



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
October 4, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 09/13/2021
- B. Committee of the Whole 09/20/2021
- C. Village Board 09/20/2021
- D. Village Board 09/27/2021

V. APPROVAL OF ACCOUNTS PAYABLE

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 October 4, 2021

Interview of Philip Flores, Jr. for Appointment to the Environmental Commission, term ending 4/30/24

- B. Report of the Committee of the Whole Meeting of October 4,

2021

Interview of Luanne Eisenhardt for Appointment to the
Environmental Commission, term ending 4/30/24

- C. Report of the Committee of the Whole Meeting of October 4,
2021

Interview of David Jaeschke for Appointment to the
Environmental Commission, term ending 4/30/24

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. Replacement of Split System on Mixed Air Unit at Downtown Train Station
- B. Backyard Drainage Improvements 2021 - Contract Award
- C. Water & Sewer Improvements - Professional Engineering Design Contract Award

CONSENT LEGAL

- A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Making available a Class "B" liquor license)

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. New Hope Academy - 3250 N. Arlington Heights Rd - PC#21-016
Amendment to LUV Ord. 17-016

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

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.



**Village Board
10/4/2021**

Item: Committee of the Whole 09/13/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Committee of the Whole 09/13/2021	Minutes

**MINUTES
COMMITTEE-OF-THE-WHOLE
PRESIDENT AND BOARD OF TRUSTEES
VILLAGE OF ARLINGTON HEIGHTS
BOARD ROOM
MONDAY, SEPTEMBER 13, 2021 7:00P.M.**

BOARD MEMBERS PRESENT: President Hayes; Trustees: Baldino, Bertucci, Canty, Grasse, LaBedz, Scaletta, Schwingbeck, and Tinaglia

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Randy Recklaus, Village Manager; Diana Mikula, Assistant Village Manager; Robert Taraszka, IT Manager; Sarah Fitzgibbons, Management Analyst; Chris Papierniak, Director of Public Works; Charles Perkins, Director of Planning & Community Development; Nora Boyer, Housing Planner; James McCallister, Director of Health & Human Services and Kim Peterson, Recording Secretary

SUBJECTS:

- A. Senior Center Utilization, Modernization, & Programming Study Update
- B. Enterprise Resource Planning (ERP) Selection & Implementation Advisory Services

Other Business

Adjournment

President Hayes called the meeting to order at 7:00 PM. The Pledge of Allegiance was recited.

President Hayes thanked Trustee and President Pro Tem Robin LaBedz for filling in for him last week.

Mr. Recklaus advised that there are two items on the agenda that do not require any Board action. The first item is the Senior Center Utilization, Modernization, & Programming project. Mr. Recklaus stated that the Senior Center is over 20 years old and has been a very successful and well used facility and the goal of this project is to ensure that it continues to remain relevant and equipped to offer everything seniors today expect.

A. Senior Center Utilization, Modernization, & Programming Study Update

Henry Pittner, Partner at BKV Group, provided an update on the status of the project. Mr. Pittner discussed the facility condition and advised that the building is just over 24 years old and is in really good condition. There was an original facility

assessment done in 2017, which resulted in a Capital Improvement Plan, and since this assessment was done, not much has changed except for the building getting older. The Capital Improvement Plan did include the need for a new roof, which has already been completed, and the need to redo the parking areas in 2027. Mr. Pittner advised that this project should be done sooner if the modernization of the Center moves forward. In addition, the walls on the North and East sides are need of new insulation and new windows, the South wall needs some tuckpointing and the entrance to the building should be reconfigured to help prevent cold air from penetrating into the building during the winter. Mr. Pittner advised that the inside of the building, including the walls, ceilings and floors, is in really good condition, they just need some updating. In addition, Mr. Pittner recommended the replacement of the moveable partition walls, as the seals no longer work. Mr. Pittner also suggested that accessibility will need to be addressed if major improvements are made to the building, including the installation of braille signs on permanent spaces, a new curb ramp at the entrance of the building and a sidewalk slope at New Wilke Road. Mr. Pittner stated that although the mechanical systems have been properly maintained, they are old and at the end of their useful life. The boilers, air cooling condensing units, pumps, kitchen equipment and AV system will all eventually need to be replaced. However, the electrical infrastructure is in good condition and should last a long time. Mr. Pittner next discussed the three modernization recommendations, which include the installation of a lighting control system, higher lighting level and LED lights, and the installation of an access control system to provide easier access to the building for employees, as well as securing the building.

Trustee Scaletta asked if there are estimates for these improvements, which Mr. Pittner advised that he is waiting to see what modernization projects move forward before providing any estimates. In addition, most of the recommendations are within the guidelines of the Capital Improvement Plan.

Mr. Recklaus stated that he is hoping to have some numbers for inclusion in the 2022 Capital Improvement Plan for the Board's discussion.

Trustee Bertucci asked if funds for this project have been reserved, which Mr. Recklaus stated some money has been set aside, however there may not be enough money to do everything all at once. Some things may need to be done over time. Trustee Bertucci asked if there is an engineering assessment for this building, which Mr. Papierniak stated that in 2017 an assessment of all Village buildings and facilities was done, which has been followed through the Capital program. The Village will budget appropriately during this two-year budget based on the original assessment.

Jill Jackson Ledford, Senior Center Planning Specialist, discussed the needs assessment she conducted of the Arlington Heights Senior Center to see what might need to change, what people want, what's working well and what's not working well. Ms. Ledford met with the Senior Center Manager, Senior Center Staff, stakeholders and tenant agencies to get their feedback, and also held a virtual public education session. Ms. Ledford advised she then launched a survey after gathering all of this information, analyzed this data and held a series of focus groups to see what people thought about the results.

Ms. Ledford discussed the three generations that are currently being served at the Senior Center, along with some of the national trends. Ms. Ledford advised that food service is still a major part of senior centers and folks are looking for lots of options when it comes to food. There is an increased interest in outdoor activities, or bringing the outside in, multi-room facilities, the appearance of senior centers and membership fees.

Ms. Ledford discussed the survey that was developed from the information collected at the stakeholders meeting and public education session and advised that she was happy with the participation from the male population. The age range of participants widely varied, although she had hoped for more people under 50 to respond, and most stated they were retired and very or somewhat healthy and active. Ms. Ledford advised that the biggest reason people said they come to the Senior Center is to visit the Nurse's Lending Closet, followed by social programs and lectures. Ms. Ledford explained that the biggest reason people said they don't come to the Senior Center is because they don't think of themselves as seniors. A question was asked about what would motivate people to come to the Senior Center and participate in activities and the biggest response was offering classes that appeal to them. Ms. Ledford advised that socialization was mentioned several times in the survey and how participants are interested in various social activities, including entertainment, sporting opportunities, lifelong learning and technology classes. Ms. Ledford stated that from the responses she received about the reputation of the Senior Center, there is some opportunity for marketing what the Center does, as the majority said it is average or unknown to the larger community. Ms. Ledford advised that the top response to what a facility that provides services and activities to those 55 and older would be called was "Live Well Age Well Center".

Ms. Ledford explained how the focus groups agreed with the results of the survey and how they would like to see some additional activities offered at the Center. In addition, most participants felt the Senior Center could be updated and some work should be done to better market the Center and what goes on there.

Ms. Ledford advised that her findings concluded that most people are excited about the Senior Center and want an engaging, modern look. In addition, there was a lot of interest in improving the fitness room, outdoor area and café. Ms. Ledford suggested that an outreach plan should be developed to connect with more minority groups, to see what type of activities they would like. Ms. Ledford advised that she received several comments about the Senior Center not being centrally located and suggested looking into offering Senior Center type activities in other places. Ms. Ledford thinks the tenant agency agreements should be reviewed and the Center should look into developing a data collection system, to be able to contact Senior Center members and see who is using the Center for what. Ms. Ledford believes the Volunteer Coordinator position should be full-time and more volunteers should be recruited to help teach classes and do various activities. Lastly, Ms. Ledford explained how many Senior Centers began offering virtual programs and activities as a result of the pandemic and believes that they should continue this practice as a means to help those who cannot participate in person, a way to feel engaged.

President Hayes asked if there are parameters that define the three generations

that the Senior Center serves and how this information is used to target programming and services. Ms. Ledford explained how there is the “silent generation”, those born between the 1930’s and 1945, “baby boomers”, those born between 1946 and 1964 and “generation X”, those born between 1965 and 1984, and each of these generations has different characteristics and different classes that appeal to them.

Trustee Canty asked Mr. Recklaus if the data collection is considered to be “in scope” when talking about the ERP project. Mr. Recklaus stated that ERP is more of a set of tools, but on an ongoing basis in trying to get more feedback from the Senior Center community is something that can be discussed as part of the regular assessment of the programming that is done.

Trustee Bertucci asked why there are some respondents to the survey who live outside of Arlington Heights. Ms. Colagrossi advised that she has been working on collecting data from Senior Center participants and the survey was sent out to those individuals, who may or may not live in Arlington Heights. The Senior Center library and park district databases were also used and there are folks who participate in some of those programs who don’t live in Arlington Heights. Trustee Bertucci asked if Arlington Heights receives funding from other communities and if there is a member and non-member rate. Mr. Recklaus stated that the Village does not get funding from other communities and anyone can go to the Senior Center, regardless of where they live. Ms. Colagrossi explained how the majority of those who responded to the survey and use the Center are from Arlington Heights, however there are some individuals from surrounding towns that responded to the survey and utilize the Senior Center. Trustee Bertucci thinks that Staff should zero in this statistic, as some taxpayers might be concerned with subsidizing individuals from towns that don’t have a senior center. Mr. Recklaus stated that this is something Staff can look into moving forward. Ms. Ledford emphasized that by having a database that allows patrons to scan a card when they enter the building and indicate why they are there, can better provide this type of information that can help the Board make decisions. Trustee LaBedz stated that she recalls from previous discussions that because the Senior Center receives federal funding, and the partner agencies are located in the building, the Village would expect to see residents from other communities.

Trustee LaBedz asked Ms. Ledford if the results of the survey are similar to those of other senior centers in the country, which Ms. Ledford stated that they were and there wasn’t anything that surprised her.

Trustee Tinaglia stated that this presentation has been very educational and he has learned a lot about the Senior Center. Trustee Tinaglia does not believe the outside of the building looks inviting and is worried about the location of the Center not being centrally located. Ms. Ledford emphasized the idea of offering senior center type activities in other locations around town. Trustee Tinaglia agrees with the findings of the survey that the Center needs to offer more engaging activities, programs and services.

Trustee Scaletta asked Mr. Recklaus if Staff will be working with the partner agencies to work together to offer some additional programs and activities identified in the survey results, which Mr. Recklaus stated they will. Trustee

Scaletta asked Ms. Ledford if she discussed the possibility of a duplication of services in her focus groups, which Ms. Ledford stated she did and from the feedback she received, no one suggested there was a duplication of services. Trustee Scaletta asked Ms. Ledford how many focus groups she conducted, which Ms. Ledford stated three, one for professionals, one for those 55 and under, and one for minorities, which she advised she had a hard time recruiting people for. Trustee Scaletta thinks that the Board should focus on knowing what the people who are actually using the Senior Center like and what it is that they want to see improvements on.

Trustee Grasse asked if there are any trends with intergenerational programs. Ms. Ledford believes intergenerational programs are an important part of programming and advised they did have some small discussions about intergenerational programs, in particular grandparents raising grandchildren. Ms. Ledford believes some of the best intergenerational programs involve both the older adult and the child participating in something together.

