086	-	0.091	-	-	
HCM Control Delay (s)	7.9	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	36	36		256	82	55 380
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	38	38		269	86	58 400
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	829	313		0	0	356 0
Stage 1	313	-		-	-	- -
Stage 2	516	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	340	727		-	-	1203 -
Stage 1	741	-		-	-	- -
Stage 2	599	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	727		-	-	1203 -
Mov Cap-2 Maneuver	324	-		-	-	- -
Stage 1	741	-		-	-	- -
Stage 2	570	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	13.9		0		1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	324	727	1203	-
HCM Lane V/C Ratio	-	-	0.117	0.052	0.048	-
HCM Control Delay (s)	-	-	17.6	10.2	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.2	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	1	56	0	73	0	281	11	18	346	0
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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	59	0	77	0	296	12	19	364	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	709	364	705	704	302	364	0	0	307	0	0
Stage 1	402	402	-	302	302	-	-	-	-	-	-	-
Stage 2	340	307	-	403	402	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	332	359	681	351	361	738	1195	-	-	1254	-	-
Stage 1	625	600	-	707	664	-	-	-	-	-	-	-
Stage 2	675	661	-	624	600	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	294	354	681	346	356	738	1195	-	-	1254	-	-
Mov Cap-2 Maneuver	294	354	-	346	356	-	-	-	-	-	-	-
Stage 1	625	591	-	707	664	-	-	-	-	-	-	-
Stage 2	605	661	-	614	591	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.3			13.5			0			0.4		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1195	-	-	681	346	738	1254	-	-			
HCM Lane V/C Ratio	-	-	-	0.002	0.17	0.104	0.015	-	-			
HCM Control Delay (s)	0	-	-	10.3	17.5	10.4	7.9	-	-			
HCM Lane LOS	A	-	-	B	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.3	0	-	-			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	110	1509	849	83	127	99
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.987			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3493	0	1770	1583
Flt Permitted	0.244				0.950	
Satd. Flow (perm)	455	3725	3493	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			15			104
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	1588	894	87	134	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	1588	981	0	134	104
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	14.0	72.0	58.0		28.0	
Total Split (%)	14.0%	72.0%	58.0%		28.0%	
Maximum Green (s)	11.0	66.0	52.0		22.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		Min	
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			

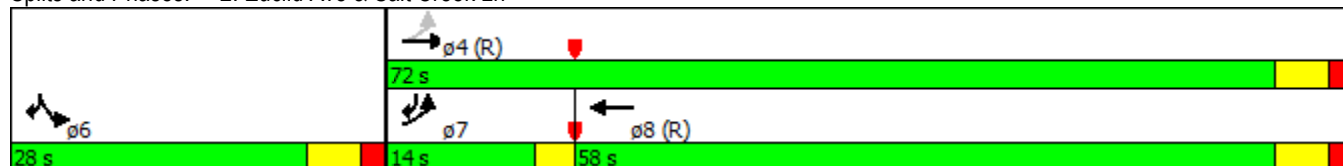


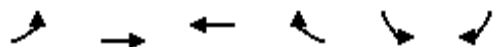
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			2			
Act Effct Green (s)	78.1	75.1	65.0		12.9	23.0
Actuated g/C Ratio	0.78	0.75	0.65		0.13	0.23
v/c Ratio	0.26	0.57	0.43		0.59	0.23
Control Delay	4.5	6.8	9.7		51.0	6.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.5	6.8	9.7		51.0	6.9
LOS	A	A	A		D	A
Approach Delay		6.6	9.7		31.7	
Approach LOS		A	A		C	
90th %ile Green (s)	8.8	70.2	58.4		17.8	
90th %ile Term Code	Gap	Coord	Coord		Gap	
70th %ile Green (s)	7.7	73.1	62.4		14.9	
70th %ile Term Code	Gap	Coord	Coord		Gap	
50th %ile Green (s)	7.0	75.1	65.1		12.9	
50th %ile Term Code	Gap	Coord	Coord		Gap	
30th %ile Green (s)	6.4	77.1	67.7		10.9	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	5.8	80.1	71.3		7.9	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	14	192	141		82	0
Queue Length 95th (ft)	33	297	223		135	38
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	500	2797	2275		389	496
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.23	0.57	0.43		0.34	0.21

Intersection Summary

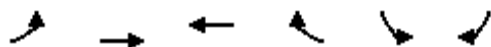
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 9.7
Intersection LOS: A
Intersection Capacity Utilization 56.7%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Euclid Ave & Salt Creek Ln





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	↑↑	↑↑		←	→
Volume (vph)	155	1507	825	130	123	170
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	250			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.980			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3468	0	1770	1583
Flt Permitted	0.244				0.950	
Satd. Flow (perm)	455	3725	3468	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22			127
Link Speed (mph)		30	40		40	
Link Distance (ft)		790	842		369	
Travel Time (s)		18.0	14.4		6.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	163	1586	868	137	129	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	1586	1005	0	129	179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	24.0	35.0		24.0	9.5
Total Split (s)	20.0	90.0	70.0		30.0	20.0
Total Split (%)	16.7%	75.0%	58.3%		25.0%	16.7%
Maximum Green (s)	17.0	84.0	64.0		24.0	17.0
Yellow Time (s)	3.0	4.0	4.0		4.0	3.0
All-Red Time (s)	0.0	2.0	2.0		2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	3.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		Min	None
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			

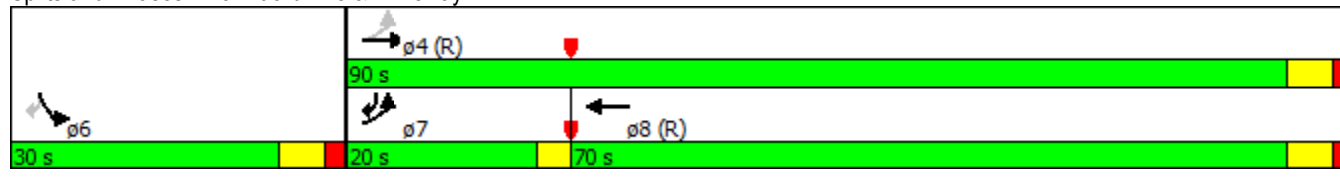


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			2			
Act Effct Green (s)	97.0	94.0	83.0		14.0	28.0
Actuated g/C Ratio	0.81	0.78	0.69		0.12	0.23
v/c Ratio	0.36	0.54	0.42		0.63	0.38
Control Delay	7.3	5.0	9.1		63.2	14.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	7.3	5.1	9.1		63.2	14.0
LOS	A	A	A		E	B
Approach Delay		5.3	9.1		34.6	
Approach LOS		A	A		C	
90th %ile Green (s)	10.2	88.6	75.4		19.4	10.2
90th %ile Term Code	Gap	Coord	Coord		Gap	Gap
70th %ile Green (s)	8.7	91.8	80.1		16.2	8.7
70th %ile Term Code	Gap	Coord	Coord		Gap	Gap
50th %ile Green (s)	7.8	94.0	83.2		14.0	7.8
50th %ile Term Code	Gap	Coord	Coord		Gap	Gap
30th %ile Green (s)	7.0	96.2	86.2		11.8	7.0
30th %ile Term Code	Gap	Coord	Coord		Gap	Gap
10th %ile Green (s)	6.2	99.3	90.1		8.7	6.2
10th %ile Term Code	Gap	Coord	Coord		Gap	Gap
Queue Length 50th (ft)	6	35	155		97	32
Queue Length 95th (ft)	m42	208	241		155	87
Internal Link Dist (ft)		710	762		289	
Turn Bay Length (ft)	250					
Base Capacity (vph)	554	2917	2405		354	576
Starvation Cap Reductn	0	109	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.29	0.56	0.42		0.36	0.31

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 111 (93%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.5
Intersection LOS: A
Intersection Capacity Utilization 56.4%
ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Euclid Ave & Driveway



2022 Future with Project
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	1546	149	55	910	25	146	97	77	46	95	91
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.934				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1740	0	1770	1863	1583
Flt Permitted	0.218			0.065			0.648			0.526		
Satd. Flow (perm)	406	3725	1583	121	3725	1583	1207	1740	0	980	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			82		38				96
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	164	1627	157	58	958	26	154	102	81	48	100	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1627	157	58	958	26	154	183	0	48	100	96
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	24.0	24.0	9.5	35.0	35.0	9.5	24.0		9.5	51.0	51.0
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	51.0		10.0	51.0	51.0
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	42.5%		8.3%	42.5%	42.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	45.0		7.0	45.0	45.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)					7.0	7.0					7.0	7.0
Flash Dont Walk (s)					22.0	22.0					38.0	38.0

2022 Future with Project
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
8/11/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)					2	2					2	2
Act Effct Green (s)	80.8	69.8	69.8	75.8	65.8	65.8	30.5	21.9		29.6	19.9	19.9
Actuated g/C Ratio	0.67	0.58	0.58	0.63	0.55	0.55	0.25	0.18		0.25	0.17	0.17
v/c Ratio	0.43	0.75	0.16	0.34	0.47	0.03	0.45	0.53		0.17	0.32	0.28
Control Delay	13.4	24.5	9.5	26.7	16.4	0.2	37.2	38.7		29.2	43.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.4	24.5	9.5	26.7	16.4	0.2	37.2	38.7		29.2	43.3	8.1
LOS	B	C	A	C	B	A	D	D		C	D	A
Approach Delay		22.4			16.6			38.0			26.7	
Approach LOS		C			B			D			C	
90th %ile Green (s)	13.0	40.3	40.3	9.7	37.0	37.0	7.0	45.0		7.0	45.0	45.0
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	Ped
70th %ile Green (s)	10.3	69.3	69.3	7.2	66.2	66.2	7.0	18.5		7.0	18.5	18.5
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Max	Hold	Hold
50th %ile Green (s)	9.0	72.7	72.7	6.6	70.3	70.3	7.0	15.7		7.0	15.7	15.7
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Max	Hold	Hold
30th %ile Green (s)	7.9	76.0	76.0	6.1	74.2	74.2	7.0	12.9		7.0	12.9	12.9
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Max	Hold	Hold
10th %ile Green (s)	6.6	90.7	90.7	0.0	81.1	81.1	7.0	17.3		0.0	7.3	7.3
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	36	436	23	11	134	0	100	109		29	72	0
Queue Length 95th (ft)	118	#988	93	59	452	m1	108	133		41	90	35
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		130
Base Capacity (vph)	422	2166	955	259	2041	904	339	676		290	698	653
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.75	0.16	0.22	0.47	0.03	0.45	0.27		0.17	0.14	0.15

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 22.5

Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

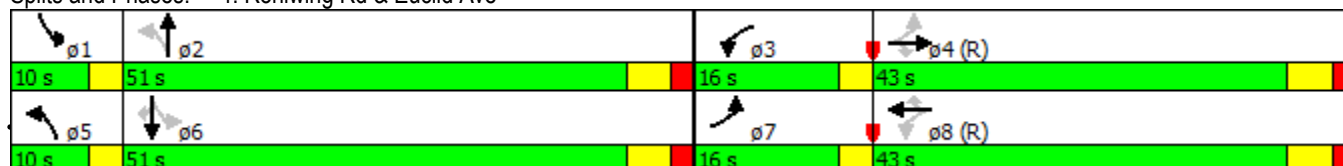
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	95	100	34	43	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	105	36	45	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	291	45	45	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	700	1025	1563	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	652	1025	1563	-	-	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	5.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1563	-	1025	-	-	
HCM Lane V/C Ratio	0.067	-	0.098	-	-	
HCM Control Delay (s)	7.5	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	47	47		192	75	50 172
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	0		-	-	200 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	49	49		202	79	53 181
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	528	242		0	0	281 0
Stage 1	242	-		-	-	- -
Stage 2	286	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	511	797		-	-	1282 -
Stage 1	798	-		-	-	- -
Stage 2	763	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	797		-	-	1282 -
Mov Cap-2 Maneuver	490	-		-	-	- -
Stage 1	798	-		-	-	- -
Stage 2	731	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	11.5		0		1.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	490	797	1282	-
HCM Lane V/C Ratio	-	-	0.101	0.062	0.041	-
HCM Control Delay (s)	-	-	13.2	9.8	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	2	23	0	28	0	206	30	24	199	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	-	-	-	175	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	24	0	29	0	217	32	25	209	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	509	210	495	494	233	211	0	0	248	0	0
Stage 1	261	261	-	233	233	-	-	-	-	-	-	-
Stage 2	247	248	-	262	261	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	475	467	830	485	476	806	1360	-	-	1318	-	-
Stage 1	744	692	-	770	712	-	-	-	-	-	-	-
Stage 2	757	701	-	743	692	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	451	458	830	477	467	806	1360	-	-	1318	-	-
Mov Cap-2 Maneuver	451	458	-	477	467	-	-	-	-	-	-	-
Stage 1	744	679	-	770	712	-	-	-	-	-	-	-
Stage 2	729	701	-	727	679	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.3			11.1			0			0.8		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1360	-	-	830	477	806	1318	-	-			
HCM Lane V/C Ratio	-	-	-	0.003	0.051	0.037	0.019	-	-			
HCM Control Delay (s)	0	-	-	9.3	13	9.6	7.8	-	-			
HCM Lane LOS	A	-	-	A	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	0.1	-	-			



ARLINGTON DOWNS TRAFFIC MEMORANDUM

DATE: October 7, 2015

TO: Jeffrey Funke, Funke Architects
Vince Bertucci, ChiArc

FROM: Peter Reinhofer, P.E.