Trustee Bertucci thinks Staff should consider a name other than "senior." Trustee Bertucci asked when the lease is up at the Senior Center, which Mr. Perkins advised the Village owns the building.

Mr. Pittner explained how his scope of work for this project was put into five tasks, two of which have already been completed, with the work Ms. Ledford's project visioning and his team's work with the condition assessment and the base drawings of the facility. The remaining tasks include facility programming, concept design and the final report and presentation.

Mr. Perkins advised the Board will receive another update on the progress of this project towards the end of this year and can expect the final report in the early part of next year.

Melissa Cayer, Arlington Heights resident, advised that she would rather have a lower property tax bill and see the Center downsize and consolidate. In addition, she would like for the 1.25% Village tax to be removed.

B. Enterprise Resource Planning (ERP) Selection & Implementation Advisory Services

Mr. Recklaus thanked Ms. Mikula and her staff for the tremendous job they did getting the Village technologically through the pandemic.

Mr. Recklaus advised that there has been much discussion over the last couple of years about the new Enterprise Resource Planning software project and Staff has done a very thorough review of every department's needs. Mr. Recklaus stated that Staff is not looking for a final vote on this item tonight but hopefully at an upcoming Board meeting, perhaps as early as September 20th.

Ms. Mikula advised that Staff will be talking to the Board about selecting an ERP vendor and continuing with the ERP advisory consulting services. Ms. Mikula stated that a lot of hard work has gone into this project and the Village has been building

up reserves to pay for ERP. Selecting a new ERP helps fulfill two of the Board's strategic priorities: to ensure that the organization has the resources and training to maintain focus on consistent high-quality core services and infrastructure; and improving communications with residences and businesses. Ms. Mikula acknowledged Sarah Fitzgibbons, Management Analyst and Robert Taraszka, I.T. Manager, for all of their hard work and dedication to this project.

Ms. Mikula advised that the ERP project team's structure was established in the Fall of 2019 and Staff started to budget for it in 2018. Ms. Mikula has served as the Project Sponsor and Project Manager, with a Project Team of 8 members from multiple departments. This team includes representatives who are subject matter experts in their areas. The goal of this Project Team is to assess the internal and external needs and assist in the implementation of the new ERP system.

Ms. Mikula advised that the Village will be purchasing software for a one-time cost and then will pay an annual subscription fee. Ms. Mikula stated that the Village has been running its current ERP software since 1996, which is no longer functional and no longer serves the Village's needs.

Ms. Fitzgibbons advised she will be discussing the procurement process and RFP and began by stating that in September of 2019, the Village hired an ERP consultant, Plante Moran, to assist the Village with assessing, selecting, and implementing a comprehensive ERP system. The project contract was split into two phases, with the first being a needs, process, and requirement assessment discovery phase, and the second being, once the RFP is released for an ERP vendor, the consultant will review the proposals with Staff and help them pick a vendor and then assist with contract negotiations. In June 2020, after numerous meetings, Staff was ready to issue an RFP for a vendor. Staff received 13 proposals and reviewed 12 of them. The Project Team eventually selected four of these vendors to demo, which had to be done remotely because of Covid-19. Tyler Technologies received the highest score and provided the lowest cost; therefore, they were selected as the preferred final vendor by the Project Team.

Trustee Scaletta asked who the subject matter experts are, which Ms. Fitzgibbons explained that these experts are individuals who work in the various Village Department's and are tasked with certain responsibilities that they work on day in and day out, therefore they are the most knowledgeable about these tasks.

Ms. Fitzgibbons explained how the financial module of Tyler is the foundation of this project. The financial module is the basis; therefore, it will be the first implemented. This integrated ERP system will manage the Village's core functions, such as Financials, HR, Payroll, Procurement and Revenues. Accounts Payable, Accounts Receivable, Capital Assets and Cash Management are the major functions that will be utilized in this system.

Ms. Fitzgibbons explained how Tyler EnerGov Community Development permitting software will allow residents the ability to remotely submit for a permit or request an inspection and then track the entire cycle of this permit or inspection. The resident will then receive notification as to whether or not the permit was approved or why it was rejected. This process is currently done on paper or a tablet.

Ms. Fitzgibbons advised that every Staff member will utilize this new system and each Staff member will have the ability to customize their dashboard to best meet their needs. Staff will also be able to create customized reports based on current needs and have the Tyler network to work with other communities on reports that they have already customized.

Trustee Canty asked if the current software system will be immediately shut down once the new system is implemented. Ms. Fitzgibbons advised these systems will run in tandem for 6 – 12 weeks to ensure that everything is reporting accurately. Once this timeframe is up, HTE, the current software system, will be shut down. Trustee Canty asked if historical data will be migrated into the new system, which Ms. Fitzgibbons advised it will, although Staff is unsure how many years they plan to go back and archive data, as there is a financial cost to this process.

Trustee Tinaglia advised that he spoke with Jorge Torres, Director of Building & Life Safety, about plan submittals and was told that all of these will be electronically submitted. Trustee Tinaglia asked if the inspectors will go out in the field with a tablet and will they be able to pull up plans to see what they are going out to inspect. Ms. Mikula stated yes, they will be going out with tablets and most of their vehicles will be equipped with printers to print whatever documents they need.

Ms. Mikula discussed how the community will benefit from the new ERP in terms of improved customer service and improved business relations. Ms. Mikula advised the new system is a powerful customer-focused solution, as information will be housed in a primary solution that Staff will have access to when communicating with residents and businesses. Ms. Mikula explained how residents will have access to self-service portals, that are customizable and easy to navigate. Ms. Mikula advised the Village will serve the community better with the new ERP.

Ms. Mikula discussed the reasons why the Village will need to continue partnership with Plante Moran through the ERP implementation. Ms. Mikula explained how the consultants at Plante Moran have been great to work with and a valued member of the team. They have helped the Village to understand and navigate the ERP world, as this is new to everyone. Ms. Mikula believes they got the Village better results for less money, while keeping Staff on track to achieve their goals. In addition, Ms. Mikula believes they will continue to be an advocate through the ERP process while working with the vendor and help save the Village time, which is money.

Mike Riffle, Partner and Certified Government Chief Information Officer, Plante Moran, informed everyone that Plante Moran is 100% vendor independent and their goal is to help their clients look at their future business processes, look at the technology that is out there and help them find the right fit. Mr. Riffle advised that moving forward, his team will take on more of a project management/advisory role. Mr. Riffle indicated that Plante Moran has worked with a few Tyler clients, including the Elk Grove Village, and has worked with clients all throughout the country helping them implement their different software solutions successfully.

Ms. Mikula advised that a new ERP solution is a significant capital investment by the Village and requires expertise in this area. Staff compares this request to project management services that are often hired by Public Works and Engineering to

oversee specialty work for road or watermain projects. Staff believes with Plante Moran's proven track record and expertise that their Phase 3 consulting services will help the Village achieve project goals and deliver the ERP project on time and within budget. In addition, Ms. Mikula advised that the cost to maintain HTE is very expensive, therefore they would like to get rid of it as quickly as possible, and they believe Plante Moran can help them achieve this goal.

Ms. Mikula advised that as Ms. Fitzgibbons previously stated, Staff chose Tyler Technologies and explained how there is a one-time implementation cost of \$2,322,162 and an annual cost of \$517,692, which is the Software as a Service (SaaS) fee, bringing the total cost to \$2,839,854. Ms. Mikula advised that Staff estimated the cost to be between \$2,850,000 and \$3,050,000, therefore they are very pleased that the final total cost of the Tyler solution came in under budget.

Ms. Mikula advised the cost for Plante Moran for their 26-month engagement for implementation is \$234,000. Consultants typically cost between 7% and 10% of the overall project cost and they're falling right in line at 8.2% of the overall project cost.

Ms. Mikula indicated that as far as next steps go, Staff is looking to get a green light from the Board tonight and then Staff will ask the Village Board for approval for both selecting Tyler Technologies as well as continuing with ERP implementation advisory services with Plante Moran, at the next Village Board meeting on September 20, 2021. If the Board approves, Staff will then begin preparing internal working groups, meeting with Tyler and their team and selecting their team members, and then kick off the project right after the holidays in January of 2022 and conclude the project in 2024.

President Hayes thanked Ms. Mikula and her team and asked why Staff, looking at the subjective data, is choosing Tyler, as the scores between Tyler and Ciber (Oracle) were very close. Ms. Fitzgibbons advised that both Tyler and Oracle were very comparable and it was a difficult decision, however Staff decided to choose Tyler based upon project cost, as they were the lowest bidder. President Hayes acknowledged that Staff did do their due diligence in seeking references from other communities, in addition to recognizing Tyler's reputation in the industry. Mr. Recklaus also noted that Tyler has a lot penetration in the market in Chicagoland and many of the Village's new employees have experience with Tyler, as they have used it in other communities.

Trustee Canty asked if Tyler or Plante Moran will be assisting with the necessary communication during the changeover, which Ms. Mikula stated that much of the communication will come from herself, as well as Plante Moran. In addition, Ms. Mikula advised that everyone will receive the training that they need to be sure that this process has a successful outcome. Trustee Canty wants to be sure that everyone is aligned and communications go out when they are needed and as they are needed so employees don't get frustrated. Ms. Mikula advised that the subject matter experts will also assist in navigating this process. Mr. Recklaus acknowledged that this may still be a painful process, as many people don't like change, therefore Staff will have to pivot and adapt as needed.

Trustee Schwingbeck asked if Tyler uses their own software, which Ms. Fitzgibbons

stated they do. Ms. Fitzgibbons advised that Tyler is a growing organization and is consistently acquiring new software, therefore everything the Village is getting is a Tyler product. Trustee Schwingbeck asked if the Departments will be formatting the screens the way they want to see them. Ms. Fitzgibbons advised that there will be general departmental information on everyone's screen, however each user will be able to customize their screen to include the information they will need.

Trustee LaBedz commended Ms. Mikula and Ms. Fitzgibbons for their wonderful presentation, as she now understands so much better what the Village is doing. Trustee LaBedz also stated that she really appreciates the emphasis on customer service with this new software.

Trustee LaBedz asked about the security of this new system, which Mr. Taraszka advised that the vendor is responsible for managing the security of the system, which is within the current industry standards for securing our data. Trustee LaBedz asked about staffing levels, particularly in I.T., as this is a very big project. Mr. Recklaus advised that the Village currently has a very lean I.T. Department and therefore does not have the manpower to manage, support and implement a new ERP system. Mr. Recklaus advised that the Village will hopefully be hiring an additional person whose whole job will be to manage this component. In addition, Mr. Recklaus advised that as Village employees retire, Staff will be looking very closely at these positions to see if they are still needed, or should be changed, which may result in positions being eliminated through attrition.

Trustee LaBedz asked about Koa Hills and where they fit in with Tyler Technologies. Ms. Fitzgibbons advised that they are a third-party provider for data migration, who will assist in cleaning up and organizing the Village's data and help archive accordingly. In addition, Ms. Fitzgibbons advised the Village will discontinue using them once their services are no longer needed. Trustee LaBedz stated that she appreciates how heavily invested Tyler Technologies is in governments.