RE: Arlington Downs Traffic Memorandum
Euclid Avenue and Rohlwing Road Proposed Intersection Improvements
Arlington Heights, Illinois

V3 Companies has prepared this traffic memorandum to present the conclusions of the capacity analysis conducted at the signalized intersection of Euclid Avenue and Rohlwing Road as part of the traffic analysis for the mixed-use Arlington Downs development. Arlington Downs, located at the northeast corner of Rohlwing Road and Euclid Avenue in Arlington Heights, Illinois, is a mixed use project that will include residential, restaurant, hotel, retail, and entertainment land uses.

It is our understanding that as part of the approved Planned Unit Development (PUD), a southbound right turn lane has been required at the signalized intersection of Euclid Avenue and Rohlwing Road. This requirement was likely determined to be needed based on the previously approved traffic study for the PUD that had a different site plan than currently proposed. V3 does not have the previously approved traffic study.

As part of the PUD update for Arlington Downs, V3 submitted a Traffic Impact Study (TIS) dated August 20, 2015 to the Village of Arlington Heights. The TIS included the southbound right turn lane for the 2022 future plus project scenario, which projects weekday am, weekday pm, and Saturday peak hour volumes for the study area intersections, including Euclid Avenue and Rohlwing Road.

The intersection of Euclid Avenue and Rohlwing Road is currently signalized. The eastbound and westbound approaches on Euclid Avenue each consist of one left turn lane, two through lanes, and one right turn lane. The northbound and southbound approaches on Rohlwing Road both consist of one left turn lane and one shared through/right turn lane.



As part of the August 20, 2015 TIS, V3 collected weekday am, weekday pm, and Saturday peak hour volumes at the study area intersections, including Euclid Avenue and Rohlwing Road. V3 also projected the same peak hour volumes for 2022 at the study area intersections, which is five years after Arlington Downs is anticipated to be built out. The projected am, pm, and Saturday peak hour volumes for the southbound right turn are 58, 196, and 67 vehicles, respectively. The TIS then calculated the number of vehicle trips that Arlington Downs will generate and distributed those trips to the site driveways and surrounding roadway network. During the am peak hour, the pm peak hour, and the Saturday peak hour, the Arlington Downs redevelopment will add 24, 18, and 24 vehicle trips to the southbound right turn movement, respectively.

As part of the TIS completed, a capacity analysis was conducted at the intersection for the existing, 2022 background, and 2022 future with project traffic volumes. The capacity analysis was performed using Synchro 9 (build 902, revision 140), a macrosimulation tool based on the methodologies found in the Highway Capacity Manual. Models were created for the weekday am, weekday pm, and Saturday midday peak hours for the existing, background, and future with project conditions. The 2022 future with project scenario assumed the construction of the southbound right turn lane at the intersection. Table 1 provides a summary of the results for the capacity analysis conducted at Euclid Avenue and Rohlwing Road, as reported in the TIS.

Table 1 – Euclid Avenue and Rohlwing Road Capacity Analysis Results from TIS

Time Period	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	23.1	C	26.8	C	41.4	D	32.1	C	27.2	C
	Background	24.3	C	25.4	C	42.5	D	32.2	C	27.5	C
	Future with SB RTL	31.1	C	31.9	C	43.3	D	27.3	C	32.3	C
Weekday PM Peak Hour	Existing	18.9	B	19.2	B	44.5	D	39.1	D	24.0	C
	Background	19.9	B	22.7	C	47.0	D	39.8	D	26.3	C
	Future with SB RTL	24.3	C	25.4	C	42.8	D	21.8	C	26.3	C
Saturday MD Peak Hour	Existing	17.7	B	15.1	B	37.5	D	32.8	C	19.8	B
	Background	18.1	B	16.3	B	38.8	D	33.8	C	20.6	C
	Future with SB RTL	22.4	C	16.6	B	38.0	D	26.7	C	22.5	C

As illustrated, the overall intersection currently operates at LOS C for the weekday am and weekday pm peak hours and LOS B for the Saturday peak hour. Each of the approaches also operates at LOS D or better for all peak hours. For the future 2022 background condition, which takes into account future non-project related growth in the area, the average delays slightly increase but the overall intersection is projected to operate at LOS C for the weekday am, weekday pm, and Saturday peak hours.

The TIS analyzed the 2022 future with project scenario with the construction of the southbound right turn lane, which generally results in reduced average delays for the northbound and southbound approaches but still results in higher delays for the overall intersection when compared to the background scenario. During the am peak hour, the overall intersection continues to operate at LOS C with a higher average delay. Each approach continues to



operate at the same LOS as the background scenario. During the pm peak hour, the overall average delay time is unchanged and will operate at LOS C. The eastbound and westbound approach delays increase with the eastbound approach changing to LOS C. The northbound and southbound approaches will experience a reduction in average delay with the southbound approach operating at LOS C. During the Saturday peak hour, the overall intersection continues to operate at LOS C with a higher average delay. Each approach continues to operate at the same LOS as the background scenario with the exception of the eastbound approach will operates at LOS C.

After reviewing the limited improvements to the capacity analysis results, V3 analyzed another future with project scenario that used the existing intersection lane configuration. Results of the capacity analysis are illustrated in Table 2, labeled “Future No Improvements” in the table and will be compared to the background and the future with southbound right turn lane scenarios.

Table 2 – Euclid Avenue and Rohlwing Road Capacity Analysis with New Scenario

Time Period	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Weekday AM Peak Hour	Existing	23.1	C	26.8	C	41.4	D	32.1	C	27.2	C
	Background	24.3	C	25.4	C	42.5	D	32.2	C	27.5	C
	Future with SB RTL	31.1	C	31.9	C	43.3	D	27.3	C	32.3	C
	Future No Improvements	31.1	C	31.9	C	43.6	D	33.0	C	32.9	C
Weekday PM Peak Hour	Existing	18.9	B	19.2	B	44.5	D	39.1	D	24.0	C
	Background	19.9	B	22.7	C	47.0	D	39.8	D	26.3	C
	Future with SB RTL	24.3	C	25.4	C	42.8	D	21.8	C	26.3	C
	Future No Improvements	25.2	C	28.4	C	51.7	D	40.8	D	31.0	C
Saturday MD Peak Hour	Existing	17.7	B	15.1	B	37.5	D	32.8	C	19.8	B
	Background	18.1	B	16.3	B	38.8	D	33.8	C	20.6	C
	Future with SB RTL	22.4	C	16.6	B	38.0	D	26.7	C	22.5	C
	Future No Improvements	22.8	C	16.9	B	39.8	D	37.5	D	23.7	C

When analyzing the intersection with the existing geometry, the delays slightly increase for each approach and for the overall intersection during each of the peak hours. The overall intersection still projects to operate at LOS C for the weekday am, weekday pm, and Saturday peak hours. When compared to the scenario with the construction of the southbound right turn lane, the am peak hour, pm peak hour, and Saturday peak hour average delay increases by 0.6 seconds, 4.7 seconds, and 1.2 seconds, respectively.

When compared to the background scenario, the average delays for each approach and the overall intersection slightly increase for each peak hour and the overall intersection LOS does not change and will continue to operate at LOS C. The LOS for each approach during each peak hour remains the same with the exception of the eastbound approach during the pm peak hour (LOS B to LOS C), the eastbound approach during the Saturday peak hour (LOS B to LOS C) and the southbound approach during the Saturday peak hour (LOS C to LOS D).



Based on the low volumes that the Arlington Downs redevelopment will be adding to the southbound right turn at Euclid Avenue and Rohlwing Road, and that the capacity analysis assuming the existing intersection configuration results in the intersection operating at LOS C during each peak hour and each approach operating at LOS D or better, we are requesting that the Village of Arlington Heights reconsider the requirement of the construction of the southbound right turn lane.

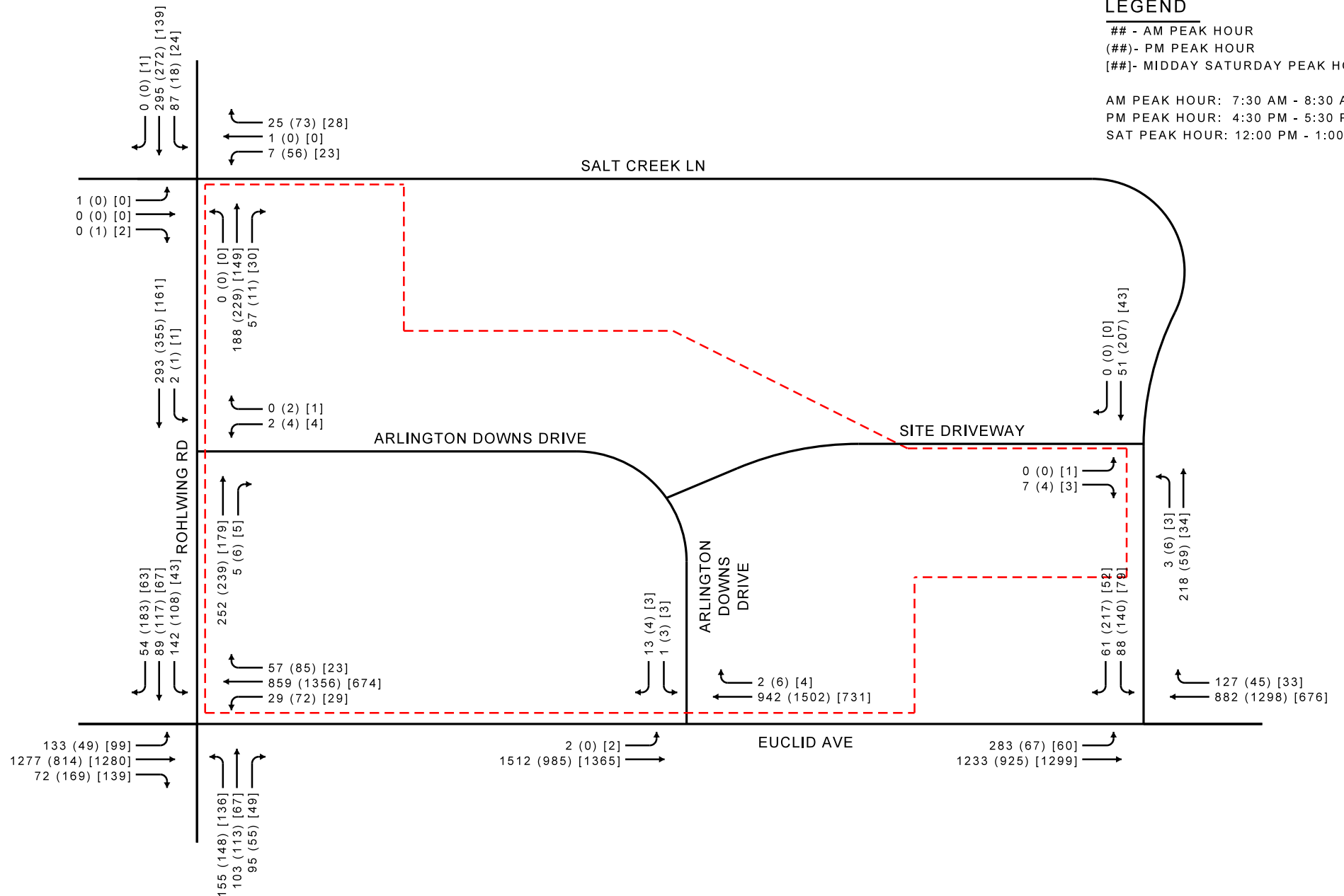
Attachments:

- Existing Traffic Volume (Figure 6 from August 20, 2015 TIS)
- Total Project Trips (Figure 9 from August 20, 2015 TIS)
- Background Traffic Volume (Figure 10 from August 20, 2015 TIS)
- Future with Project Traffic Volume (Figure 11 from August 20, 2015 TIS)
- Capacity Analysis Results at Euclid Avenue/Rohlwing Road for Future with Project scenario with no intersection improvements

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



ARLINGTON DOWNS

FIGURE 6
 EXISTING TRAFFIC VOLUME

ARLINGTON HEIGHTS

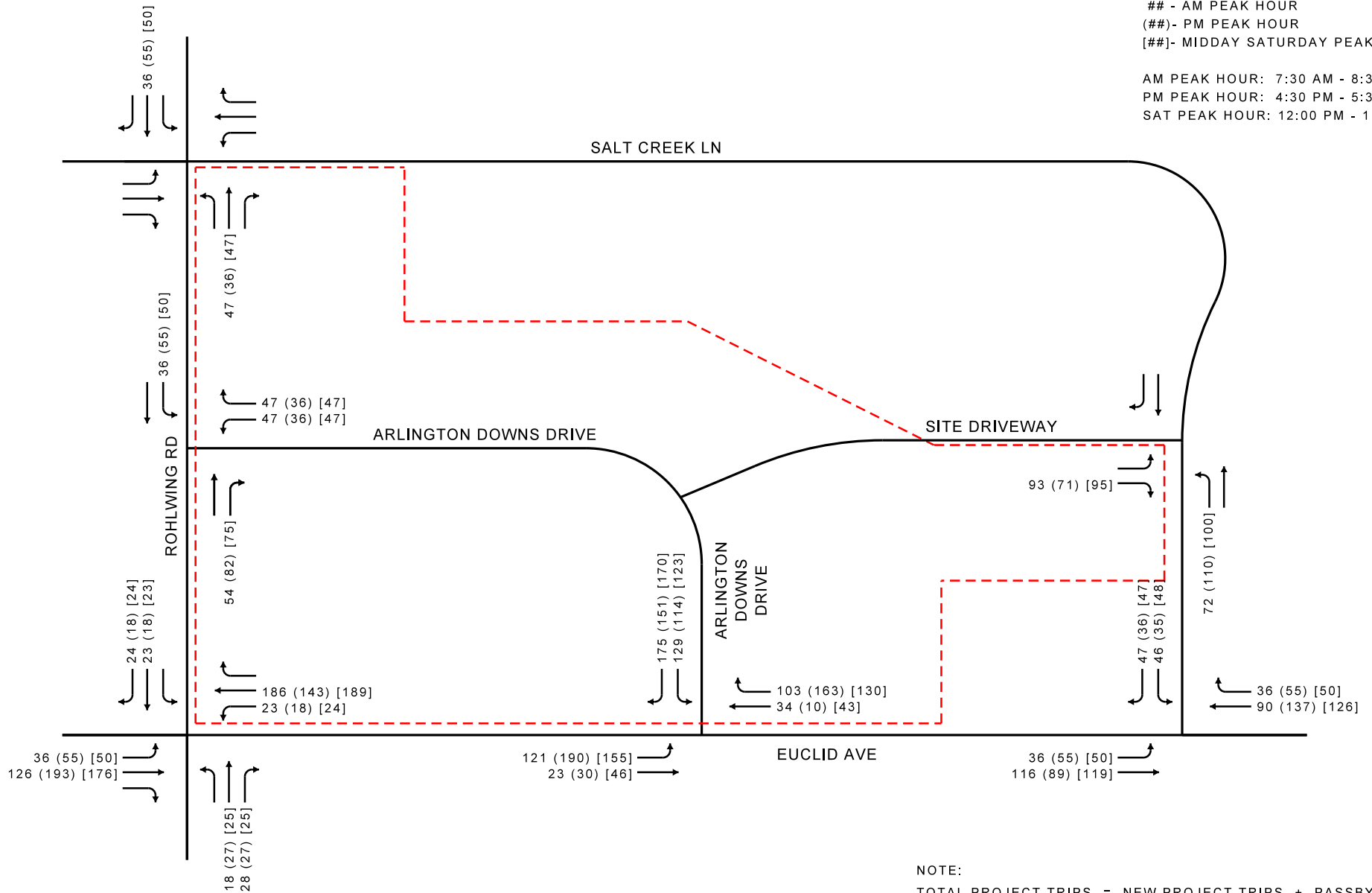
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM



NOTE:

TOTAL PROJECT TRIPS = NEW PROJECT TRIPS + PASSBY TRIPS
 (FIGURE 7) (FIGURE 8)

ARLINGTON DOWNS

FIGURE 9
TOTAL PROJECT TRIPS

ARLINGTON HEIGHTS

ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - MIDDAY SATURDAY PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
 PM PEAK HOUR: 4:30 PM - 5:30 PM
 SAT PEAK HOUR: 12:00 PM - 1:00 PM

SALT CREEK LN

ARLINGTON DOWNS DRIVE

SITE DRIVEWAY

ARLINGTON
DOWNS
DRIVE

EUCLID AVE

NOTE:

BACKGROUND TRAFFIC VOLUMES = EXISTING TRAFFIC VOLUMES + 1% GROWTH PER YEAR TO 2022
 (FIGURE 6)

ARLINGTON DOWNS

FIGURE 10
 BACKGROUND TRAFFIC VOLUME

ARLINGTON HEIGHTS

ILLINOIS



2022 Future with Project - No Right Turn Lane
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM

8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	178	1492	77	54	1105	61	166	128	120	152	118	82
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.928			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1729	0	1770	1749	0
Flt Permitted	0.115			0.073			0.626			0.282		
Satd. Flow (perm)	214	3725	1583	136	3725	1583	1166	1729	0	525	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		38			33	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	187	1571	81	57	1163	64	175	135	126	160	124	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1571	81	57	1163	64	175	261	0	160	210	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	35.0	35.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	37.0		24.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	30.8%		20.0%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	31.0		21.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)					7.0	7.0					7.0	
Flash Dont Walk (s)					22.0	22.0					38.0	

2022 Future with Project - No Right Turn Lane
4: Rohlwing Rd & Euclid Ave

Timing Plan: AM
8/12/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)					1	1					1	
Act Effct Green (s)	72.2	60.6	60.6	65.2	54.9	54.9	32.6	22.6		41.7	28.8	
Actuated g/C Ratio	0.60	0.50	0.50	0.54	0.46	0.46	0.27	0.19		0.35	0.24	
v/c Ratio	0.68	0.83	0.09	0.33	0.68	0.08	0.50	0.73		0.50	0.47	
Control Delay	29.0	32.8	2.6	26.5	33.5	7.5	33.9	50.2		31.6	34.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.0	32.8	2.6	26.5	33.5	7.5	33.9	50.2		31.6	34.2	
LOS	C	C	A	C	C	A	C	D		C	C	
Approach Delay		31.1			31.9			43.6			33.0	
Approach LOS		C			C			D			C	
90th %ile Green (s)	13.0	40.3	40.3	9.7	37.0	37.0	7.0	36.4		15.6	45.0	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Ped	
70th %ile Green (s)	14.4	54.6	54.6	7.9	48.1	48.1	7.0	24.3		15.2	32.5	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
50th %ile Green (s)	11.5	60.2	60.2	7.0	55.7	55.7	7.0	21.1		13.7	27.8	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
30th %ile Green (s)	9.7	65.7	65.7	6.3	62.3	62.3	7.0	17.9		12.1	23.0	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap		Gap	Hold	
10th %ile Green (s)	7.8	82.4	82.4	0.0	71.6	71.6	7.0	13.2		9.4	15.6	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Gap		Gap	Hold	
Queue Length 50th (ft)	59	534	0	16	256	0	99	168		89	119	
Queue Length 95th (ft)	#170	#941	19	71	#622	28	121	222		112	158	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	300	1882	854	256	1705	783	351	489		400	676	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.62	0.83	0.09	0.22	0.68	0.08	0.50	0.53		0.40	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 32.9

Intersection LOS: C

Intersection Capacity Utilization 82.5%

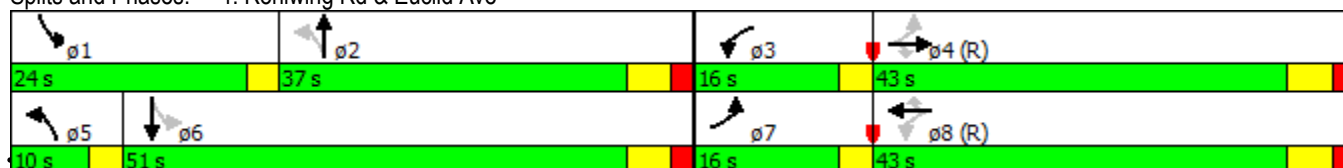
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

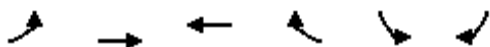
Queue shown is maximum after two cycles.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave



2022 Future with Project - No Right Turn Lane
2: Euclid Ave & Salt Creek Ln

Timing Plan: PM
8/13/2015



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	122	1079	1526	100	175	253
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Storage Length (ft)	150			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3725	3507	0	1770	1583
Flt Permitted	0.071				0.950	
Satd. Flow (perm)	132	3725	3507	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			10			29
Link Speed (mph)		40	40		30	
Link Distance (ft)		842	459		580	
Travel Time (s)		14.4	7.8		13.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	1136	1606	105	184	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	1136	1711	0	184	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	pm+pt	NA	NA		Prot	pt+ov
Protected Phases	7	4	8		6	6 7
Permitted Phases	4					
Detector Phase	7	4	8		6	6 7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	24.0	35.0		24.0	
Total Split (s)	16.0	94.0	78.0		26.0	
Total Split (%)	13.3%	78.3%	65.0%		21.7%	
Maximum Green (s)	13.0	88.0	72.0		20.0	
Yellow Time (s)	3.0	4.0	4.0		4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		Min	
Walk Time (s)			7.0			
Flash Dont Walk (s)			22.0			

2022 Future with Project - No Right Turn Lane
2: Euclid Ave & Salt Creek Ln

Timing Plan: PM
8/13/2015



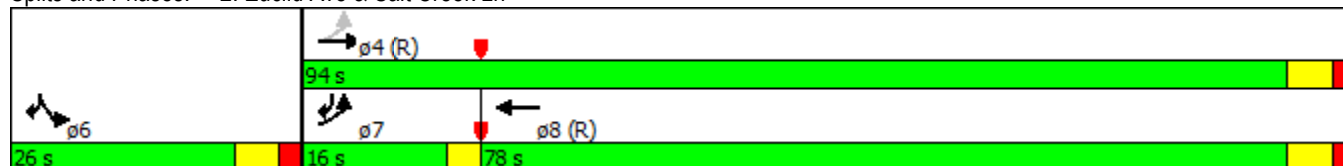
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)			2			
Act Effct Green (s)	92.6	89.6	77.3		18.4	30.7
Actuated g/C Ratio	0.77	0.75	0.64		0.15	0.26
v/c Ratio	0.56	0.41	0.76		0.68	0.62
Control Delay	28.4	7.4	18.4		60.8	41.2
Queue Delay	0.0	0.0	0.2		0.0	0.0
Total Delay	28.4	7.4	18.5		60.8	41.2
LOS	C	A	B		E	D
Approach Delay		9.6	18.5		49.2	
Approach LOS		A	B		D	
90th %ile Green (s)	13.0	88.0	72.0		20.0	
90th %ile Term Code	Max	Coord	Coord		Max	
70th %ile Green (s)	11.3	88.0	73.7		20.0	
70th %ile Term Code	Gap	Coord	Coord		Max	
50th %ile Green (s)	8.9	88.0	76.1		20.0	
50th %ile Term Code	Gap	Coord	Coord		Max	
30th %ile Green (s)	7.0	89.6	79.6		18.4	
30th %ile Term Code	Gap	Coord	Coord		Gap	
10th %ile Green (s)	6.1	94.2	85.1		13.8	
10th %ile Term Code	Gap	Coord	Coord		Gap	
Queue Length 50th (ft)	50	108	460		134	161
Queue Length 95th (ft)	102	276	616		213	241
Internal Link Dist (ft)		762	379		500	
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	279	2780	2262		295	463
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	89		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.41	0.79		0.62	0.57

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 90 (75%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 19.3
Intersection Capacity Utilization 75.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service D

Splits and Phases: 2: Euclid Ave & Salt Creek Ln



2022 Future with Project - No Right Turn Lane
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
10/7/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1546	149	55	910	25	146	97	77	46	95	91
Future Volume (vph)	156	1546	149	55	910	25	146	97	77	46	95	91
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	100		200	145		0	130		130
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt			0.850			0.850		0.934			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1583	1770	3725	1583	1770	1740	0	1770	1727	0
Flt Permitted	0.216			0.063			0.423			0.531		
Satd. Flow (perm)	402	3725	1583	117	3725	1583	788	1740	0	989	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			82		38			46	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		735			790			441			644	
Travel Time (s)		12.5			13.5			10.0			11.0	
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
Adj. Flow (vph)	164	1627	157	58	958	26	154	102	81	48	100	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1627	157	58	958	26	154	183	0	48	196	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	35.0	35.0	9.5	24.0		9.5	51.0	
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	10.0	51.0		10.0	51.0	
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	8.3%	42.5%		8.3%	42.5%	
Maximum Green (s)	13.0	37.0	37.0	13.0	37.0	37.0	7.0	45.0		7.0	45.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0		0.0	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	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)					7.0	7.0						7.0

2022 Future with Project - No Right Turn Lane
4: Rohlwing Rd & Euclid Ave

Timing Plan: MD Sat
10/7/2015

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0						38.0
Pedestrian Calls (#/hr)					2	2						2
Act Effct Green (s)	80.1	69.1	69.1	75.1	65.1	65.1	31.1	22.5		30.2	20.5	
Actuated g/C Ratio	0.67	0.58	0.58	0.63	0.54	0.54	0.26	0.19		0.25	0.17	
v/c Ratio	0.44	0.76	0.17	0.34	0.47	0.03	0.59	0.51		0.16	0.59	
Control Delay	13.7	25.0	9.6	27.9	16.6	0.2	42.2	37.9		28.8	39.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	13.7	25.0	9.6	27.9	16.6	0.2	42.2	37.9		28.8	39.7	
LOS	B	C	A	C	B	A	D	D		C	D	
Approach Delay		22.8			16.9			39.8			37.5	
Approach LOS		C			B			D			D	
90th %ile Green (s)	13.0	40.3	40.3	9.7	37.0	37.0	7.0	45.0		7.0	45.0	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Ped	
70th %ile Green (s)	10.3	68.6	68.6	7.3	65.6	65.6	7.0	19.1		7.0	19.1	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
50th %ile Green (s)	9.0	72.2	72.2	6.6	69.8	69.8	7.0	16.2		7.0	16.2	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
30th %ile Green (s)	7.9	75.6	75.6	6.1	73.8	73.8	7.0	13.3		7.0	13.3	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	
10th %ile Green (s)	6.7	88.9	88.9	0.0	79.2	79.2	7.0	19.1		0.0	9.1	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Max	Hold		Skip	Gap	
Queue Length 50th (ft)	37	441	23	11	135	0	99	108		29	113	
Queue Length 95th (ft)	118	#988	93	60	452	m1	108	133		41	138	
Internal Link Dist (ft)		655			710			361			564	
Turn Bay Length (ft)	200		225	100		200	145			130		
Base Capacity (vph)	417	2145	946	256	2020	896	261	676		297	676	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.76	0.17	0.23	0.47	0.03	0.59	0.27		0.16	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.7