Trustee Scaletta thanked Ms. Mikula and her team for their presentation and for all the work they have done for the past couple of years. Trustee Scaletta asked if the tablets will have data services, which Ms. Fitzgibbons stated they will. Ms. Mikula indicated if the tablets don't have data service they will have a hotspot.

Trustee Scaletta asked if Mr. Recklaus will be able to see at any time on his dashboard how many permits are under review, which Ms. Fitzgibbons stated yes, if he chooses customize his dashboard to include this information. Ms. Fitzgibbons went on to say that all employees will have the ability to customize their dashboards to include the information they will need to do their jobs, however not all employees will have access to all of the information, as there are some things that are confidential.

Trustee Scaletta asked about the ability to use other community's reports that they have already customized and if Tyler and Ciber both offered this service. Ms. Fitzgibbons advised that Ciber did not have the relationship preset as Tyler did. Tyler has a major investment in the State of Illinois, as Ciber does not have as much of a strong footing in the State of Illinois. In addition, Mr. Riffle stated that Tyler is 100% focused on the public sector, where Ciber is partnering with Oracle who are serving multi-national corporations, as well as local government.

Trustee Scaletta asked Mr. Riffle if besides the fee he receives from the Village, does he receive a fee from anyone else for choosing a particular vendor, which Mr. Riffle stated absolutely not. Trustee Scaletta asked about the hours Plante Moran is agreeing to commit to the Village for their consulting services and if Mr. Riffle could explain the breakdown of these hours. Mr. Riffle advised that the number of hours in the agreement is an estimate, as there may be some months where they will be spending more time assisting the Village, and other months maybe not as many, although the total number of hours year-to-date will not to exceed 234.

Trustee Scaletta asked about the pros and cons of the Village purchasing the software and not licensing it. Ms. Fitzgibbons advised that she will ask Mr. Taraszka to elaborate more about why the Village is moving in a SaaS solution, however Staff does see this as a market trend and a way of the future. Mr. Taraszka advised that with a SaaS system you pay for the software and rent it and get all of the updates and maintenance. With traditional licensing, you have to buy the software licensing and buy the hardware and maintain both systems and keep them going. Mr. Recklaus advised that the way the agreement is structured is that there is a one-time cost and then an annual subscription fee. It is still a subscription-based model with a one-time cost to buy in. Trustee Scaletta asked if the Village is entitled to every update, which Mr. Taraszka stated yes.

Trustee Scaletta asked about security and Mr. Taraszka stated that the vendor is responsible for all the back-ups and have multiple data centers, in the event one of them is comprised. Mr. Taraszka advised the vendor has teams that are designated to provide security to the entire system. Trustee Scaletta asked if during the reference checks with other municipalities, did Staff discover any breaches to the security, which Mr. Taraszka stated not on the client side, however there was a ransomware attack on the corporate side, but this did not affect the client side. In addition, Ms. Fitzgibbons advised that if there is any type of outage or concern, Staff negotiated, with the assistance of Plante Moran, better customer service to get a quicker resolution than other clients might receive. Mr. Riffle advised that the final terms that were negotiated with the vendor allow for the Village to bring in their own independent auditors to do penetration tests of the data center.

Trustee Scaletta asked about GIS and if it will be incorporated into this, which Ms. Fitzgibbons stated yes, there will be full GIS integration in every module. Trustee Scaletta asked about Police and Fire, which Ms. Fitzgibbons advised they have their own system DACRA, which has a history of integrating with Tyler. Trustee Scaletta asked if Legal will be reviewing this contract, which Ms. Fitzgibbons stated that Legal has been a part of all of the contract negotiations.

Trustee Bertucci advised that Tyler is known as the largest provider of software to public service in the United States and number 352 on the S&P 500.

Trustee LaBedz commented that she can't believe some departments still use pen and paper for time and attendance. Trustee LaBedz asked about the stipend allotted for travel in the Tyler agreement, which Ms. Fitzgibbons advised that this amount was reduced significantly and she does see the benefit of in-person, on-premise training.

Trustee Tinaglia asked if the Trustees will be able to participate in this process with a tablet or be able to at least check in on certain things with their own customized dashboard. Mr. Recklaus stated Staff can be open to this idea and it's something that can be discussed.

Trustee Tinaglia stated that he is completely in favor of having Plante Moran be a partner with the Village, as he knows how valuable that will be, and supports both of these motions.

Melissa Cayer, Arlington Heights resident, asked if the Arlington Heights Library and Metropolis theatre be using this system, which Mr. Recklaus advised the Library will be using certain modules of this system and the Metropolis will not be. Ms. Cayer asked if it is possible to have the data center nearby, like in Elk Grove Village. Mr. Recklaus advised the idea of a data center is to have it as far away as possible in case there is a natural disaster so you don't lose your data. Ms. Cayer asked about getting reports from other communities, which Mr. Recklaus stated that this process is in place for communities to share reports that have already been created instead of having to re-create something.

Trustee Scaletta moved, seconded by Trustee Schwingbeck, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the agreement with Tyler Technologies, Inc. for Enterprise Resource Planning: Software as a Service agreement in an amount not to exceed \$2,322,162 in one-time costs and \$517,692 in annual costs during the 5-year agreement.

The Motion: Passed

Ayes: Scaletta, Schwingbeck, Bertucci, Baldino, Canty, Grasse, LaBedz, Tinaglia, Hayes

Nays: None

Trustee LaBedz moved, seconded by Trustee Tinaglia, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the agreement with Plante Moran for Phase 3 ERP Professional Consulting Services in an amount not to exceed \$234,000.

The Motion: Passed

Ayes: Scaletta, Schwingbeck, Bertucci, Baldino, Canty, Grasse, LaBedz, Tinaglia, Hayes

Nays: None

Other Business

None

Adjournment

Trustee LaBedz moved, seconded by Trustee Baldino, to adjourn the meeting at 9:36 p.m. Upon a voice vote, the motion passed unanimously.



Village Board
10/4/2021

Item: Committee of the Whole 09/20/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Committee of the Whole 09/20/2021	Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE
PRESIDENT AND BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
September 20, 2021 at 6:45 PM**

President Hayes called the meeting to order at 6:45 PM.

BOARD MEMBERS PRESENT: President Hayes; Trustees Baldino, Bertucci Canty, LaBedz, Grasse, Scaletta, Schwingbeck and Tinaglia

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Assistant Village Manager Diana Mikula and Village Manager Randy Recklaus

OTHERS PRESENT: Dr. William Moran; Fred Vogt, Jr.; Nick Triantafyllidis; Angela Garbis; Jesushiju M. Pereira and Hart Passman

A. Interview of William Moran, M.D. for appointment to the Board of Health – term ending 4/30/2024

The Mayor introduced Dr. Moran and said that he whole heartily recommends appointment of Dr. Moran to the Board of Health. The Mayor stated that they are expanding the Board of Health from 5 members to 7 members in the near future and they will have at least one mental health professional on the Board.

Dr. Moran stated that he has been a member of the community since 2002 and wants to serve as a way to help expand the understanding of healthcare in the community. The Mayor asked Dr. Moran what he felt was the number one health concern in the village. Dr. Moran said that other than the pandemic, he feels patients need the resources to take care of themselves and connect the different providers of care.

Dr. Moran was thanked by Trustees for his willingness to serve. Discussion ensued regarding working with the hospital as well as implementing an emergency preparedness plan and communication on advance directives.

Trustee LaBedz moved, to concur in the Mayor's appointment of William Moran M.D. for appointment to the Board of Health term ending April 30, 2024. Trustee Canty seconded the motion.

The following voice vote was recorded:

9 Ayes **0 Nays**

The motion passed.

B. Interview of Fred Vogt, Jr. for appointment to the Senior Citizen's Commission – term ending 4/30/24.

The Mayor introduced Fred Vogt, Jr. and stated that he had been the head of Public Works in Rolling Meadows for many years and now, in retirement, is looking for a way to be involved in the community in which he resides. Trustees thanked Mr. Vogt for his willingness to

serve and stated that the timing of his appointment is good with all the changes to the Senior Center and all of Mr. Vogt's experience.

Trustee Scaletta moved to concur in the Mayor's appointment of Fred Vogt, Jr. for appointment to the Senior Citizen's Commission – term ending April 30, 2024. Trustee Schwingbeck seconded the motion.

The following voice vote was recorded:

**9 Ayes
The motion passed.**

0 Nays

C. Consideration of recommending to the Liquor Commissioner the issuance of a Class B and Class T liquor license to Harvest Fresh of Arlington Heights, LLC dba Harvest Fresh located at 100 E. Rand Road, upon surrender of liquor license issued to this address.

The Mayor swore in Nick Triantafillidis and Angela Garbis and asked them each their role in the business. Both are part owners along with 2 additional owners, Patrick Serpe and Andreas Garbis.

Assistant Village Manager Diana Mikula gave the staff report. Ms. Mikula stated that the petitioners were new owners for this location. They are seeking a Class B and Class T liquor license. The police completed background checks on all 4 owners and no issues were noted.

Ms. Mikula did a walk-through of the establishment on September 14, 2021. Ms. Mikula stated that the layout matched the submitted floor plan. Upon a satisfactory interview, Assistant Village Manager Mikula indicated that staff recommends the issuance of a Class B and T liquor license.

The Mayor asked Mr. Triantafillidis about other stores he is involved with. Mr. Triantafillidis stated that he is also part owner of El Barrio in Arlington Heights. The Trustees thanked the applicants for choosing Arlington Heights to open another business. Discussion ensued regarding the number of employees and management of the store. The importance of Bassett training was relayed and the annual compliance checks were highlighted.

Trustee Scaletta moved, seconded by Trustee Baldino to recommend that the Village Board of Trustees recommend to the Liquor Commissioner the issuance of a Class B and Class T liquor license to Harvest Fresh of Arlington Heights, LLC dba Harvest Fresh located at 100 E. Rand Road, upon surrender of license issued to this address.

The following voice vote was recorded:

**9 Ayes
The motion passed.**

0 Nays

D. Consideration of recommending to the Liquor Commissioner the issuance of a Class B and Class T liquor license to A & H Food Liquor Inc. dba A & H Food Liquor Inc, located at 921 W. Rand Road, upon surrender of license issued to this address.

Mayor Hayes swore in the petitioner, Jesushiju Pereira. Mr. Pereira is the owner of the business and will be managing the store.

Assistant Village Manager gave the staff report. Ms. Mikula stated that the petitioner is a new owner for this location which was JNS Liquors. The location does have one liquor violation which was just heard at a liquor hearing September 20, 2021.

Ms. Mikula did a walk through on September 14, 2021. Ms. Mikula stated that the layout matched the submitted floor plan. Upon a satisfactory interview, Assistant Village Manager Mikula indicated that staff recommends the issuance of a Class B and T liquor license.

Mayor Hayes asked about Mr. Pereira's experience. Mr. Pereira has 15 years' experience with a gas station that sold liquor. Mr. Pereira is Bassett certified and will have 1-2 employees, including possibly one from the current business. Discussion ensued regarding whether or not the employee from the current business (JNS) that Mr. Pereria is considering hiring was involved with the liquor violation at JNS. Mr. Pereria indicated he does not recall the name of the person as they had just met.

Trustee LaBedz moved, seconded by Trustee Grasse to recommend that the Village Board of Trustees recommend to the Liquor Commissioner the issuance of a Class B and Class T liquor license to A & H Food Liquor Inc. dba A & H Food Liquor Inc. located at 921 W Rand Road, upon surrender of license issued to this address.