Intersection LOS: C

Intersection Capacity Utilization 80.1%

ICU Level of Service D

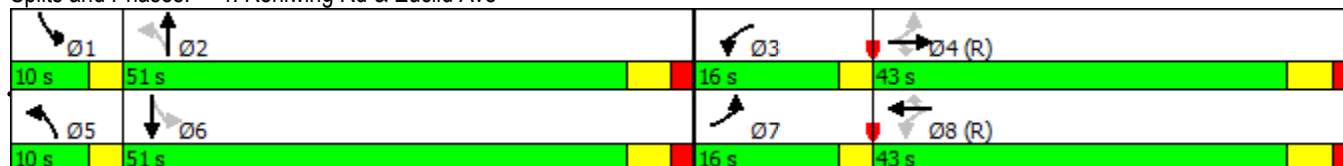
Analysis Period (min) 15

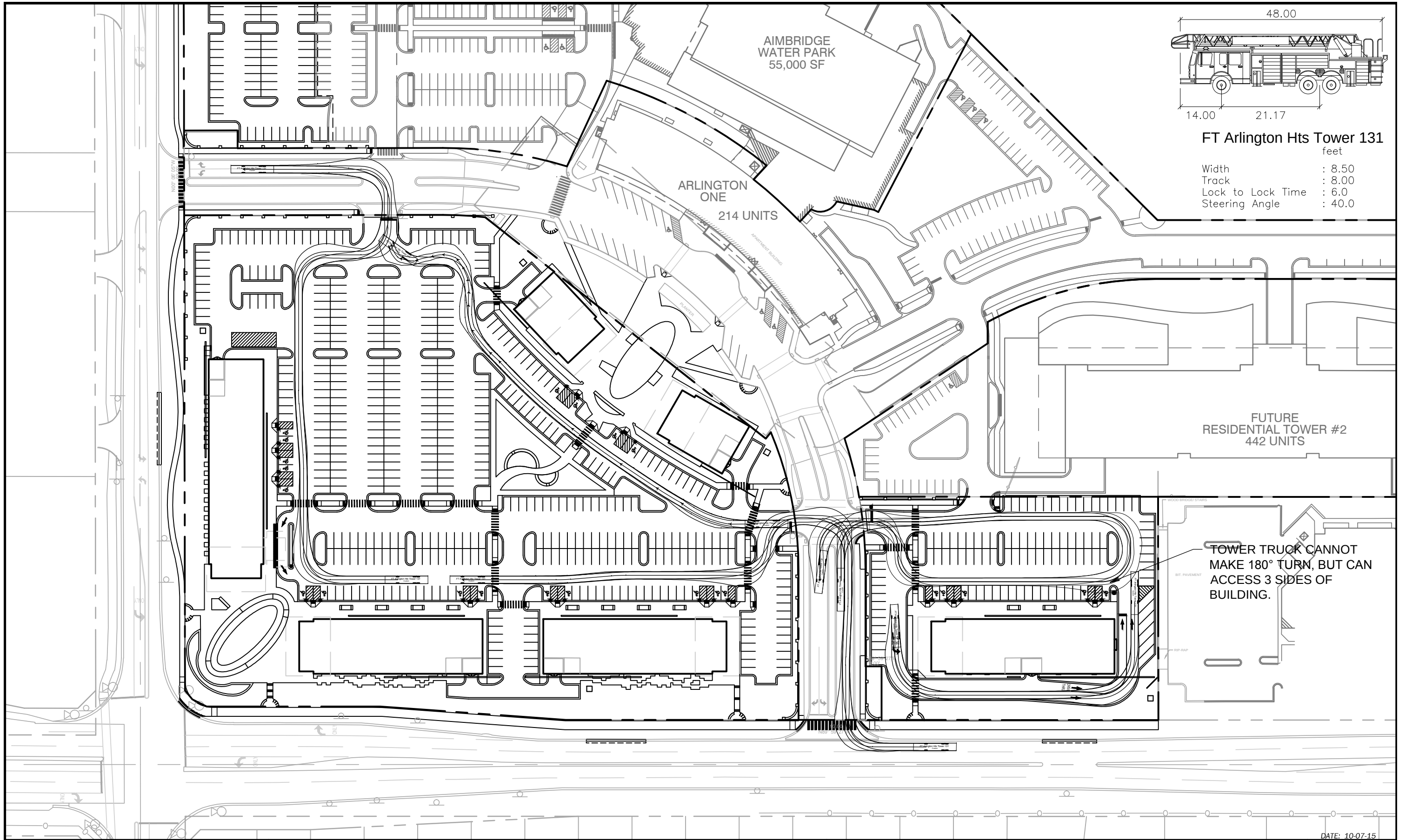
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Rohlwing Rd & Euclid Ave





FT Arlington Hts Tower 131
feet

Width	: 8.50
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

**FUTURE
RESIDENTIAL TOWER #2
442 UNITS**

**TOWER TRUCK CANNOT
MAKE 180° TURN, BUT CAN
ACCESS 3 SIDES OF
BUILDING.**

DATE: 10-07-15



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

ARLINGTON DOWNS II - RETAIL

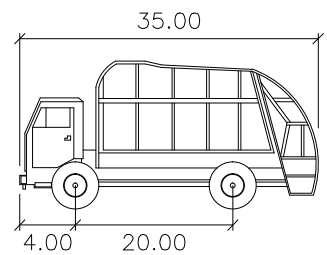
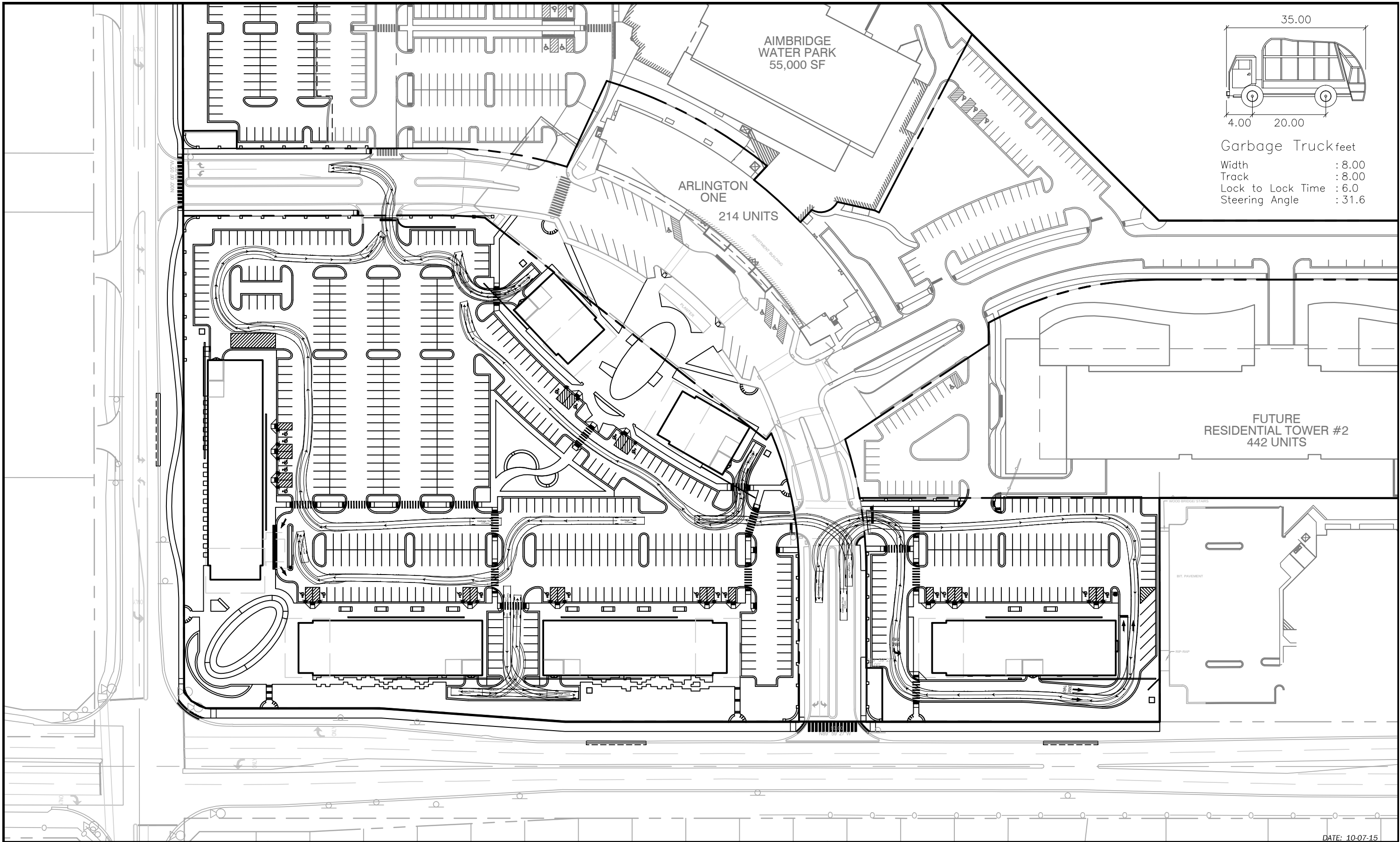
ARLINGTON HEIGHTS

ILLINOIS

FIRE TRUCK TURNING EXHIBIT



SCALE: 1" = 100'



Garbage Truck feet
 Width : 8.00
 Track : 8.00
 Lock to Lock Time : 6.0
 Steering Angle : 31.6

DATE: 10-07-15

V3 Companies
 7325 Janes Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

Visio, Vertere, Virtute... "The Vision to Transform with Excellence"

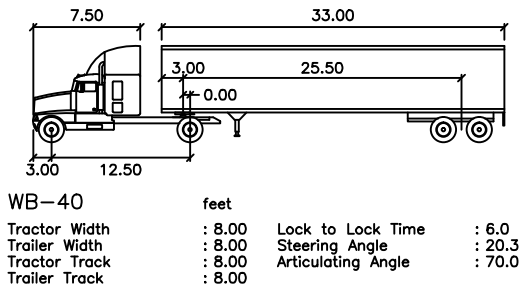
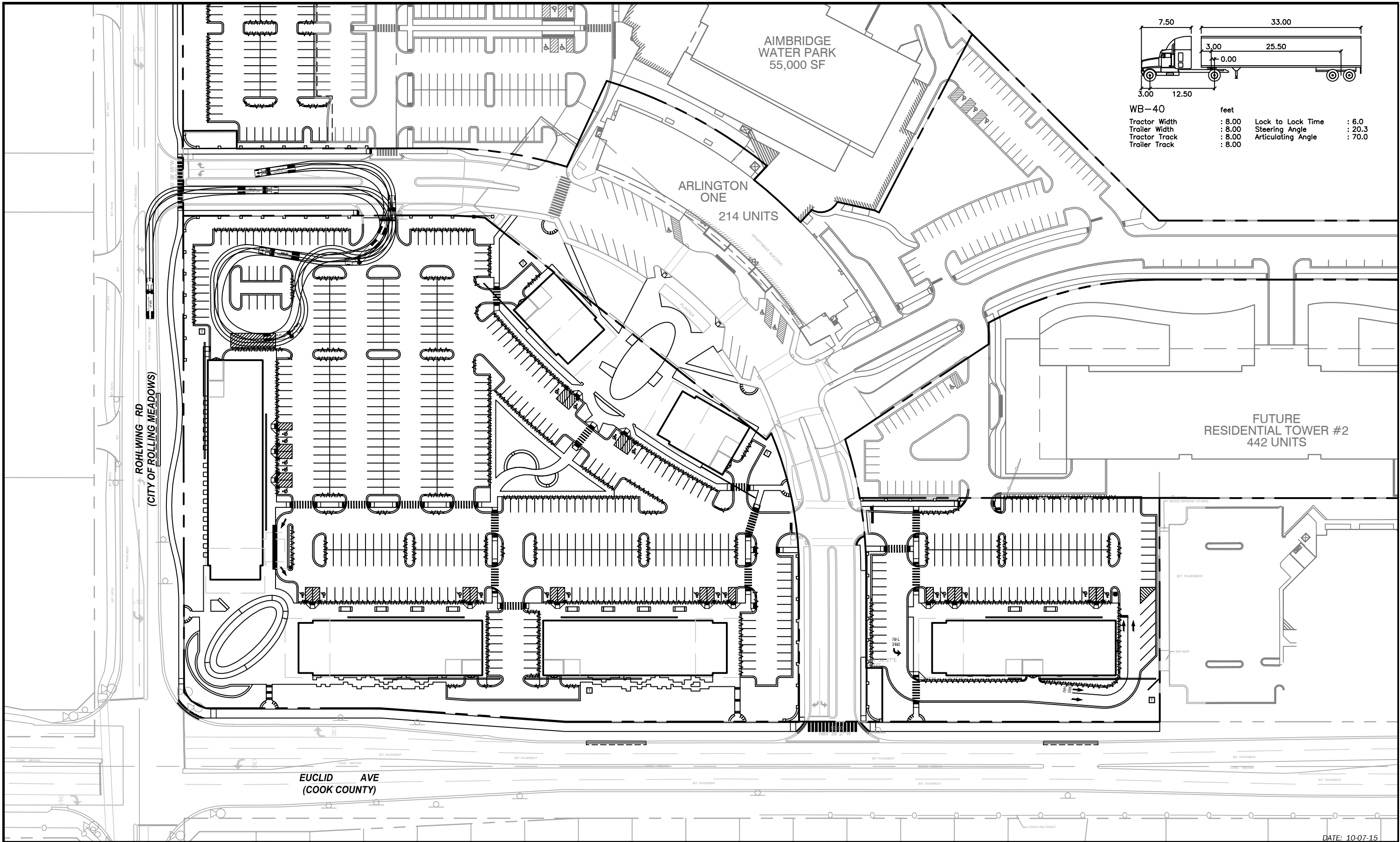
ARLINGTON DOWNS II - RETAIL

ARLINGTON HEIGHTS

ILLINOIS

GARBAGE TRUCK TURNING EXHIBIT

SCALE: 1" = 100'



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www.v3co.com

Visio, Vertere, Virtute... "The Vision to Transform with Excellence"

ARLINGTON DOWNS II - RETAIL

ARLINGTON HEIGHTS ILLINOIS

WB40 TRUCK TURNING EXHIBIT

SCALE: 1" = 100'

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-020
 Petitioner: Jeffrey Funke
515 Lincoln Avenue
Winnetka, IL 60093
 Owner: Arlington Downs WPH, LLC;
Arlington Downs Commercial, LLC;
Arlington Downs Commercial, LLC;
 Contact Person: Vince Bertucci
 Address: 515 Lincoln Avenue
Winnetka, IL 60093
 Phone #: 312.451.5103
 Fax #: N/A
 E-Mail: vbortucci@chiarc.net

P.I.N.# 02-25-100-037&039 and 02-26-201-206&027
 Location: 3400 W. Euclid Avenue
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 500,000 SF / 11.5 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

1. VILLAGE BUILDING CODE
2. PRESENT ZONING USE
3. REQUESTED ZONING USE
4. SUBDIVISION REQUIRED
5. SIGN CODE

6. GENERAL COMMENTS:

NO COMMENTS

Deb Pierce 9-8-15
 Director PLAN REVIEWER Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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Contact Person: Vince Bertucci
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Phone #: 312.451.5103
Fax #: N/A
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Subdivision:
of Lots: Current: Proposed:
PUD: ☒ For:
Special Use: For:
Land Use Variation: For:

Land Use: Current:
 Proposed:
Site Gross Area: 500,000 SF / 11.5 acres
of Units Total:
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

INSPECTIONAL SERVICES

No Comments

P.D.

9/8/15

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SEP - 9 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Director

Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-060
 Petitioner: Jeffrey Funke
515 Lincoln Avenue
Winnetka, IL 60093
 Owner: Arlington Downs WPH, LLC;
Arlington Downs Commercial, LLC;
Arlington Downs Commercial, LLC;
 Contact Person: Vince Bertucci
 Address: 515 Lincoln Avenue
Winnetka, IL 60093
 Phone #: 312.451.5103
 Fax #: N/A
 E-Mail: vbortucci@chiarc.net

P.I.N.# 02-25-100-037&039 and 02-26-201-206&027
 Location: 3400 W. Euclid Avenue
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 500,000 SF / 11.5 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. UTILITIES:			
Water	<u> </u>	<u> </u> /	<u>See Memo 9-9-15</u>
Metering	<u> </u>	<u> </u>	<u> </u>
Backflow	<u> </u>	<u> </u> /	<u>See memo 9-9-15</u>
Sanitary Sewer	<u> </u>	<u> </u> /	<u>" " 9-9-15</u>
Storm Sewer	<u> </u>	<u> </u> /	<u>" " 9-9-15</u>
2. SURFACE:			
Pavement	<u> </u>	<u> </u>	<u> </u>
Curb & Gutter	<u> </u>	<u> </u>	<u> </u>
Sidewalks	<u> </u>	<u> </u>	<u> </u>
Street Lighting	<u> </u>	<u> </u>	<u> </u>

3. GENERAL COMMENTS:

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SEP 25 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Asst. Director

SEE memo 9-9-15

9-24-15

Date

Village of Arlington Heights
Public Works Department

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: September 9, 2015

Subject: 3400 W. Euclid, P.C. #15-020 PUD Amendment Round 1

With regard to the PUD Amendment, I have the following comments:

- 1) All materials and methods of construction must adhere to the most recent version of "A Manual of Practice for The Design of Public & Private Improvements"
- 2) Separation must be maintained between water, sanitary and storm in accordance with IEPA Standards. When separation cannot be maintained, methods of construction as outlined by the IEPA must be followed.
- 3) Upon review of the submitted half sheets, I cannot see that any hydrants are proposed with this construction. Please adhere to fire protection standards with regard to the placement of hydrants.
- 4) Approved RPZ devices must be installed in all new buildings to protect the domestic and fire service.
- 5) Grease traps must be installed for all buildings where the potential exists that grease can enter into the sewer system.

If you have any questions, please feel free to contact me.

C. file

RECEIVED
SEP 25 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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Winnetka, IL 60093
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 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 500.000 SF / 11.5 acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X

Sanitary Sewer _____ X

Storm Sewer _____ X

b. Surface Improvement

Pavement _____ X

Curb & Gutter _____ X

Sidewalks _____ X

Street Lighting _____ X

c. Easements

Utility & Drainage _____ X

Access _____ X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X

b. IDOT _____

c. ARMY CORP _____

d. IEPA X

e. CCHD X

f. CoRM X

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OCT - 2 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ X
 4. SITE PLAN ACCEPTABLE? _____ SEE COMMENTS
 5. PRELIMINARY PLAT ACCEPTABLE? _____ N/A
 6. TRAFFIC STUDY ACCEPTABLE? _____ X
 7. STORM WATER DETENTION REQUIRED? _____ X
 8. CONTRIBUTION ORDINANCE EXISTING? _____ X
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ X
 10. WETLAND EXISTING? _____ X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: V3 COMPANIES

DATE OF PLANS: 9-3-2015

James J. Mull 10/2/15
 Director Date

PLAN COMMISSION PC #15-020
Arlington Downs Phase 3
3400 W. Euclid Ave.
PUD Amendment
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

13. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.
14. Include calculations in the Stormwater Management Report showing the provided storage in the proposed vault and additional pipes. Similarly, include calculations for the volume control storage.
15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
16. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
17. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
18. The plans do not reflect the required Phase 2 widening of Euclid Avenue. The Euclid Avenue widening is required to be completed prior to the approval of occupancy for the Four Points Sheraton Hotel and the

Waterpark. Also required as part of the PUD approval is the completion of the required improvements at the intersection of Euclid Avenue and Rohlwing Road. Both these items require approval from the Cook County Department of Highways and the City of Rolling Meadows.

19. The City of Rolling Meadows, working as the lead agency along with the Village of Arlington Heights, has obtained Federal funding for a bike path project that includes the section of Euclid Avenue adjacent to the proposed Phase 3 development. Christopher B. Burke Engineering, Ltd. is the consultant under contract with Rolling Meadows to design the proposed path. The 10' bike path must have 2' clear zones on both sides. Some clarification on the clear zone from the designers of the proposed path:
 - a. 2' clear zone CAN be part of 5' offset from back of curb.
 - b. North edge of 2' clear zone CAN be on the ROW line provided there are no physical obstructions within 3' of edge of path
 - c. Clear zone slope restricted to 6:1 (desirable) with 4:1 (minimum).We will help coordinate the design overlap between V3 and CBBEL in any way possible.
20. Properly reflect curb cuts and striping for 10 ft. bike path crossings at the Arlington Downs driveway and at Rohlwing Road.
21. Sheet A-3: The Subject Property Map shows the elimination of the regional basin in favor of five (5) football/soccer fields. This has significant implications to the ultimate stormwater management system which, if this scenario is anticipated, should be resolved now.
22. Sheet C-3.1: The heavy duty pavement must be in the drive aisle closest to the buildings along Euclid Avenue. This applies to Zones D and E. The north driveway from Zone E to Zone C will also ultimately be a fire lane and must be heavy duty pavement.
23. Sheet C-3.1: The proposed sidewalk along Rohlwing Road will require a permit from the City of Rolling Meadows. Street lighting along this section of Rohlwing Road is also a requirement.
24. Sheet C-5.1: Stormwater runoff (downspouts) from the buildings along Euclid Avenue must be conveyed to the site detention system and not allowed to freely flow onto the Euclid Avenue ROW. Clearly show this on the site plan.
25. We now have two different Traffic Impact Studies and there needs to be a comparison and identification of differences highlighted between these two reports for both trip generation and parking.
26. The analysis for left turn storage bay length suggests constraints for the Euclid and Salt Creek signal, but the plans do not reflect the pavement and striping revisions necessary to implement these requirements. Please define signal timing and geometric recommendations.
27. The future traffic signal shown at Euclid Avenue and the Arlington Downs driveway would be private benefit. The current PUD discusses the breakdown of cost responsibilities.
28. All perimeter parking stalls on the site plans can be reduced to 16.5 ft. with 1.5 ft. overhang to reduce pavement and increase green space. Only applicable to parking stalls facing grass/landscaping.
29. Please provide a turning exhibit for the truck delivery areas behind buildings D2 & D3, and adjacent to buildings D4 & D5.
30. Provide a plan that shows the details for all proposed internal traffic control signage and paint striping.

31. The placement of site parking lot lighting within islands having two landscaping trees may adversely affect site lighting photometrics. Consider alternative pole layout away from trees.
32. Provide site photometric lighting plans and catalogue cuts for all exterior pole and exterior building mounted fixtures. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
33. Please indicate where the mesh fences and vine walls are being placed on the property, as well as any other landscaping features which may block motorists' sight distance.

 10/2/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

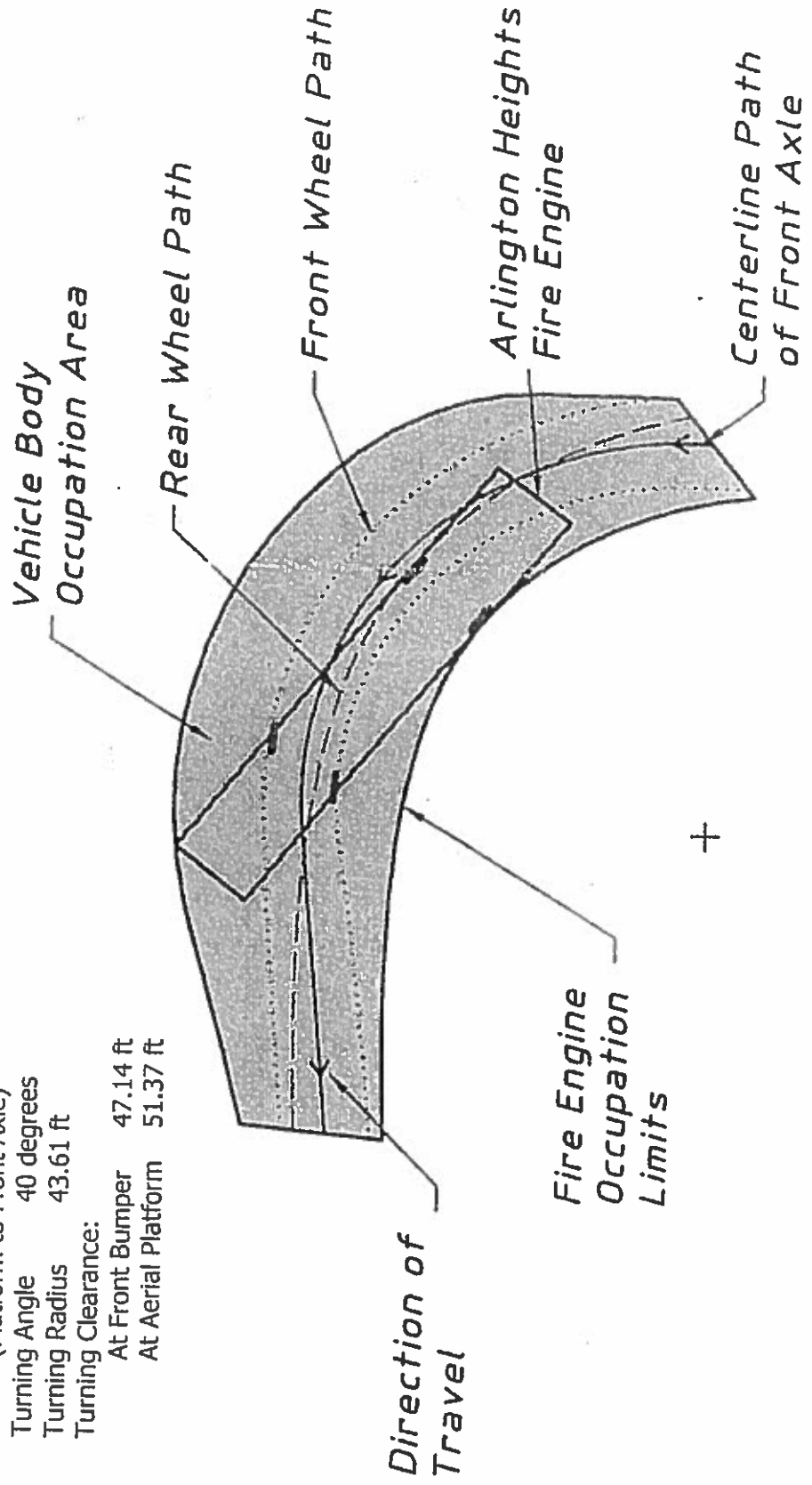
Fire Apparatus Tower 131 Specifications (1 page)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft



ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington Downs
3400 W. Euclid Ave.

Round 1 Review Comments

09/28/2015

1. Character of use:

This multiple use apartment, hotel, water park, restaurant and retail development appears to be consistent with the existing use and the surrounding area on a larger scale.

2. Are lighting requirements adequate?

This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. This increase is unlikely to cause any problems since there will be vehicle access off Rohlwing Rd (3), Euclid Ave (2) and Salt Creek Ln (1).

6. General comments:

Use of anti-skateboarding technology is recommended to avoid future problems with unwanted juvenile activity on the property. Special attention given to ramps, railings and curbs in more secluded or hidden areas.