Trustee Bertucci asked if the motion could be amended until more information was received from staff regarding the individual that might be hired to ensure that the individual was not involved in the recent liquor citation. Hart Passman stated that a motion can be amended but, that further action on this item is to be taken on this tonight at the Village Board meeting. Mr. Passman further stated the Board should consider what they feel is relevant to make this decision. Mayor Hayes stated that he felt comfortable as he knew that all businesses that were cited were either getting additional Bassett training for employees or the offenders had been terminated by the businesses. Trustee Bertucci stated that after hearing that, he would withdraw the request to amend the motion. Trustee Tinaglia stated that he knew that there was some hesitation and he wanted the petitioner to know that they want to be sure he understands all that was discussed at the meeting and understands the liquor laws as they are looking out for him and his success as well as looking out for the community.

The following voice vote was recorded:

9 Ayes

0 Nays

The motion passed.

E. OTHER BUSINESS – None

F. ADJOURNMENT – Trustee Tinaglia moved, seconded by Trustee Baldino to adjourn.
The meeting adjourned at 7:27 pm.



**Village Board
10/4/2021**

Item: Village Board 09/20/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Village Board 09/20/2021	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Virtual Meeting
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 20, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Canty, Grasse, Scaletta, Baldino, LaBedz, Bertucci, Schwingbeck, and Tinaglia.

Also present were: Randy Recklaus, Charles Perkins, Hart Passman and Becky Hume.

IV. APPROVAL OF MINUTES

A. Village Board 09/08/2021 Approved

Trustee Jim Tinaglia moved to approve. Trustee Tom Schwingbeck
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, LaBedz, Scaletta, Schwingbeck,
Tinaglia

Abstain: Hayes

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 09/15/2021 Approved

Trustee James Bertucci moved to approve in the amount of \$2,707,766.46.
Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. Presentation of "One Book, One Village" Community Reading Event.

Braiding Sweetgrass was presented as the 2021 One Book/One Village. Fifteen staff members contributed to the selection. It is a non-fiction collection of essays focused on nature. The author is a member of the Citizen Potawatomi Nation.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Katherine Herig called regarding the new parking restrictions near Berbecker Park. She said they received notification that restrictions were being considered, but no response was received after they submitted their objections. She was surprised that the item was voted upon and the objections were not mentioned or acknowledged, nor were the neighbors told about the meeting. After calling to complain, she heard back from staff. She recommended that parking be allowed when the park was not being used for events or games and she asked for relief on the non-parking decision. She wished they neighbors and Village could have discussed the issue before it had been decided.

President Hayes said the issue could continue to be evaluated. Mr. Recklaus said he spoke with Public Works on the process. There were two separate requests from residents asking for parking restrictions. After polling the neighborhood, fifteen responses were received and the residents were split. This input was not the sole determinant, staff reviewed the situation and access for safety vehicles could be compromised.

Agnes Kielczewski said she was also surprised that the residents didn't have much input. She said the width issue seems to not be consistently enforced. She said the parked cars work as a speed deterrent. The parking problem is short term as it only occurs in spring and fall, restrictions on entire year seems to be a bit much. Is the problem seasonal, or is it truly the width of the street?

Sheri Ziolkowski said street parking is not a problem. But with these restrictions, parking is a problem for visitors to residents. The solution is a burden for those on the east side of the street.

Derek and Renee Czerbka asked if residents could be viewed on the zoom

meeting. Mr. Recklaus said because the Village cannot control what people put on their screens, this has not been the practice.

Adam Kielczewski agreed that the parking restrictions are onerous. Parking is now a hardship for his elderly parents when they visit, as they cannot park near his home anymore. There was not a parking problem that needed to be solved.

Trustee Bertucci asked if it was possible to have the parking restriction be seasonal, like snow routes. Mr. Recklaus said that is difficult to enforce from a police standpoint. This is not like a school zone that is written into statutes. Trustee Bertucci asked if the restrictions could be on certain dates, like September 1-May 1. Mr. Recklaus said he will look into it. Based on the criteria in the request, the events, and the frequency, it was determined that the parking restriction was warranted. Mr. Recklaus said he would continue to review, and follow up on the issue.

Tom Herig said the process was different than how it had been handled in the past. He was used to discussion and compromise. He appreciated the willingness to take it up. The process was a problem and the result is a problem. He wished the neighbors could hear from each other to help resolve the situation or at least understand each other. Other streets are the same width as Wilshire and they don't have the same parking restrictions. Their street seems to be singled out because of a few complaints.

Melissa Cayer asked how the Board members prepare for meetings. President Hayes said each member prepares in their own way. The Board receives their packets on Friday and then they read and research the issues prior to the Monday meetings. All Board members take a lot of time and consider thoughtfully the issues presented. They also respond to emails and phone calls.

IX. OLD BUSINESS

- A. Report of the Committee of the Whole Meeting Approved
of September 13, 2021

Enterprise Resource Planning (ERP) Selection

Trustee Scaletta moved, seconded by Trustee Schwingbeck, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the agreement with Tyler Technologies, Inc. for Enterprise Resource Planning: Software as a Service agreement in an amount not to exceed \$2,322,162 in one-time costs and \$517,692 in annual costs during the 5 year agreement.

Trustee John Scaletta moved to approve. Trustee Tom Schwingbeck
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

- B. Report of the Committee of the Whole Meeting Approved
of September 13, 2021

Enterprise Resource Planning (ERP)
Implementation Advisory Services

Trustee LaBedz moved, seconded by Trustee
Tinaglia, that the Committee-of-the-Whole
recommend to the Village Board that the Board
approve the agreement with Plante Moran for
Phase 3 ERP Professional Consulting Services in an
amount not to exceed \$234,000.

Trustee Robin LaBedz moved to approve. Trustee Jim Tinaglia Seconded
the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

- C. Report of the Committee of the Whole Meeting Approved
of September 20, 2021

Interview of William Moran M.D. for
appointment to the Board of Health term ending
April 30, 2024

President Hayes administered the Oath of Office to Dr. Moran.

Trustee Robin LaBedz moved to concur in the Mayor's appointment. Trustee
Mary Beth Canty Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

- D. Report of the Committee of the Whole Meeting Approved

of September 20, 2021

Interview of Fred Vogt, Jr. for appointment to
the Senior Citizen's Commission, term ending
April 30, 2024

President Hayes administered the Oath of Office to Mr. Vogt.

Trustee John Scaletta moved to concur in the Mayor's appointment. Trustee
Tom Schwingbeck Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

- E. Report of the Committee of the Whole Meeting Approved
of September 20, 2021

Consideration of recommending to the Liquor
Commissioner the issuance of a Class B and T
liquor license to Harvest Fresh of Arlington
Heights, LLC dba Harvest Fresh located at 100
E. Rand Road

Trustee John Scaletta moved to recommend to the Liquor Commissioner
issuance of a Class B and T liquor license. Trustee Richard Baldino
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

- F. Report of the Committee of the Whole Meeting Approved
of September 20, 2021

Consideration of recommending to the Liquor
Commissioner the issuance of a Class B and T
liquor license to A & H Food Liquor Inc. dba A &
H Food Liquor Inc. located at 921 W. Rand Road

Trustee Robin LaBedz moved to recommend the issuance of a Class B and
T liquor license. Trustee Nicolle Grasse Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

X. CONSENT AGENDA

Trustee John Scaletta moved to approve all items on the Consent Agenda.
Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- | | | |
|----|--|----------|
| A. | Village's Water System - Security Improvements
- Contract Award | Approved |
| B. | Sodium Chloride (Road Salt) Purchase
2021/2022 | Approved |
| C. | AV Systems Upgrade - Design Contract Award | Approved |

CONSENT LEGAL

- | | | |
|----|--|----------|
| A. | A Resolution Approving a Professional Services
Agreement - Consulting Services Addendum to
Plante Moran PLLC Engagement Letter
(Enterprise Resource Planning (ERP)) | Approved |
| B. | A Resolution Approving a Software as a Service
Agreement with Tyler Technologies, Inc. | Approved |
| C. | An Ordinance Amending Chapter 28 of the
Arlington Heights Municipal Code
(Section 28-5, Use Districts) | Approved |
| D. | An Ordinance Granting a Land Use Variation
(Midwest Tattoo, 19 N Wilke Rd) | Approved |
| E. | An Ordinance Amending the Comprehensive
Plan of the Village of Arlington Heights
(NE corner of Wilke and Dundee Roads) | Approved |
| F. | An Ordinance Approving Amendments to | Approved |

Planned Unit Development Ordinance Numbers 99-031, 07-072 and 09-041, a Preliminary Plat of Subdivision, Amendment to the Zoning Ordinance of the Village of Arlington Heights, and a Variation from Chapter 28 of the Arlington Heights Municipal Code (Ridgeline/Rohrman Development, 1100-1400 W Dundee Rd and 1510-1530 W Dundee Rd)

- G. A Resolution Approving an Intergovernmental Agreement for "Algonquin/New Wilke" - Roadway Engineering Phase II Design Engineering and Land Acquisition Services (Share of costs between the Village and Rolling Meadows) Approved

CONSENT REPORT OF THE VILLAGE MANAGER

- A. American Rescue Plan Act Budget Amendments Approved

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

Crescent Place - 310 W. Rand Rd - PC #21-010
Amendment to the Comprehensive Plan from "Commercial" to Moderate Density Multi-Family," Rezoning from the B-2 District to the R-6 District, Preliminary Plat of Subdivision to consolidate the subject property into one lot.

President Hayes said there are 131 attendees at this meeting making it impossible to hold it in person safely because of Covid-19. Under the current restrictions, the Village can only hold 35 people in the Board room. President Hayes said he will make sure all are heard to the best of his ability. The meeting will be continued if there is any kind of technological issue. Everyone should have the ability to participate. There is no intent to keep people from participating.

President Hayes explained the petitioner is requesting a rezoning of 310 W. Rand Road from Commercial to Residential, reclassifying the lot to Moderate Density Multi-Family and a consolidating the lots into one Plat of Subdivision.

Developer Presentation

Jake Zunamon of the Housing Trust Group (HTG) presented the proposal for Crescent Place. John Greene said the apartment project is for affordable housing. There are 40 one- and two-bedroom units and the property has 80 parking spaces. No variations are being requested. It has a community room, fitness center, library reading room, computer cafe, common laundry, secure bike storage, theater and garden plots. Neighboring plots are zoned R- 4. Some of the site needs to be dedicated to IDOT as a right of way. The Building has two access points off of Chestnut.

There will be stormwater management preventing runoff onto the streets. They have more parking spaces than are required. After comments were received at the neighbor meetings, they added screening the detention with landscaping, changed the setbacks allow for safety vehicles to turn onsite, and the landscaping has been enhanced. They will link the sidewalk on Chestnut to Rand. Four units will be fully handicapped accessible, eight will be convertible to accessible. All 40 units are capable of being adapted for wheelchair accessibility. This is not only an affordable project, it is an accessible project. The façade is all fronts. There is no "back". They are not seeking any variation relief and have accepted all of staff's recommendations. The monument sign is scaled and has the same design features as the rest of the building.