The use of benches with a middle arm rest, thorny landscaping and purposely placed lighting will help prevent homeless issues from developing.

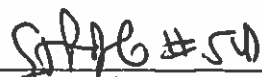
Signage regulating unwanted conduct is recommended throughout the development with special attention given to the hotels, apartment buildings, common areas and parking areas.

Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

 #272

BRANDI ROMAG, Crime Prevention Officer
Community Services Bureau

Approved by:

 #50

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-02-0
Petitioner: Jeffrey Funke
515 Lincoln Avenue
Winnetka, IL 60093
Owner: Arlington Downs WPH, LLC;
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Arlington Downs Commercial, LLC;
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PUD: ✓ For:
Special Use: For:
Land Use Variation: For:

Land Use: Current:
 Proposed:
Site Gross Area: 500,000 SF / 11.5 acres
of Units Total:
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

It is recommended to install common sewer lines connected to an outdoor grease trap for the buildings where food service establishments are located.

Refer comments from the Disability Services Coordinator.

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SEP 18 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 9/18/15
Environmental Health Officer Date

James McCalister 9/18/15
Director Date

Plan Review

Address: Arlington Downs
3400 West Euclid Avenue
Planned Unit Development
P.C. #15-020
Round 1

Submitted to: Latika Bhide, Planning and Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: September 18, 2015

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

Sheets C3.0 – C5.2 and A.3, A0.01

- 1) Petitioner shall comply with all requirements of the Illinois Accessibility Code (IAC). This includes all public buildings and exterior pedestrian routes on the site.
- 2) Pedestrian curb ramps shall be provided at all locations where a sidewalk crosses a curb. See IAC Section 400.310(d)(1).

Sheet C4.1

- 3) Reserved Accessible Parking Spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions. See IAC Section 400.310(c)(3).

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SEP 18 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

P.C. # 15-020

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

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 Site Gross Area: 500,000 SF / 11.5 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

- | | <u>YES</u> | <u>NO</u> | |
|----|---------------|---------------|---|
| 1. | <u>X</u> | <u> </u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | <u> </u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | <u> </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u> </u> | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u> </u> | <u>NA</u> | SUBDIVISION REQUIRED? |
| 6. | <u> </u> | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments: attached

B. M. G. 9.24.15 Date

Arlington Downs PC 15-020

Planning and Community Development Department

Round 1 Comments

1. A parking variation to Chapter 28, Section 11.4 is required to allow 2,032 parking spaces where 2,453 is required, a variation of 421 spaces. If the 11 parking stalls are removed as indicated in comments 2 and 3 below then the variation supply of parking will decrease to 2,021 and the variation increase to 432 spaces. Staff supports the variation based on the parking study provided. Please provide a justification based on the hardship criteria below.

2. Please eliminate 8 parking stalls in Zone D to the southeast of building D3 and provide landscaping consistent with PUD approvals as this is a gateway entrance to the development.

3. Please eliminate 3 parking stalls southeast of building D5 as they are at the intersection of the main access from the ring road into the Zone D parking area.

4. The parking stalls along Rohlwing Road in Zone D will require a variation to the PUD and Chapter 28, Section 5.1-22.1 which requires a setback of 15 feet. Provide a justification for said variation. Staff supports said variation but a justification pursuant to the variation criteria is required.

5. Criteria for variations:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone;

- The plight of the owner is due to unique circumstances; and

- The variation, if granted, will not alter the essential character of the locality.

6. Staff will recommend that no more than 15,000 sf of medical office is permitted in Zone D and no more than 21,600 sf of medical office is permitted for all zones.

7. Staff will recommend that no more than 20,590 sf of non-sales/food and beverage tax generators shall be allowed in Zones D and E combined.

8. An easement along Euclid Avenue may be necessary for portions of the bike path.

9. Staff supports conceptual approval of three restaurants in Zone E, however it should be noted that the parking supply in this zone does not meet code for the proposed building with three restaurants. Each restaurant will require a separate Special Use approval, therefore parking in Zone E will be evaluated at that time once the floor plans and outdoor seating is known, as well as the tenants.

Arlington Downs

P.C. 15-020

September 16, 2015

- 1) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area must be fully screened and consist of walls and/or landscaping. In Zone 'E' for the building east of the entry drive, provide additional landscaping to buffer the drive through lane.
- 2) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. In the northwest corner of the entry off of Euclid it is primarily parking. The parking should be reduced in this area and an abundance of landscaping provided.
- 3) Per the approved design guidelines the crosswalks and entries must consist of special paving. The crosswalks installed in Zone 'A' are striped pavement and special paving must be provided. There are no details of the special paving for the crosswalks for Zones D and E. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses.
- 4) Along Euclid and Rohlwing 'Long Grass' and shade trees are proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, 'the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
- 5) Site furnishings are required on the parking side of all retail buildings. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.
- 6) Provide shade trees along the widened pedestrian storefront walks.
- 7) The gabion basket features are proposed to be filled with crushed concrete. It is recommended that a stone with a variety of warmer colors to complement the building material palette be used.
- 8) The proposed ground sign states "Arlington Downs" and "Village of Arlington Heights" should be incorporated into this feature.
- 9) The renderings indicate detailed plazas with intricate paving patterns, planters, and fountains. Detailed site plans are required to clarify the design intent for the plazas.
- 10) Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts. Additional pedestrian poles and bollard lights must be added to the proposed plans.
- 11) Along Euclid, the width of the parkway that includes 'mown grass' is very limited and there is concern with the proximity of the parkway tree from the back of curb.
- 12) Detailed landscape plans are required with actual plans materials specified.
- 13) All mechanical units and service areas must be fully screened

PLAN COMMISSION
RESPONSE TO REVIEW COMMENTS
Arlington Downs Retail Development
10.07.15 *(Revised 10.22.15)*

PETITIONER: Jeffrey Funke / Funke Architects
PREPARER: Vince Bertucci / ChiArC

DISTRIBUTION: William Enright / VAH Deputy Director Planning & Community Development
Charles Witherington-Perkins / VAH Director Planning & Community Development
Jeff Funke / Spring Bank Real Estate Group

REGARDING: The following is a narrative response to the Village of Arlington Heights, internal department review comments based on the application submitted on 09.03.15 for a request to amend the PUD of the Arlington Downs Retail Development. Review comments were received on 09.21.15 and 09.22.15.

1. BUILDINGS – PLAN REVIEW

1. No Comments

1A. BUILDINGS - INSPECTION SERVICES

1. No Comments

2. PUBLIC WORKS

1. COMMENT:

All materials and methods of construction must adhere to the most recent version of "A Manual of Practice for The Design of Public & Private Improvements"

1. RESPONSE:

All materials and methods of construction shall adhere to the Village of Arlington Heights, "A Manual of Practice for The Design of Public & Private Improvements" dated, April 25, 1997 which has been confirmed to be the latest version by Mike Pagones, Deputy Director of Engineering for The Village of Arlington Heights.

2. COMMENT:

Separation must be maintained between water, sanitary and storm in accordance with IEPA Standards. When separation cannot be maintained, methods of construction as outlined by the IEPA must be followed.

2. RESPONSE:

Vertical and horizontal separation requirements between water and sewers as outlined by the IEPA will be maintained.

3. COMMENT:

Upon review of the submitted half sheets, I cannot see that any hydrants are proposed with this construction. Please adhere to fire protection standards with regard to the placement of hydrants.

3. RESPONSE:

Fire hydrant locations will be provided in final engineering. Fire hydrant spacing and locations will be in accordance with the Village's fire protection standards.

4. COMMENT:

Approved RPZ devices must be installed in all new buildings to protect the domestic and fire service.

4. RESPONSE:

Double detector check assemblies are shown on detail 2/P4.01 for the fire protection service. If RPZ protection is required on fire protection service please advise. Conversation with Lou Soest with the Arlington Heights Plumbing department indicated that RPZ's for the domestic service is required only at individual fixtures requiring protection. These will be shown on the plans when the tenant spaces are developed. **See attached for;**

- 07.07.15 Phone Conversation Memo with VAH Plumbing Inspector and
- 10.05.15 Phone Conversation Memo with VAH Utilities Department.

5. COMMENT:

Grease traps must be installed for all buildings where the potential exists that grease can enter into the sewer system.

5. RESPONSE:

All buildings have grease interceptors indicated to be installed with grease waste lines shown in the buildings for future connection.

3. ENGINEERING

11. COMMENT:

The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

11. RESPONSE:

Understood

12. COMMENT:

Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD 1983 State Plane Illinois East FIPS 1201 Feet
Projection:	Transverse Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central Meridian:	-88.33333333
Scale Factor:	0.99997500
Latitude Of Origin:	36.66666667
Linear Unit:	Foot US
Geographic Coordinate System:	GCS North American 1983
Datum:	D North American 1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

12. RESPONSE:

The basis of bearing for the final engineering plans is the Illinois state plane system – East Zone (NAD 83).

13. COMMENT:

Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.

13. RESPONSE:

Detailed detention calculations and storm water vault plans will be provided as a part of the final engineering submittal.

14. COMMENT:

Include calculations in the Storm water Management Report showing the provided storage in the proposed vault and additional pipes. Similarly, include calculations for the volume control storage.

14. RESPONSE:

Detention storage calculations, including pipe storage calculations, will be included in the final storm water management report.

15. COMMENT:

Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Auto turn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

15. RESPONSE:

An Auto turn exhibit showing the turning path of the tower truck has been enclosed. **See attached for;**

- Fire Truck Turning Exhibit 10.07.15
- Garbage Truck Turning Exhibit 10.07.15
- WB40 Truck Turning Exhibit 10.07.15

16. COMMENT:

Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

16. RESPONSE:

The heavy duty pavement section has been revised as noted on sheets C3.1 & C3.2

17. COMMENT:

Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

17. RESPONSE:

Bicycle racks are included as part of the development and are indicated on Civil, Landscape & Architectural drawings as follows;

- Three (3) bicycle rack stations on property along Euclid Avenue
- One (1) bicycle rack station on property along Rohlwing Road
- Three (3) bicycle rack stations on property along internal access road
- Each bicycle rack station allows for four (4) bicycle racks

18. COMMENT:

The plans do not reflect the required Phase 2 widening of Euclid Avenue. The Euclid Avenue widening is required to be completed prior to the approval of occupancy for the Four Points Sheraton Hotel and the Waterpark. Also required as part of the PUD approval is the completion of the required improvements at the intersection of Euclid Avenue and Rohlwing Road. Both these items require approval from the Cook County Department of Highways and the City of Rolling Meadows.

18. RESPONSE: *(Response revised 10.22.15)*

It is our intention to develop documents for the off-site roadway and public improvements as required by the PUD for the Arlington Downs Development as per the following;

- *New public sidewalk along the east side of Rohlwing Road from Euclid Avenue to Salt Creek Lane.*
- *New southbound right turn lane on Rohlwing Road to westbound Euclid Avenue.*
- *New southbound left turn lane on Rohlwing Road at the west access road entry onto the Arlington Downs site. Note, site plan has been modified since original PUD; only one access road onto site to be provided off of Rohlwing Road.*
- *New crosswalk and pedestrian activated signal for the north leg of the signalized intersection of Rohlwing Road and Euclid Avenue.*
- *New eastbound left turn lane on Euclid Avenue at the south access road entry onto the Arlington Downs site.*
- *New crosswalk and pedestrian activated signal for the east leg of the signalized intersection of Rohlwing Road and Euclid Avenue when the City of Rolling Meadows constructs a new sidewalk along the east of Rohlwing Road from Cardinal Avenue to Euclid Avenue.*

Please see attached for;

- V3 Companies, Civil Engineering Traffic Memorandum dated, 10.07.15

The above referenced Traffic Memorandum is based on the V3 Companies, Traffic Impact Study dated, 08.20.15 and summarizes the operation and capacity analysis results for the intersection of Rohlwing Road and Euclid Avenue during future project traffic scenarios in the year 2022 assuming the full Arlington Downs Development and a general increase in background traffic. The memorandum evaluates three future scenarios regarding the existing geometry and future traffic;

1. *Without the development of the site.*
2. *Development of the site without the southbound Rohlwing Road right turn lane onto westbound Euclid Avenue.*
3. *Development of the site with the southbound Rohlwing Road right turn lane onto westbound Euclid Avenue.*

The analysis shows that scenario 2, the existing geometry with the development of the site can accommodate the future traffic demand without the addition of the southbound right turn lane on Rohlwing Road onto westbound Euclid Avenue.

The petitioner intends to meet the requirements of the off-site public improvements as set forth in the PUD and described above but intends to pursue relief for the construction of the southbound right turn lane on Rohlwing Road onto Euclid Avenue.

19. COMMENT:

The City of Rolling Meadows, working as the lead agency along with the Village of Arlington Heights, has obtained Federal funding for a bike path project that includes the section of Euclid Avenue adjacent to the proposed Phase 3 development. Christopher B. Burke Engineering, Ltd. is the consultant under contract with Rolling Meadows to design the proposed path. The 10' bike path must have 2' clear zones on both sides. Some clarification on the clear zone from the designers of the proposed path:

- a. 2' clear zone CAN be part of 5' offset from back of curb.
- b. North edge of 2' clear zone CAN be on the ROW line provided there are no physical obstructions within 3' of edge of path
- c. Clear zone slope restricted to 6:1 (desirable) with 4:1 (minimum).

We will help coordinate the design overlap between V3 and CBBEL in any way possible.

19. RESPONSE:

We shall coordinate with CBBEL to ensure that the bike path is coordinated between all

- a. Parkway edge along south side of bike path has a 2' clear zone with mown grass.
- b. North edge of bike path has a 2' clear zone and there are no physical obstructions within 3' of the proposed bike path.
- c. Clear zone slope restricted to 6:1 typical with 4:1 slope minimum.

20. COMMENT:

Properly reflect curb cuts and striping for 10 ft. bike path crossings at the Arlington Downs driveway and at Rohlwing Road.

20. RESPONSE:

Curb cuts and striping for the bike path have been added to the site plan. See sheet C3.1 for details.

21. COMMENT:

Sheet A-3: The Subject Property Map shows the elimination of the regional basin in favor of five (5) football/soccer fields. This has significant implications to the ultimate storm water management system which, if this scenario is anticipated, should be resolved now.

21. RESPONSE:

The proposed football/soccer fields were shown as a possible future phase and were shown for reference only. No impacts to the regional basin are anticipated.

22. COMMENT:

Sheet C-3.1: The heavy duty pavement must be in the drive aisle closest to the buildings along Euclid Avenue. This applies to Zones D and E. The north driveway from Zone E to Zone C will also ultimately be a fire lane and must be heavy duty pavement. See sheets C3.1 & C3.2

22. RESPONSE:

Heavy duty pavement zones have been updated to include the drive aisles closest to the buildings. The driveway from Zone E to C has been revised to be heavy duty pavement.

23. COMMENT:

Sheet C-3.1: The proposed sidewalk along Rohlwing Road will require a permit from the City of Rolling Meadows. Street lighting along this section of Rohlwing Road is also a requirement.

23. RESPONSE:

Understood

24. COMMENT:

Sheet C-5.1: Storm water runoff (downspouts) from the buildings along Euclid Avenue must be conveyed to the site detention system and not allowed to freely flow onto the Euclid Avenue ROW. Clearly show this on the site plan.

24. RESPONSE:

Storm drain connections have been added to sheet C5.1 for all of the proposed buildings. All building storm drainage will be routed to the onsite storm water detention facility.

25. COMMENT:

We now have two different Traffic Impact Studies and there needs to be a comparison and identification of differences highlighted between these two reports for both trip generation and parking.

25. RESPONSE:

The current consulting civil engineer for the Arlington Downs Retail project, V3 does not have the previous traffic studies conducted for the site by others. However, the August 20, 2015 Traffic Impact Study was based on the latest site plan at that time. The study also uses the latest data from the ITE Trip Generation Manual, 9th Edition, which was updated and published in September 2012. The Arlington Downs Parking Assessment has also been updated with the latest site plan information and utilized parking rates from the Village of Arlington Heights municipal code and the previously approved parking rates from the PUD.

See attached for;

- V3 Civil Engineer Traffic Memorandum dated, 10.07.15

26. COMMENT:

The analysis for left turn storage bay length suggests constraints for the Euclid and Salt Creek signal, but the plans do not reflect the pavement and striping revisions necessary to implement these requirements. Please define signal timing and geometric recommendations.

26. RESPONSE:

As part of the Euclid Avenue improvement plans from Rohlwing Road to Salt Creek Lane, a continuous median will be proposed between the intersections. As part of these plans, it is proposed to re-stripe the eastbound left turn to accommodate the proposed 95th percentile queue length. No other geometric recommendations are proposed at this intersection. The signal timings at the signalized intersections remain unchanged from the existing timings during the weekday am and pm peak hours. The Saturday midday signal timing was slightly modified to reduce the delay for one travel movement from LOS E to LOS D.

27. COMMENT:

The future traffic signal shown at Euclid Avenue and the Arlington Downs driveway would be private benefit. The current PUD discusses the breakdown of cost responsibilities.

27. RESPONSE:

Since the development warrants the traffic signal, it would be the responsibility of the development to pay for the signal. The signal would cost around \$250-300k.

28. COMMENT:

All perimeter parking stalls on the site plans can be reduced to 16.5 ft. with 1.5 ft. overhang to reduce pavement and increase green space. Only applicable to parking stalls facing grass/landscaping.

28. RESPONSE:

Per the Municipal Code of Arlington Heights, Zoning Regulations Chapter 28, 11.2-7 Size:; " ...The Length of a parking space can be reduced to sixteen and one half feet including wheel stop if additional space of one and one half feet in length is provided for car overhang. At least three feet, excluding any car overhang space, must be provided for any planting screen...."

At all perimeter parking stall locations where we have indicated the parking stall depth to be reduced from the required 18 feet, we are providing a minimum of 17 feet of depth and have provided a minimum of 1.5 feet in length of clear area beyond the curb for car overhang and at all landscaped overhang areas have provided a minimum of 1.5 feet plus 3 feet clear of planting zone.

29. COMMENT:

Please provide a turning exhibit for the truck delivery areas behind buildings D2 & D3, and adjacent to buildings D4 & D5.

29. RESPONSE:

Truck turning templates have been enclosed for all trash and delivery areas on-site. **See attached for;**

- Garbage Truck Turning Exhibit 10.07.15
- WB40 Truck Turning Exhibit 10.07.15

30. COMMENT:

Provide a plan that shows the details for all proposed internal traffic control signage and paint striping.

30. RESPONSE:

All internal traffic control striping and signage has been detailed on sheets C3.1 & C3.2.

31. COMMENT:

The placement of site parking lot lighting within islands having two landscaping trees may adversely affect site lighting photometric. Consider alternative pole layout away from trees.

31. RESPONSE:

The proposed trees for the parking islands are selected for their anticipated mature canopy shape. An upright tree form limits any effect of the tall pole mounted fixtures. Furthermore trees will be placed towards the outer edges of the island without impediment to the adjacent drive aisles.

32. COMMENT:

Provide site photometric lighting plans and catalogue cuts for all exterior pole and exterior building mounted fixtures. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

32. RESPONSE:

Site photometric are in the process of being executed and shall be provided presently under separate cover when completed.

33. COMMENT:

Please indicate where the mesh fences and vine walls are being placed on the property, as well as any other landscaping features which may block motorists' sight distance.

33. RESPONSE:

Mesh fences with vines growing upon them for screening purposes are located along the parking lot boundaries which directly border Rohlwing Road in Zone D and the internal development access road. The landscape plans and details show the placement and typical construction detail of these fences.

A 12'x12' Vehicular visibility triangle is shown on the landscape plans at parking lot vehicular entry points.

Planting, signs, fencing or any other obstruction will be no greater than 30" in height within this area.

4. FIRE

1. Did Not Receive Comments

5. POLICE

1. Did Not Receive Comments

6. HEALTH SERVICES

1. COMMENT:

It is recommended to install common sewer lines connected to an outdoor grease trap for the buildings where food service establishments are located.

1. RESPONSE:

A common sewer line is shown connecting to an outdoor grease interceptor located beneath the slab of the exterior refuse area for each building.

7. PLANNING – DISABILITY SERVICES

(Planning review comments 1 & 2 pertain to sheets C3.0-C5.2 and A3, A0.01 of the application document)

1. COMMENT:

Petitioner shall comply with all requirements of Illinois Accessibility Code (IAC). This includes all public buildings and exterior pedestrian routes on the site.

1. RESPONSE:

All designs, pedestrian routes, travel paths, etc. shall comply with the requirements of the IAC.

- The finished floor elevation of the building's interior and the elevation of the adjacent public entry walkway to be no greater than a ¼ inch of vertical rise and ½ inch of 1:2 diagonal rise.
- All transitions between the parking lot and pedestrian sidewalks to have a delineated sloped transition.
- Additional detail to delineate on-site accessible routes to be provided in final engineering.

2. COMMENT:

Pedestrian curb ramps shall be provided at all locations where a sidewalk crosses a curb. See IAC Section 400.310(d)(1).

2. RESPONSE:

A pedestrian curb ramp has been provided at all locations where a sidewalk crosses a curb intended as a public route. All curb ramps will be designed to meet IAC guidelines. Additional detail delineating design slopes to be addressed in final engineering.

(Planning review comment 3 pertains to sheet C4.1 of the application document)

3. COMMENT:

Reserved Accessible Parking Spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions. See IAC Section 400.310(c)(3).

3. RESPONSE:

All accessible parking spaces will be designed to meet IAC guidelines. Additional detail delineating design slopes to be addressed in final engineering.

7. PLANNING & COMMUNITY DEVELOPMENT

1. COMMENT:

A parking variation to Chapter 28, Section 11.4 is required to allow 2,032 parking spaces where 2,453 is required, a variation of 421 spaces. If 11 parking stalls are removed as indicated in comments 2 and 3 below then the variation supply of parking will decrease to 2,021 and the variation increases to 432 spaces. Staff supports the variation based on parking study provided. Please provide a justification based on hardship criteria.

1. RESPONSE:

A variation request for providing fewer parking spaces than would be required based on the parking assessment dated 09.02.15 and amended on, 10.09.15 shall be provided as a separate document based on the Village of Arlington Heights, hardship criteria. **See Attached for;**

- Revised Parking Assessment 10.09.15

2. COMMENT:

Please eliminate 8 parking stalls in Zone D to the southeast of building D3 and provide landscaping consistent with PUD approvals as this is a gateway entrance to the development.

2. RESPONSE:

Buildings D2, D3 & E1 are located 5'-9" further south than initially proposed providing a full 20 foot wide pedestrian walkway on the north side of these buildings. Parking spaces located southeast of building D3 as well as parking spaces between buildings D2 & D3 have been pulled back to align with the south facades of these buildings. Due to the relocation of these buildings 5'-9" to the south, only six (6) parking spaces southeast of D3 and six (6) parking spaces between building D2 & D3 are eliminated to maintain alignment. Area south- east of building D3 and west of the Euclid Avenue access road to be provided with additional landscaping to complement the plantings on the east side of this entry.

3. COMMENT:

Please eliminate 3 parking stalls southeast of building D5 as they are at the intersection of the main access from the ring road into the Zone D parking area.

3. RESPONSE:

Three (3) parking spaces initially planned southeast of building D5 are eliminated and additional landscaping provided.

4. COMMENT:

The parking stalls along Rohlwing Road in Zone D will require a variation to the PUD and Chapter 28, Section 5.1-22.1 which requires a setback of 15 feet. Provide a justification for said variation. Staff supports said variation but a justification pursuant to the variation criteria is required.

4. RESPONSE:

Far west side of the proposed parking lot layout in Zone D as designed is located approximately 10 feet from Face of curb to the property line. We are requesting a variation from the required 15 foot set back to 10 feet for a 90 foot length of parking stalls for the following reasons;

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; Moving the proposed curb location to the required 15 foot set back would eliminate three (3) parking spaces, effect the route and turning radius of the longer delivery truck necessary for Building D1 and the length of the loading zone for this delivery truck on the north side of building D1.

2. The plight of the owner is due to unique circumstances; The far west curb in question had been identified on past civil engineering documents as an existing installation and it is assumed constructed as such and therefore is an existing encroachment.

3. The variation, if granted, will not alter the essential character of the locality; there is an existing paved parking lot at this location to be replaced with a new paved parking lot at the same location.

5. COMMENT:

Criteria for variations:

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone;
- *The plight of the owner is due to unique circumstances; and
- *The variation, if granted, will not alter the essential character of the locality.

5. RESPONSE:

See Response to Item 4, above.

6. COMMENT:

Staff will recommend that no more than 15,000 sf of medical office is permitted in Zone D and no more than 21,600 sf of medical office is permitted for all zones.

6. RESPONSE: *(Response provided 10.22.15)*

Understood

7. COMMENT:

Staff will recommend that no more than 20,590 sf of non-sales/food and beverage tax generators shall be allowed in Zones D and E combined.

7. RESPONSE: *(Response provided 10.22.15)*

*As per phone conversation with Bill Enright, 10.20.15, non-sales/food and beverage tax generators are entities such as medical facilities or other non-sales tax entities. Therefore, the restriction of 20,590 sf of non-sales/food and beverage tax generators allowed in Zone D & E combined is understood as not pertaining to typical public restaurants. Response to comment; **Understood**.*

8. COMMENT:

An easement along Euclid Avenue may be necessary for portions of the bike path.

8. RESPONSE:

Moving the proposed bike path north to create a wider parkway (a minimum of 8' parkway width for parkway tree planting) combined with the shifting of the originally proposed locations of buildings D2, D3 & E1, 5'-9" south would impact the width of the buffer yard landscape along Euclid Avenue. The buffer yard landscape utilizes low berming, long grass, and grouped shrub plantings to create a balance of screening of vehicular areas with open views to the buildings beyond. Furthermore proposed linear tree planting along the buffer yard creates a parkway-like corridor along this section of Euclid. The petitioner would like to maintain the bike path within the R.O.W.

9. COMMENT:

Staff supports conceptual approval of three restaurants in Zone E, however it should be noted that the parking supply in this zone does not meet code for the proposed building with three restaurants. Each restaurant will require a separate Special Use approval; therefore parking in Zone E will be evaluated at that time once the floor plans and outdoor seating is known, as well as the tenants.

9. RESPONSE:

Understood

The following Comment and Responses are based on email correspondences with Deputy Director Bill Enright and are included here for continuity;

10. COMMENT *(per email received 10.21.15):*

The parking study by V3 has some numbers wrong. On page 4, they list child care in Zone A, but I thought that you were not looking to do that? Also they show a restaurant in Zone A which I didn't think was happening? The previous parking study dated Sept 2, 2015 does not include those uses in Zone A, so which is correct

10. RESPONSE *(email response 10.21.15)*

Prior to the 09.02.15 parking study, we mistakenly directed V3 to consider the existing vacant space on the first floor of the residential tower in Zone A as private building tenant use. During the comment and response period we were made aware by Ownership of our mistake and asked V3 to include public use for day care and restaurant within the residential tower in Zone A.