Mr. Zunamon explained the process which began a year ago. The Village passed an Affordable Housing Ordinance. IHDA and Cook County agreed to support the project. The Conceptual Plan review occurred at the Village in January. The Housing Commission reviewed it in March. Subsequently, they had the first neighborhood meeting. Only 3 people came, and those residents asked for the focus to be about traffic. After that, the Design Commission meeting occurred. The Plan Commission reviewed the project in June. Residents said they had been kept out of the process so they held a second neighborhood meeting in July. The project has the unanimous approval from the Plan Commission. Then they held a 3rd neighborhood meeting to make sure they addressed the concerns of the community. There are a lot of supporters of this kind of housing.

The neighbor concerns which arose at the community meetings were:

1. Traffic: Mr. Zunamon said neighbors said their traffic study in April was not valid because Covid was still happening and the numbers were suspect. So, they re-did the study when school was in session. They went back to IDOT to see if they could get a traffic signal. After a 2-day study with extended hours their study did show an uptick, but the traffic still did not merit a traffic light. They also did a gap study which showed cars have plenty of opportunities to merge onto Rand. Neighbors cited a cut through problem on Waverly. However, this was not justified in the numbers. In looking at the Bus route systems KLOA (the traffic engineering company) showed no clustering. They

performed three studies, but there is no reason this project can't proceed because of traffic. A restaurant could go here and generate more traffic than their project and it would and not require approval.

Luay Aboona from KLOA explained the studies. They looked at rush hour traffic and school traffic. There is an uptick in the morning, but the evening traffic is very steady and agreed with their April traffic study. He presented the numbers in the report. This development will add 14 trips in the morning and 18 trips in the evening on average. This means 4-5 more cars over a one-hour period. He said the signals on Rand manage the traffic spacing well. Ultimately, the intersections will work relatively the same as they do now. It takes 48 seconds to turn onto Rand now, with their development it would take 50 seconds.

2. Schools: District 25 did a projection analysis and enrollment. There was a decrease of 91 students at Ivy Hill from last year. Parkview, a similar development in the Village, has 13 school aged children in their building. With 1 and 2 bedrooms, they don't expect many children. According to D25, the buses can accommodate the children.

3. Property management: They will use a third-party management group. They choose the best group they could find and are currently vetting them. They will dedicate one of the units for a property manager or maintenance person, for resident contact and have an extra set of eyes onsite. They made this change as a result of the community meetings.

4. Security: There are additional cameras, a key fob system, and license plate readers. They are investing \$16 million and want their investment to stay strong. They typically don't have a lot of problems with their residents. They will have on site management.

5. Market: They market the building as if it is market rate. They will target local people who are aging out of their houses or are in the local work force. Their future residents are already neighbors.

6. Snow, run off water, and the ComEd substation: They will have snow removal, the runoff water will go into a water detention system and the substation is closer to some existing homes than their building will be.

7. Potential market: residents have called on the Board make decisions on the sole benefit of the residents. There are 3,700 households who would qualify for this project in the Village already. This project could solve these neighbor's problem.

Mr. Zunamon is from the area and his family lives in the Northwest Suburbs. The Turnstone Executive Director lives in Arlington Heights. The Housing Trust Group partnered with Turnstone because of their local roots and reputation. He said his organization is a national developer of

affordable housing and are in the top 20 in the nation. They have been recognized for having the best affordable housing developments in the country. He showed their projects in Crystal Lake and Northlake.

Staff Presentation

Mr. Perkins said there are no zoning variation requests which is unusual. The request is to rezone the lots to R-6. He summarized the review process and resident notification process which began in January. The Village follows the State Statute process and requirements. A legal notice was placed in the newspaper and on the website. Staff investigated the record of the developer. There were no findings against HTG. IHDA was contacted, they had a great experience working with Turnstone. The financial piece of HTG's process was going well. Schaumburg and Hoffman Estates, which have developments managed by Carefree, have had no problems.

The property has been vacant for 19 years. Staff has supported multifamily uses, but has been leery of high-density projects which have been suggested before. This project is of moderate-density. Changing to R-6 is consistent with contingent zoning as it's a transitional site between residential and commercial. The Comprehensive Plan allows for flexibility, and there are goals for affordable housing. There is over 6,000 square feet of nearby commercial property with a vacancy rate over 10%. The office center across the street has a 47% vacancy rate. Retail, restaurant and office uses are challenging these days. The one-bedroom units are 690 sq. ft. and the two-bedroom units are 875 sq. ft., which are smaller than the units next door at Stonebridge.

Public Works has no history of flooding at this location. Ponding was observed on June 26th and it appears this was caused by a blocked inlet from leaves or debris. No ponding has been observed since then. Stormwater will be released from the onsite detention to the east and not onto Chestnut. Public Works is looking at potential blockage on the storm sewer.

Crescent Place has 60 bedrooms. Tenant selection criteria sets a maximum of 2 persons per bedroom. School District 25 anticipates 5-13 students, but 18-23 are possible based on the numbers from Parkview. There are 6 busses that go to Ivy Hill now, the school would not need to add a bus, one might need to be added for Thomas. The Park District said the max usage observed at the nearby park is 9 children, but the park typically has 4 or fewer children so they do not believe there is a capacity issue at the park. The impact fee is \$125,767 to the community. Other nonresidential developments pay towards education, so the impact on individual taxpayers is not as impacted. Mr. Perkins summarized the additional conditions of #6-#11.

Board Discussion

Trustee Canty said there has been a lot of discussion that this is a prime

piece of real estate on Rand Road. The site has been vacant since 2002, the market has said no to this site as a commercial space. She said she does not want to wait another 20 years to develop this site. She said while she appreciated the onsite management and the safety plan, these are not things the Village typically requires. She said she was hesitant to make the requirement here, to single Crescent Place out as requiring special treatment. She is eliminating Staff's recommendations #6 and #7 in her motion.

Trustee Canty moved to approve PC#21-010, Crescent Place, an amendment to the Comprehensive Plan to reclassify the subject property from 'Commercial' to 'moderate density multi-family'; Rezoning of the subject property from the B-2 General Business District to the R-6 Multiple-Family Dwelling District; and a Preliminary Plat of Subdivision approval to consolidate the subject property into one lot, subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.
3. The Applicant is responsible to ensure that the subject property is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Zoning Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:
 - a. Providing in perpetuity, at a minimum, two actual on-site affordable one-bedroom units and two actual on-site affordable two-bedroom units within the development, which units shall be in compliance with Section 7-1707(B)(3) of the Village Code;
 - b. Ensuring compliance with all other provisions of the Inclusionary Zoning Ordinance and Inclusionary Housing Guidelines as applicable;
 - c. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations; and
 - d. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines.
4. Compliance with the May 11, 2021 Design Commission motion shall be required.

5. At time of Final Plat of Subdivision, the Petitioner shall provide additional details on the light fixtures as well as a revised photometric plan that conforms to all code requirements for review and approval by Staff.

6. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

7. The subject property shall be constructed in substantial conformance with the Security Plan dated 8/31/21 and attached as part of this Ordinance.

8. The subject property shall be operated in substantial conformance with the initial Tenant Selection Plan dated as revised 2/2021 (subject to IDHA final approval) and attached as part of this Ordinance. The maximum occupancy as outlined in the plan shall be restricted to no more than two individuals per bedroom.

9. In the event that future traffic warrants are met for any traffic improvements to the intersection of Rand Road and Chestnut Avenue, the subject property owner shall contribute their pro rata share or 10% whichever is greater, of the costs for any such warrant study, design, and construction of improvements to this intersection.

10. The property owner shall implement any driveway modifications if determined necessary by the Village.

Trustee Grasse seconded the Motion.

Trustee Schwingbeck confirmed with Trustee Canty that she eliminated staff's recommendation for the safety plan, as it is redundant, and on-site management, as over reach. Trustee Schwingbeck asked if the on-site manager was a commitment, or not. The developer said they are willing to have onsite management. They could make the unit affordable and pay the property manager an affordable income or have the manager live there rent free as compensation. Income requirements are \$40,000-\$50,000.

Trustee Schwingbeck asked about the monitor in the manager's office. Mr. Zunamon said it takes in all the security cameras feed but no one has responsibility for monitoring the cameras. The cameras record the information, so if there is a problem, they have the tape to review. When asked what kind of violations might happen, Mr. Greene said driving accidents like hitting a bollard. They can discern if it is a resident or an Amazon truck. They don't have that many problems, so it's not something they expect. They are not concerned with anything in particular nor expecting any internal issues.

Trustee Schwingbeck asked how are limits monitored in the units. Mr. Zunamon said it is part of the application. People talk in an apartment community. If there are extra people or cars, the people who are served will let us know. The vehicles will be registered. The license plate monitor is another passive tool to make sure all is well. Home businesses like

childcare would be against the lease and not allowed.

Trustee Schwingbeck asked if there is excess traffic going into the neighborhood, could we put forward some restrictions? Mr. Recklaus said with local traffic conditions the Village reserves the right to look at them. If there is enough traffic to warrant a signal on Rand, the development would have to pay towards it.

Trustee Schwingbeck said he appreciated the offer to have a manager on site.

Trustee Grasse said she heard all the voices of the residents. She took time to take in the entire neighborhood and spent time there. She appreciated that the project wants to work toward future traffic concerns. There is an urgent need for affordable housing in the Village. This is really about rezoning. It's an exciting possibility for a really blighted lot. There is more that has become part of the conversation. Because we are voting on rezoning, for requests such as this, what are the legal factors?

Mr. Passman, said Village Code does not contain any specific standards. The Board should consider as guiding principles the eight factors in Illinois jurisprudence requests for rezoning. The Lasalle factors are: 1) The existing uses and zoning of nearby property. 2) The extent to which property values are diminished. 3) The extent to which the destruction of the plaintiff's property values promotes the health, safety, morals, or general welfare of the public. 4) The relative gain to the public as opposed to the hardship imposed upon the individual property owner. 5) The suitability of the subject property for the zoned purposes. 6) The length of time the property has been vacant as zoned considered in the context of land development in the area. 7) The care with which a community has undertaken to plan its land-use development. 8) Community need for the use proposed.

Trustee Bertucci looks at this as a rezoning question versus an affordable housing question. If these were million-dollar units, we would still have to rezone. One can be against rezoning but for affordable housing. Mr. Perkins said this site is a transition commercial piece. It was not in the heart of the retail corridor. The viability of this site as retail has diminished further since 2015 as a number of retailers have gone out of business and because of Covid closures. The Comprehensive Plan may be out of date for this site. Mr. Perkins said the site favors rezoning to multifamily residential. A review of the Comprehensive Plan is not planned. The objectives and goals are not out of date, but particular sites could be addressed. Trustee Bertucci asked if things have changed shouldn't we revamp the plan? Mr. Perkins gave the example of TIF IV which is designated as commercial. In looking at that property, there may be some commercial proposed in a redevelopment, but developers may bring forward a different plan which includes residential and that would require an amendment like the one Crescent Place is requesting.

Mr. Perkins explained as far as the Comprehensive Plan goes, it makes sense to wait until a proposal comes to the Village before the Comprehensive Plan is amended. Trustee Bertucci said one strategy is to preserve commercial along a corridor and shrink the back area. Mr. Perkins said staff looks at properties site by site/corridor by corridor. Trustee Bertucci said the Cook County assessment for commercial is 25%, residential is 10%. When we lose commercial to residential, we remove the ability to be tax at commercial rates. Mr. Recklaus said that depends, a fully leased built up property compared to fully constructed residential yes, but when comparing a vacant lot to residential, there is more revenue on the residential. Staff believes the Comprehensive Plan values are intact, but the plan has to be responsive to the market.