11. COMMENT *(per email received 10.21.15)*

On page 7 of the parking provided in Zone B is listed in Table 5 as 453 spaces but V3's site plan indicates 414 spaces. I counted to verify and its 414. Table 5 total parking provided they have 2,028 but its 1,989.

11. RESPONSE:

The difference in parking is due to the additional parking spaces being constructed in the existing parking lot east of the water park. As summarized on page 2 of the parking study, Zone B includes the construction of 414 parking spaces. In addition, the east lot is being expanded from 32 spaces to 71 spaces, a difference of 39 spaces. That is the same difference between 414 and 453 for Zone B and 2,028 and 1,989 for the overall site.

12. COMMENT *(email received 10.22.15):*

The traffic study does not indicate any square feet for medical office in Zone C (first floor of the future tower). Previously this had 6,000 sf for medical but V3 parking study says no commercial/office space in this Zone?

12. RESPONSE:

There are currently no plans of providing a medical office in Zone C, future residential tower. However, we do want to maintain the current staff recommended limitations as per, 7. Planning and Community Development, Comment #6, of no more than 15,000 sf of medical office in Zone D and no more than 21,600 sf of medical office is permitted for all zones.

7A. LANDSCAPING**1. COMMENT:**

Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area must be fully screened and consist of walls and/or landscaping. In Zone 'E' for the building east of the entry drive, provide additional landscaping to buffer the drive through lane.

1. RESPONSE:

In lieu of screen walls, low height topographical, "berming" to be indicated along the "buffer yards" of Euclid Avenue and Rohlwing Road at 18 inch to 30 inch in height as a supplement to landscaping which includes, long grass, shrub groupings, shade tree 'lines' and ornamental trees (orchards).

2. COMMENT:

Per the approved design guidelines, the project entries are to be planted and heavily landscaped. In the northwest corner of the entry off of Euclid it is primarily parking. The parking should be reduced in this area and an abundance of landscaping provided.

2. RESPONSE:

Parking spaces initially shown south and east of building D3 and west of Euclid Avenue access road have been eliminated in order to create additional landscaped area to complement the plantings on the east side of this entry.

3. COMMENT:

Per the approved design guidelines the crosswalks and entries must consist of special paving. The crosswalks installed in Zone 'A' are striped pavement and special paving must be provided. There are no details of the special paving for the crosswalks for Zones D and E. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses.

3. RESPONSE:

A typical Crosswalk paving design with either pavers or stamped asphalt has been developed. A detail for this has been prepared. In addition, accent/enhanced paving has been shown to define plaza spaces, complement building architecture and pedestrian walks.

4. COMMENT:

Along Euclid Avenue and Rohlwing Road 'Long Grass' and shade trees are proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, 'the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.

4. RESPONSE:

Additional shrub groupings have been added to the 'buffer yards' along Euclid Avenue and Rohlwing Road. Buildings D2, D3 & E1 are located 5'-9" further south than initially proposed providing a full 20 foot wide pedestrian walkway on the north side of these buildings. In-ground planters and planting are added to the north and south side of buildings D-2 & D-3; and the north side of E-1 to enhance the pedestrian experience. These will be planted with low shrubs, ornamental grasses and perennials.

5. COMMENT:

Site furnishings are required on the parking side of all retail buildings. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.

5. RESPONSE:

Benches (both proprietary & custom gabion seat walls), trash/recycling receptacles and bike racks are shown on the site plan including the retail side of the buildings. A manufacturer and model have been selected. Cut sheets to be provided.

6. COMMENT:

Provide shade trees along the widened pedestrian storefront walks.

6. RESPONSE:

In lieu of shade trees (due to visually compromising storefront and merchant signage) and as per response to Item 4 above, in-ground planters and planting along with seating have been added to the widened pedestrian walkway.

7. COMMENT:

The gabion basket features are proposed to be filled with crushed concrete. It is recommended that a stone with a variety of warmer colors to complement the building material palette be used.

7. RESPONSE:

The gabions may have a core of crushed concrete as a means of recycling demolished existing site construction but will have an exposed face of decorative stone to all visible sides meeting aesthetic recommendations.

8. COMMENT:

The proposed ground sign states "Arlington Downs" and "Village of Arlington Heights" should be incorporated into this feature.

8. RESPONSE:

The words, "Village of Arlington Heights" added to the monument sign located on the corner of Euclid Avenue and Rohlwing Road.

9. COMMENT:

The renderings indicate detailed plazas with intricate paving patterns, planters, and fountains. Detailed site plans are required to clarify the design intent for the plazas.

9. RESPONSE:

Detailed Plans for the plazas have been prepared.

10. COMMENT:

Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts. Additional pedestrian poles and bollard lights must be added to the proposed plans.

10. RESPONSE:

Additional pedestrian light poles have been added to the retail side of building storefronts. Specification cut sheets shall be provided along with photometric as described in 3. Engineering, Response 32.

11. COMMENT:

Along Euclid, the width of the parkway that includes 'mown grass' is very limited and there is concern with the proximity of the parkway tree from the back of curb.

11. RESPONSE:

The parkway width is very limited due to the 10' wide bike path. 4'-6" south of Buildings 'D3' and 'E1'. Having trees near to the bike path may create a hazard as well as overhanging the adjacent roadway lane. The parkway widens from 8 feet to 11 feet south of Building 'D2'. Parkway trees will be located along this stretch that does get less than 8 feet in width. This wider length is around 250 feet, allowing (7) shade trees to be planted at 40 feet on center.

12. COMMENT:

Detailed landscape plans are required with actual plans materials specified.

12. RESPONSE:

Planting Plans with associated schedules of plant name (common & botanical), sizes, planted spacing and quantities have been prepared.

13. COMMENT:

All mechanical units and service areas must be fully screened.

13. RESPONSE:

As per diagram provided on revised sheet A4.2, the roof-top equipment is fully screened from public view by the height of the surrounding parapet walls.

END of RESPONSES

PLAN COMMISSION PROJECT TIMELINE

Project Name: Arlington Downs
PC Number: PC 15-020
Location: 3400 W Euclid Ave
Requested Action: PUD Amendment

	Date	# of Business Days
Plat and Sub Committee Meeting	9-9-15	
Awaiting Petitioner PC Application	9-1-15	
PC Application Submittal Date	9-1-15	0 days
1 st Round Department Comments	9-21-15	14 days
Petitioner's Response	10-7-15	12 days
2 nd Round Department Comments	10-23-15	12 days
Petitioners Response	10-27-15	3 days
PC Hearing*	10-28-15	42 days from application date
Village Board	11-16-15	12 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Solid Waste RFP Discussion

Department: Village Manager's Office

The Village received six responses to our Refuse Contract Request for Proposals (RFP) on October 23rd. The respondents were:

- Groot Industries
- Flood Brothers
- Lakeshore Recycling Systems
- Advanced Disposal
- Republic Services
- Waste Management

Unlike a regular bid process, an RFP process involves reviewing a variety of factors including each firm's experience, service philosophy, and unique capabilities, as well proposed costs. Much information has been reviewed for each firm under consideration. Price negotiation also can occur as part of the process before a final decision is made. Our RFP called for the firms to respond with their pricing and approach for service alternatives that mirrored the Groot proposal. In other words, we sought proposals for Once a Week, Twice a Week, and Twice a Week Optional service alternatives, with the same minimum Village services, and discounts, etc. and possible enhancements. We also mandated that future increases be pegged to the CPI.

Four of the firms were asked to come in for interviews. After meeting with each firm, Staff encouraged each firm to respond to any questions on service differences and to give us their final and best offer.

After the interview process, the firm with the best overall pricing and service proposal was Groot Industries, the Village's incumbent provider.

Their updated proposal included the following pricing:

Alternative 1- Twice Per Week Refuse Collection:

Curbside: 15.75 per month

Backdoor: \$30.00

Refuse Cart Rental: \$2.50 per month

Alternative 2- Once per Week with the Option to Subscribe to Twice per

Week Refuse Collection:

Curbside Once: \$11.50 per month
Backdoor Once: \$22.00
Curbside Twice: \$18.50
Backdoor Twice: \$34.00
Free Refuse Cart to all Residents

Alternative 3- Once per Week

Curbside Once: \$11.50 per month
Backdoor Once: \$22.00
Free Refuse Cart to all Residents

Features of all Alternatives:

- Landscape Waste Bag/Bundle Subscription: \$135 per year
- Landscape Waste/Food Scrap 95 gallon Cart: \$165 per year
- Landscape Waste/Food Scrap 65 gallon Cart: \$150 per year
- Remodeling Waste: \$15.00
- Electronics Collection: \$30.00

Yard Waste Sticker Alternatives:

- Status Quo: \$2.30
- New Proposal: \$2.60 with only one sticker required per two leaf bags between 11/1 and 12/15 of each year.

Annual Increase (all Alternatives):

- Chicago MSA CPI, with limits of 1.5% - 3.5%
- Annual landscape waste sticker increases of \$0.10

Senior Discount:

- 15% for Alternatives 2 and 3
- 25% for Alternative 1

Additional Services:**Downtown Curbside Recycling Cans**

The Village will add thirteen new curbside recycling cans in the Downtown in order to allow patrons easier access to recycling. Currently there are seven recycling cans. Groot's proposal includes emptying these cans at no additional charge.

Landscape Waste/Food Scrap Cart Program

In the proposed landscape waste/food scrap cart program, residents can subscribe for \$150.00/year for a 65-gallon cart, or \$165.00/year for a 95-gallon cart. Residents would be able to commingle landscape waste and food scraps in the cart from April 1st to December 15th. This program alleviates the need for landscape waste bags and stickers. In addition, the carts facilitate moving the landscape waste to the curb. If residents have landscape waste that would exceed the capacity of the cart, they would have to use the sticker and bag/bundle method. However, from mid-October through December 15th, cart subscribers

would be able to dispose of seven bags/bundles without using the stickers.

Landscape Waste Season Extension/Possible Change

Groot has proposed extending the landscape waste season to December 15. In addition, They have provided an alternative for us to consider from the period of November 1 to December 15th, leaf bags would be pickup with only one sticker per two bags.

Solid Waste Collection at Village Owned Facilities

Groot's proposal continues to include the collection of solid waste (refuse and recycling) at 15 Village owned facilities at no additional charge.

Downtown Train Station Collection

In the current contract, Groot is billing the Village \$2,987 per year for refuse and recycling collected from the businesses operating out of the Downtown train station. The proposal includes collecting the refuse & recycling with no additional charge.

Street Sweepings Collection

Currently, Public Works contracts with Groot separately to have a 6 yd³ dumpster of street sweeping debris collected on a weekly basis. This costs approximately \$3,696 per year. The proposal includes weekly collection of the street sweeping debris at no additional charge.

Fall Leaf Pile Collection

Currently, Public Works contracts with a hauling firm to remove leaves collected by the street sweepers in the fall from the Annex. Public Works paid the contractor \$18,270 for this service in 2014. The proposal includes the fall leaf pile collection at no additional charge.

Staff Recommendation:

Staff recommends that the Village Board award the Refuse contract to Groot and direct Staff to prepare a renewal agreement based on the terms of their latest proposal.

The issues of choosing a service alternative and determining a 5 year or 10 year agreement can be resolved at Village Board meetings in December based on further research and Board Discussion.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Updated Groot Renewal Pricing	Exhibits

Groot RFP Proposal Analysis 11/13/15

	Status Quo			Proposed 1X Week/ 2 X Week Optional			Proposed "new status quo" w/ 2 X Week Pickup Standard		
	Status Quo	Status Quo w/ Refuse Cart	Status Quo with Senior Discount	1 X Week	1 X Week w/ Senior Discount	2 X Week (optional)	New Status Quo	New Status Quo w/ Refuse Cart	New Status Quo with Senior Discount
Groot Rate	\$17.52	\$20.02	\$13.27	\$11.50	\$9.78	\$18.50	\$15.75	\$18.25	\$11.81
SWANCC/Capital Fee*	\$7.69	\$7.69	\$5.77	\$6.00	\$5.10	\$6.00	\$6.00	\$6.00	\$4.50
Total Resident Charge	\$25.21	\$27.71	\$19.04	\$17.50	\$14.88	\$24.50	\$21.75	\$24.25	\$16.31
Difference from Current Rate	N/A	\$2.50	(\$6.17)	(\$7.71)	(\$4.17)	(\$3.21)	(\$3.46)	(\$3.46)	(\$2.73)
% Difference from Current Rate	N/A	N/A	N/A	-31%	-22%	-12%	-14%	-12%	-14%
Notes	*includes refuse cart at no additional charge.								

Property Tax Comparison

Village Property Tax on a \$300,000 House	\$925.00	\$925.00	\$925.00	\$925.00	\$925.00	\$925.00	\$925.00	\$925.00	\$925.00
Annual Waste Hauling Savings	N/A	N/A	N/A	(\$92.52)	(\$49.98)	(\$38.52)	(\$41.52)	(\$41.52)	(\$32.71)
Equivalent % Savings on Village Portion of Property Tax Bill	N/A	N/A	N/A	-10%	-5%	-4%	-4%	-4%	-4%

*Proposed SWANCC Charge/Capital Fee

Village SWANCC Charge	\$6.00	(22% decrease from current \$7.69 charge)
New Estimated SWANCC Cost	\$2.95	(15% decrease from current \$3.48 estimated cost)
Net: Street Infrastructure Fee	\$3.05	(28% decrease from current \$4.21 net amount)
Net Revenue from Fee	\$584,214.04	(28% decrease from current \$813,966 net revenue)