Trustee Bertucci asked what has the property owner done to market the property? Mr. Perkins said staff can't speak to that but always puts developers in touch with the property owners if there is a match. In the past years a day care was connected to the owners, but chose a different site. Mr. Perkins said it's a challenging site given the location and the characteristics. As an example, Raising Canes wanted to be in front of a shopping center, have a lot of parking, and a traffic signal. This site doesn't have any of that.

Trustee Bertucci said as a guardian of the taxpayer, he thinks we should hold to the Comprehensive Plan and not nick away at the commercial space that could give the taxpayer a break. He said he understood that it's been empty, but asked if we have given it the attention? He said he is for the project and affordable housing, but the rezoning is premature.

Trustee LaBedz asked if the Village has ever rezoned from residential to commercial? Mr. Perkins said he could not think of any, but annexed properties come in as R-1 and then are rezoned. Trustee LaBedz said this is a terrific project and she is in favor of it. She asked if there was always a management office on site. The answer was yes. Some utilities are included in the rent, all residents get a utility allowance for electric costs.

Trustee Tinaglia said based on his email account, the responses to the project have been 50/50. It's hard to think that half the people will be unhappy. He said he listened hard, and will vote for what is best for all of Arlington Heights. He asked about the building materials. Mr. Greene said the building is brick and Hardie-plank. The windows are vinyl and are energy rated. Trustee Tinaglia asked why there weren't any balconies? Mr. Greene said by eliminating the balconies, they could be expanded to create more community space to bring the community together. The Housing Trust Group has 3,000 units managed, 99% are affordable with an occupancy rate of 99%. They have been in business 30 years. Trustee Tinaglia said he's okay with either management living on site or working on site. He asked if the Board was not twisting their arm to make that happen. Mr. Zunamon said no.

Trustee Tinaglia asked what the process was to choose the residents. Mr.

Zunamon said they have to follow the Fair Housing guidelines. Residents must be under the income threshold and over certain thresholds. There are background checks for crime and credit. Those people get first choice, then it's first come first served. The HTG markets locally, at the American Legion and Senior Center and try and get Village residents in first. There is nothing mandated. There is a referral network from IDHA, if clients have selected Arlington Heights and are working with an existing service provider, but that's only for those 8 units.

Trustee Tinaglia asked if the site was commercial like a Raising Canes, how much more traffic could there be. Mr. Aboona looked at a high turnover restaurant and said there would be two to three times more traffic than this project would generate. Mr. Aboona, said the 'number of trips' figure comes from looking at rush hour as the highest hour. Not everyone leaves at the same time. They have 2 parking spaces for each unit. Visitors are included in the formula. Not every unit will have two vehicles. Mr. Perkins said he is comfortable with the amount of parking.

Trustee Tinaglia stated the Zoning Map and the Comprehensive Plan are two different things. This parcel was probably zoned commercial when the area of Rand was annexed in the 1950's or 1960's. It was Zofia's restaurant in the 1990's. Trustee Tinaglia said it seems odd that it was ever commercial. It does not scream car wash or restaurant or shopping center. Looking at these maps, this is a snapshot. Whenever we look at the maps, it's only with the view of today. The Board needs to take in all the information, consider Amazon or any kind of market change and reconsider how it works now. Zoning is almost never black and white.

Resident Comment

Dan Hofenkamp said he was disappointed that the motion was made before the residents had a chance to speak and that the Board was not listening. President Hayes said that was unfair, not all Board members had spoken nor made up their minds yet.

The following residents were opposed to the project because of the loss of commercial property and the resulting economic impact: Dan Hofenkamp, Ken Jochum, and Christina Fiore.

The following residents were opposed to the project because of traffic and population saturation concerns: Aaron Hein, Dale Bugno, Don Bergstrom, Britt Polornis, Mary Kasanack, Mark Eschenbrenner, Sue Bilski, Nikki Wolverton. Alice Sylvester noted that people avoid Chestnut and Rand so that is why the traffic numbers are down and drivers divert to Waverly.

The following residents were opposed to the project because of the potential for increased crime and having public housing near their neighborhood: Logan (no last name given), Jay Heveran, Mr. and Mrs. Frid.

Marsha Marconi asked for Board representation at the Community Meetings.

Adrienne Eschenbrenner said that over 600 residents in the neighborhood want the Board to vote no.

A signed a petition with over 600 signatures has been presented asking for the Board to vote no.

Greg Zyck said he did not have a problem with the development, but that traffic on Waverly is an issue and he asked for the Village to help the neighborhood with some solutions.

Richard Oberman said the nearby parks are full and exceeding capacity. He suggested turning the lot into a park.

Speakers also noted the following concerns: there was no guarantee that residents would be from Arlington Heights, the landowner and Village had not done enough to market the site as commercial, as the school's income comes from property taxes - the residents will end up paying more in taxes for these additional children, Cook County is already subsidizing the project with residents' dollars, the process may have been legal - but it was not sufficient, what happens if a resident becomes pregnant and exceeds the space.

Speakers in support of the project were: Trevor Drezen, Amy Somary, and Christina Crusius. They cited the need for affordable housing, the benefits of economic diversity, and the value of having the property contribute to the local tax base.

Trustee Richard Baldino moved to continue the discussion of Crescent Place to a Special Meeting on September 27, 2021 at 7:00 p.m. because of the late hour. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

XIII. LEGAL

- | | | |
|----|---|----------|
| A. | A Resolution Approving the Termination of Affordable Housing Agreements for the Timber Court Development
(3400 N Old Arlington Heights Rd) | Approved |
|----|---|----------|

Resident Keith Moens asked for this item to be pulled from the Consent Agenda. Mr. Recklaus said in 2006, the Timber Court Condominiums were developed with a requirement there would be 14 deed restricted affordable

units. A new owner has purchased the building and is converting the property from condo to rental. The new owner is agreeing to keep 14 units as affordable. To facilitate the transition, the Village needs to terminate the original agreement, but the property will still have 14 affordable units. They were for purchase, now they will be for rent.

Trustee John Scaletta moved to approve. Trustee Richard Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee John Scaletta moved to adjourn at 11:59 p.m. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia



**Village Board
10/4/2021**

Item: Village Board 09/27/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Village Board 09/27/2021	Minutes



MINUTES

President and Board of Trustees

Village of Arlington Heights

Virtual Meeting

Arlington Heights Village Hall

33 S. Arlington Heights Road

Arlington Heights, IL 60005

September 27, 2021

7:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Bertucci, Tinaglia, Schwingbeck, Grasse, Scaletta, Baldino, Canty, and LaBedz.

Also present were: Randy Recklaus, Hart Passman, Charles Perkins and Becky Hume.

IV. APPROVAL OF MINUTES

V. APPROVAL OF ACCOUNTS PAYABLE

VI. RECOGNITIONS AND PRESENTATIONS

President Hayes recognized the last day of racing at Arlington Park. He said it was a beautiful day to celebrate what the racetrack has meant to the community for almost 100 years.

The last two days of Arlington Alfresco are today and tomorrow.

October 1st and 2nd is Harmony Fest, the Arlington Heights Block Party.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Melissa Cayer proposed we change the meetings for Boards and Commissions to business hours so we do not impose upon government

workers to work after hours.

President Hayes said the Board and Commission members are volunteers who work during the day making this idea difficult. Board and Commission meetings will continue to be held in the evenings.

IX. OLD BUSINESS

- A. Crescent Place - 310 W. Rand Rd. - PC#21-010 Approved Amendment to the Comprehensive Plan from "Commercial" to "Moderate Density Multi-Family", Rezoning from the B-2 District to the R-6 District, Preliminary Plat of Subdivision to consolidate the subject property into one lot

Mr. Perkins addressed some questions that came out of the Board meeting of 9/20/2021.

Community Meetings-Residents asked for Board or Staff presence at the neighborhood meeting held by the developer. The Village is unusual for requiring developers to hold extra meetings to receive community feedback above and beyond and in addition to all required public meetings by the Village. The goal is to make sure developers take into account public input prior to making their final submittal to the Village. Staff and Board members do not attend by design. President Hayes said when staff or Board members are present, they circumvent the process. It is important for the process to go forward without the Board at the early stages.

Taxes-For property taxes, residential is assessed at 10%, commercial is assessed at 25%. But that doesn't mean residential developments pay less, it depends on income, size and use of the property. Five of the top ten tax payers in the Village are residential developments. Stonebridge and Hancock Square are in the top 10 taxpayers in the Village. The top tax payers are on the north side of the Village.

Site history-marketing-Mr. Perkins showed a database of property listing dates. The property was first listed in 2010 for \$2 million and listed again in 2015. It was under contract in 2019-2020, but that fell through and then it came on the market again in 2020.

Rand Road commercial vacancy- The Marketing material from Newmark-Grubb was shown giving an overview on the site history. The company sent the materials to every broker in their data base and other commercial and retailers entering the market place. Four impediments were noted: depth of property, narrowness of frontage on Rand, and lack of a traffic signal. The only serious interest came from a car wash. Newmark-Grubb believed residential was highest and best use.

Rand Road commercial corridor- There is 1.8 million square feet of commercial space with an 18.2% vacancy. The area is the highest sales tax

generating in the Village but has significant vacancies.

Spacing setbacks from properties- A typical distance between front windows of homes is 116 ft. Here it will be 800 ft., on an angle 520 ft. The project will not have a view into homes.

Existing traffic- School release times show a surge in the late mid-afternoon which dissipates after ½ hour. There is game traffic at the park, but it is typical throughout all the parks in the Village.

Resident Comments

Callers in support of the project were: Linda Waycie, Jack Scapin, George Motto, Ann Gillespie, Leon Intrater, Ann O'Brien, and Keith Moens.

They cited the following reasons for their support: the Village needs affordable housing, entry level workers should be able to live in the Village, the LaSalle criteria were met, the zoning is consistent with the area, will allow fixed income seniors to live in the community, it will help businesses retain workers, will improve diversity, will bring in tax dollars, will put to good use a vacant lot, will help current residents with housing cost challenges.

Callers against the project were: Ann Marie Lundstrom, Tom Dineen, Chris Dineen, Tony Carlino, Marie Hine, Stefanie Brown, Pam Horwath, Mr. Horwath, Donald Nathan, Beth Nathan, Derek Czerbya, Renee Czerbya, Connie David, Marge Kakerny, Gail Baumster, Sheldon Baumster, Murray Lewison, Jen Hoffenkamp, Kathy Karavitis, Nadine Wolverton, Marzena D., Illiya Fishman, Demetra Bubaris, Maris (no last name).

They cited the following reasons for their opposition: Danger to the new residents being so close to the ComEd substation, the builder is not certified by the BBB, the neighborhood is opposed, traffic, the traffic studies were flawed because they were taken during Covid and in the summer, the potential increase in crime/gangs/shootings, the Village has enough affordable housing, the neighborhood did not know about it soon enough, the community meetings were held too far away, keep it commercial for the potential tax revenues, no guarantee that Village residents will get priority, it would be better as a park, it is ugly, they cannot regulate the number of people in the units, the area needs a dog park, it's not close to public transportation, its pre-emptive to rezone it before the "Uptown" improvements have been made, the site was not for sale for the entire 20 years, developer does not have any risk, the property will be lost forever to residential zoning, the neighboring property values will decrease, the developer is dictating what happens there-not the Village or its residents, the Village should be more creative and reimagine the area, just because there is an idea-doesn't mean it's the best one, the Board made up their mind before they listened to the residents.

The Village Clerk read the comments from the following residents which

were emailed.

Those in favor of the project were: Connie and Tim Wayman, Karen and Rick Klicki, Jonathan Mendel, Bonnie and Ronald Bussiere, Daniel Carroll, Chris Farnsworth, Elizabeth Schild, Laura Fry, Trevor Drezen, Chelsea Barnes, Jane Drezen, Chris O'Hara, Jessica Berzac, Abigail Stone, Christi Wessel, Erin Carney, Lorri Grainawi, Philip Geier, Christine Organ, Sue Uhlarik, Marc Adelman, Priscilla Mortland, Trisha Rich, Mary Kay Walsh, Sandy Bourseau, Ann Shibayama, Jean Walker, Barbara Taylor, Anne McClure, Juliet Bergner, Jan Tossman, Amy Chihiro, George Shibayama, Cynthia Greenwood, Wendy Dunnington, Allison Anderson, Dwayne Anderson, Robin Paul, Kathy Gudonis, Rick and Kathy Phleegeer, Melissa Wright, Ruth Van Witzenburg, Steve Manst, Jeff Pasieka, Sandy Pifer, Diane Mier, Patricia Crusius,

Those against were: Alice Stepanek, Roger Berg, Michael Stepanek, Alice Sylvester, Gosia Olszanski, Iwona Romanowski, Arthur Romanowski, David Romanowski, Joan Heveran, Martin and Linda Ascot, David Fasola.

Karen Stern recommended that N. Chestnut, south of Applegate be made One Way Only to exit on Rand where only right turns are permitted. If that doesn't work she would like a speed reduction or 'not as a thoroughfare' designation.

Board Discussion

President Hayes addressed the concern that the Board entertains comments from people outside of the Village. The Village is not allowed to restrict public comment, it is a legal obligation to entertain any and all public comment. The Board can tell when someone is speaking outside of the community and that is factored into their decisions.

Trustee Bertucci asked if the Arlington Economic Alliance had been asked their position on the rezoning. Mr. Perkins said that commission is not involved in zoning issues. Their purpose is to provide council and advice on business and economic development matters and they receive updates on vacancy rates and trends. It is a commission appointed by the Mayor and the Board, but does not have regulatory authority. The normal sequence for this type of project is: Housing Commission, Design Commission, Plan Commission, then Village Board as that is the path with public meetings and hearings. To add another step would be cumbersome. Mr. Recklaus said the Alliance and most commissions are not regulatory, they are advisory in nature and they talk about abstract issues. These cases are regulatory. Trustee Bertucci said he thought it made sense to reach out to the business community and business partners when considering changing commercial zoning.

Trustee Scaletta asked for clarification on the intersection ratings system's letters of A-F. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing

through the intersection, with F being the lowest score. The Chestnut/Rand intersection has some of the lower ratings and there is no reason to believe it will get better.

Mr. Perkins said for improvement, changes to the intersection would need to occur, but the traffic would be worse with a commercial development. Trustee Scaletta said there is a need for more affordable housing in the suburbs, but the impact of this development must be considered. Mr. Perkins said IDOT would need to approve a signal, so studying the traffic after the development is in place could help meet the 9 warrants that must be met. The intersection has to exceed 150 vehicles per hour in the peak hours. This intersection has 59-68. Accident data comes into play, but there were fairly low accident volumes, so it didn't meet the thresholds. Altering the flow of traffic by precluding a left turn, would shift vehicles through the neighborhood. Restricting movements can have unintended consequences.

Mr. Perkins offered to consult with Public Works and Engineering and evaluate it again to see if the data has changed in a year or two, but the decision is IDOT's. Trustee Scaletta noted that in this area, there are not a lot of alternate routes. Mr. Perkins said the Village could commission a study at any time and make recommendations. It's a challenging intersection.

Trustee Scaletta said he wants to make sure the traffic gets addressed. He asked how the proportionate share to pay for improvements was calculated. Mr. Perkins explained that 25% of the cost is given to each quarter of the intersection. Staff estimated that 10% of the traffic might be from this development, which is probably high, but the developer is agreeing to contribute that amount. The remainder would be the Village's cost. Mr. Recklaus said if there is an increase in traffic after Covid, the percentage share this property is responsible for would be less than is estimated now. If the property generates more traffic, than their percentage would go up.

Trustee Schwingbeck said there are controls we can make as a Village. He asked if the Village could help the neighborhood cut down on cut through traffic with signage. Mr. Recklaus said any time you put a sign up, you push folks to a different location, and the consequences could be greater. One of the questions is what constitutes cut through traffic. Trustee Schwingbeck said we do it in other parts of the Village, and he would like for it to be looked at here. He said if we are looking at a traffic study and the corridor study, we should engage with the neighborhood, conduct some outreach and engage with the residents to try and solve the issues in the neighborhood.

Trustee Schwingbeck asked if Village residents or workers would have preference in applying for the apartments. Mr. Zunamon said they have asked for IDOH to permit that preference. They will also market to local residents, as they want them to be first in line. The tenant selection plan must be approved by IDOH. But the company makes the decision on who is accepted, and they will take it into consideration.

Trustee Schwingbeck asked if the Village does not require an onsite manager or someone living there, will they do it anyway? Mr. Zunamon said they will to make sure the property is appropriately staffed. He said they will have an onsite resident manager whether IDOH approves it or not, either they will hire someone that makes under the threshold, or provide the unit rent free to the manager.

Trustee Bertucci suggested connecting the owners of Arlington Plaza and this lot so they could marry these properties and then the Village could prevent Chestnut exiting to Rand. You could get a connection into a commercial development and then force only right-hand turns. For those turning left, they could go through the shopping center. Mr. Perkins said it was possible, but the two property owners would have to come together. Trustee Bertucci said the Village needs to be proactive versus reactive and he didn't see a strategy. He said it is being reactive to the proposal, versus looking at it as a total. Mr. Perkins said anything is possible, but it is often difficult.

Trustee Grasse said she after speaking with the neighbors she sees the decision as a both/and not an either/or. Crescent Place on its own, is well planned, well designed, fully funded, has a good appearance, will help flooding, and provide housing for those low-income earners. She comes to it with a strong belief that it is infrastructure, a basic component of our society. On its own, this looks great. It also addresses 6 of the Board's 9 Strategic Priorities. The neighborhood is clearly active and vibrant and close to great businesses. She heard the resident's voices and recognized this neighborhood is locked inside 53, Rand, Arlington Heights Road and Hintz. There is only one good southbound outlet at Chestnut. The residents have been waiting and hoping for the Uptown project to begin. These neighbors have big issues that were already present. She asked if staff could plan to have some community conversations with Berkley Square. Can we find solutions to their legitimate concerns and needs? She supports the Crescent Place project and supports addressing the needs of this neighborhood. Mr. Recklaus said we have heard things we need to listen to. It's hard when IDOT is in charge on access to the thoroughfares.

Mr. Perkins summarized the current situation with the Uptown revitalization. In 2016, the plan was approved and funding was put into place. The Village retained a consultant, and Phase 1 was for up lighting on Palatine Road. After a series of meetings with IDOT, they rejected multiple plans, multiple times. We did a test in November, and it wasn't to our satisfaction. So, we put a hold on it. The next project was the gateway signs, IDOT rejected those too. So, we have retooled the signs and have 6 monument signs we are hoping to place on easements. The Village is in negotiations with the property owners for their approval. Staff is hopeful we can implement these. The Village is also looking at pedestrian improvements. Staff is receiving estimates for them and hopefully they will be implemented within the next 2 years. The cost is \$50,000 – \$75,000 per intersection. The last phase will be landscaping along the corridors.

Trustee LaBedz said she received dozens of emails from residents of the community, not just those outside. They were in favor and opposed. Some concerns raised were about the potential for an increase in crime, others said we don't need more affordable housing because we already have enough units in the Village. She said she lives 3 blocks from three, 3-story buildings, that were affordable for decades until just recently. There wasn't a crime problem, and she checked the crime maps to be sure. Most people don't even know it was affordable housing. She knew the single moms who lived there and wanted to stay in the school district after a divorce. A few years ago, it was purchased and it is now market rate. Those residents had to leave and they couldn't find anything in the Village. They had to find affordable housing in other communities. Even though there were units in the Village, they were full. She's seen this scenario play out first-hand.

Trustee Baldino said the resident input was valuable and made the project better. For him, it came down to rezoning the property from commercial to residential, part of the plot was already residential. He decided it was better to not hold out for the possibility of something happening in the future and taking something that is known. He said he will vote to approve.

Trustee Tinaglia said many of the people who wrote in were in favor, and those on line were against it, not everyone is comfortable calling and getting on line. His in box was full and the responses really were 50/50. There are very passionate people on both sides. He lives two blocks from Parkview which has 45 units, and is 7 stories of affordable voucher residential living. When it happened, there was a lot of fear. As a neighbor, it's been fine. If you walk down the street, you would never know there was anyone different living inside the building. It is all about management, taking care of the building and the residents. Parkview's management has done it. He said he is a strong advocate of keeping the staff recommendations #6 and #7 in the motion, especially since this owner wants to do it too. It's an important part of the success of the facility, and will keep the landscaping nice and the hallways clean. He said he'll take the tax revenue, the diversity and the economic engine rather than have nothing.

Trustee Schwingbeck said he would like to see meetings set up to really hear from the residents what the struggles are and try and resolve some of these issues.

Trustee Schwingbeck moved to amend the motion to put back in staff conditions #6 and #7.

6. Property owner shall provide an onsite property manager or maintenance supervisor, Monday through Friday during business hours, approximately 9am to 5pm and provide emergency contact for non-business hours.
7. The property owner shall provide one onsite residential unit on the subject property for occupancy by either a property manager or

maintenance supervisor in order to provide an extra set of eyes for community watch and contact for the residents, unless otherwise prohibited by IHDA. Property owner shall ensure that the property is appropriately staffed at all times.

Trustee Tinaglia seconded the motion.

Trustee Canty said she was uncomfortable with 6 and 7, but she won't let the not perfect to get in the way of the good. She worried the Board is showing this development particular treatment and placing a burden on this developer that we have not on others. She said with the number of residents on Block 425, it would benefit from on site management, but we didn't require it. We are responding to what might be, because of the type of development. If we do this with this development, we should do it with future multifamily developments too. She is not in favor of the amendment, but will follow the will of the Board.

President Hayes said he didn't think it sets a precedent, but it addresses concerns of the neighbors and the developer is willing. He is in favor of the amendment. Each development can be handled on a case by case basis.

The vote was called on the amendment to the motion.

Ayes: Bertucci, LaBedz, Schwingbeck, Tinaglia, Scaletta, Hayes

Nayes: Baldino, Canty, Grasse

The motion: Passed

President Hayes said no one considered this a done deal. A motion and second were made. We have had many situations where Board members have changed their minds during public comment. It is a critical part of the democratic process. That is why he was intent on making sure everyone was heard. Your comments made the project better.

President Hayes said he does not live in the specific neighborhood, but he lives very close, just across Arlington Heights Road and he has spent a lot of time in this area, at games, the school or visiting friends. He always bases his vote on what is good for the entire community. There is a development in his neighborhood like this one. The difference is that variations were required in it for density, square footage of the units and for parking. The concern in Northgate was for traffic and safety. Being less than a mile from this development, none of the issues the residents were concerned about came to fruition and the new neighbors have been great additions to the Northgate area. This project doesn't have any variations. The only reason to vote no is because of traffic. It is apparent that there is a problem, but no matter what you put in this parcel, it will be exacerbated. There will be a minimal increase to traffic from this proposal. There are many things you could put there that could worsen the problem, including a park. Imagine soccer games there, during the night or on the weekend? For those reasons, because there are no variations, and the property has been vacant for 19 years, it did not develop, and we have a high-quality proposal before us. He said he didn't think it would significantly exacerbate the

problems.

Trustee Mary Beth Canty moved to approve as amended 1. Final Plat of Subdivision approval shall be required. 2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development. 3. The Applicant is responsible to ensure that the subject property is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Zoning Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following: A. Providing in perpetuity, at a minimum, two actual on-site affordable one-bedroom units and two actual on-site affordable two-bedroom units within the development, which units shall be in compliance with Section 7-1707(B)(3) of the Village Code; B. Ensuring compliance with all other provisions of the Inclusionary Zoning Ordinance and Inclusionary Housing Guidelines as applicable; C. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations; and D. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines (i.e. not only shall the four Village required affordable units be rented according to the tenant preferences in the Inclusionary Housing Guidelines but the developer shall make reasonable efforts to lease the remaining 36 affordable units to preferred tenants as outlined in the Inclusionary Housing Guidelines). 4. Compliance with the May 11, 2021 Design Commission motion shall be required. A. A requirement to remove the 3 blue panels and replace them with the material surrounding it. B. A requirement to continue the brick at the southwest corner on the third floor, per the May 7, 2021 elevation. C. A requirement to incorporate the white 4-inch wide trim at the windows within the blue colored fiber cement panel elevations, per the May 7, 2021 elevations. D. A requirement that the metal colors for the doors and the louvers match the material that is adjacent to them, and that the actual samples be re-submitted, along with the actual materials for the fiber cement panel and the brick, for staff to review and approve based on the commissioners' requirement to match the colors. E. A requirement to remove the white backing on the canopy address at the entrance, and only have the colored fiber cement along with singular letters that would be a proper contrast to meet fire department regulations. F. A requirement to submit material samples for the fiber cement siding panel colors for staff review and approval. G. All signage is required to comply with chapter 30 sign code, or seek variations. 5. At time of Final Plat of Subdivision, the Petitioner shall provide additional details on the light fixtures as well as a revised photometric plan that conforms to all code requirements for review and approval by Staff. 6. Property owner shall provide an onsite property manager or maintenance supervisor, Monday through Friday during business hours, approximately 9am to 5pm and provide emergency contact for non-business hours. 7. The property owner shall provide one onsite

residential unit on the subject property for occupancy by either a property manager or maintenance supervisor in order to provide an extra set of eyes for community watch and contact for the residents, unless otherwise prohibited by IHDA. Property owner shall ensure that the property is appropriately staffed at all times. 8. The subject property shall be constructed in substantial conformance with the Security Plan dated 8/31/21 and attached as part of this Ordinance. 9. The subject property shall be operated in substantial conformance with the initial Tenant Selection Plan dated as revised 2/2021 (subject to IDHA final approval) and attached as part of this Ordinance. The maximum occupancy as outlined in the plan shall be restricted to no more than two individuals per bedroom. 10. In the event that future traffic warrants are met for any traffic improvements to the intersection of Rand Road and Chestnut Avenue, the subject property owner shall contribute their pro rata share or 10% whichever is greater, of the costs for any such warrant study, design, and construction of improvements to this intersection. 11. The property owner shall implement any driveway modifications if determined necessary by the Village. 12. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies. Trustee Nicolle Grasse Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

Nays: Bertucci

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee John Scaletta moved to adjourn at 11:00 p.m. Trustee Richard

Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta,
Schwingbeck, Tinaglia



Village Board
10/4/2021

Item: Report of the Committee of the Whole Meeting of October 4, 2021

Department: Village Managers Office

Report of the Committee of the Whole Meeting of October 4, 2021
Interview of Philip Flores, Jr. for Appointment to the Environmental Commission,
term ending 4/30/24



Village Board
10/4/2021

Item: Report of the Committee of the Whole Meeting of October 4, 2021

Department: Village Managers Office

Report of the Committee of the Whole Meeting of October 4, 2021

Interview of Luanne Eisenhardt for Appointment to the Environmental Commission, term ending 4/30/24



Village Board
10/4/2021

Item: Report of the Committee of the Whole Meeting of October 4, 2021

Department: Village Managers Office

Report of the Committee of the Whole Meeting of October 4, 2021

Interview of David Jaeschke for Appointment to the Environmental Commission, term ending 4/30/24



**Village Board
10/4/2021**

Item: Replacement of Split System on Mixed Air Unit at Downtown Train Station

Department: Public Works

The 2021 Capital Improvement Program includes \$45,000 for the removal and replacement of the 13-ton Condensing Unit and Evaporating Coil Split System unit at the Downtown Train Station. A Split System is similar to a residential furnace. It is made up of a blower that moves air across two separate coils. One is a heat exchanger which transfers heat into the air flow. The other coil is piped into an air conditioning unit called a condenser.

On September 22nd, a public bid opening was held and six bids were opened and publicly read aloud. The results for the selected items are as follows:

BIDDER TOTAL BID for Condensing Unit & Evaporating Coil Split System, Honeywell Thermostat & Wireless Indoor Sensor.

The Stone Group	\$29,845
Oak Brook Mechanical	\$31,875
FE Moran	\$36,315
Progressive Mechanical	\$45,385
MG Mechanical	\$49,845
Hayes Mechanical	\$57,987

Village staff have successfully worked with The Stone Group in the past and recommends award.

Funds for this work is available in Account No. 401-7101-571.50-20 (BL9601).

RECOMMENDATION

It is recommended that the Village Board award the removal and replacement of the 13-ton Condensing Unit and Evaporating Coil Split System unit at the Downtown Train Station to The Stone Group of Chicago, Illinois, in an amount not-to-exceed \$29,845 and authorize staff to execute the necessary documents.



**Village Board
10/4/2021**

Item: Backyard Drainage Improvements 2021 - Contract Award

Department: Public Works

The Backyard Drainage Improvement Program is designed to extend the Village's Sewer Infrastructure to allow residents to connect private drainage improvements that would otherwise be cost prohibitive. The requirements of the program are that the improvements will help alleviate flooding issues that adversely affects a structure, multiple properties, or the public right-of-way. The Storm Water Control Fund budget includes \$400,000 for the 2021 Backyard Drainage Program.

On September 27th, 2021, five bids were publicly opened and read aloud. The bid tabulation is as follows:

<u>BIDDER</u>	<u>TOTAL BID</u>
---------------	------------------

Bolder Contractors, Inc.	\$ 262,810
Martam Construction, Inc.	\$ 332,703
Holiday Sewer & Water Construction, Inc.	\$ 349,000
Mauro Sewer Construction, Inc.	\$ 389,768
V3 Construction Group, Ltd.	\$ 411,500

The Engineer's estimate for the project was \$ 343,421.36. The low bidder, Bolder Contractors, Inc. has not performed work for the Village in the past, but based on positive feedback from a check of references, including Buffalo Grove and Lake Forest, Bolder Contractors, Inc. is deemed a responsible bidder. Staff is recommending that Bolder Contractors, Inc. be awarded the 2021 Backyard Drainage Improvement Program.

Funding for these services is available in Account No. 426-7101-571.50-25 (SW1102).

RECOMMENDATION

It is recommended that the Village Board award the 2021 Backyard Drainage Improvement Program to Bolder Contractors, Inc. of Cary, Illinois, in the amount

not-to-exceed \$262,810 and authorize staff to execute the necessary documents.



**Village Board
10/4/2021**

Item: Water & Sewer Improvements - Professional Engineering Design Contract Award

Department: Public Works

The approved Capital Improvement Program (CIP) includes funding in 2022 for the annual Water Main and Sewer Rehabilitation / Replacement Program. These projects are part of the Village's ongoing program to replace and rehabilitate the Village's aging water main and sewer collection systems. The Public Works Department evaluates and prioritizes the water main and sewer pipe replacements based on defect severity, occurrence interval of failures, service reliability, and other related parameters.

Proposals for Professional Engineering Design Services related to the 2022 Water and Sewer System Improvements Program were solicited from six qualified firms which possess extensive experience in this type of design work. The program scope includes the design for replacement of approximately 12,000 lineal feet of existing water main, field construction inspection, and engineering services related to spot repairs of sanitary sewers.

This proposal establishes hourly rates for various engineering disciplines to design and provide construction inspection services for water main replacement, sewer replacement and spot repair, as well as storm sewer repairs. The Village received three proposals which were evaluated based on cost, experience, and the firm's understanding and ability to perform the scope of services. The cost submitted by each firm is summarized below for the FY2022 Program:

<u>BIDDER</u>	<u>TOTAL COST</u>
IMEG Corporation	\$155,190
Haeger Engineering	\$189,750
Burns & McDonnell Engineering	\$213,992

IMEG Corporation provided the most comprehensive proposal which addresses all aspects of the required scope of work. IMEG has worked with the Village over the last six years with water main replacement projects, and staff has been very pleased with their work. IMEG has been determined to be responsible, and staff

recommends award.

Funding for these services is available in Account No. 505-9001-571.50-25 (WA9001). It is understood that funding for this program is contingent upon the approval of funds each year within the Capital Improvement Plan.

RECOMMENDATION

It is recommended that the Village Board award a three-year contract for Water and Sewer Improvements - Professional Engineering Design to IMEG Corporation of Gurnee, Illinois, for the not-to-exceed annual cost of \$155,190 and authorize staff to execute the necessary documents.



Village Board
10/4/2021

Item: Ordinance - Code Amendment - Chapter 13 - Alcoholic Liquor Dealers

Department: Manager/Legal

Chili's Grill & Bar at 640 E. Rand Rd. currently holds a Class "AA" license and has requested the addition of a Class "B" license, to sell prepackaged, unopened bottles of beer, wine and spirits with "to go" food orders.

RECOMMENDATION

It is recommended that an Ordinance Amending Chapter 13 of the Municipal Code, increasing the number of Class "B" liquor licenses from 30 to 31, be approved.

ATTACHMENTS:

Description

Code Amendment - Chapter 13

Type

Ordinance

AN ORDINANCE AMENDING CHAPTER 13 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Section 13-502 of the Arlington Heights Municipal Code, pertaining to the number of liquor licenses, is amended to increase the number of Class "B" liquor licenses authorized, with the amended entry for Class "B" liquor licenses to read as follows:

CLASS OF LICENSE	ANNUAL LICENSE FEE	NUMBER OF LICENSES AUTHORIZED
B	\$3,700.00	31

SECTION TWO: This Ordinance 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 4th day of October, 2021.

Village President

ATTEST:

Village Clerk

Liquor License Ordinances:B-Increase



**Village Board
10/4/2021**

Item: New Hope Academy - 3250 N. Arlington Heights Rd - PC#21-016

Department: Planning & Community Development

REQUESTED ACTION

1. Amendment to Land Use Variation Ordinance #17-016 to allow an expansion of the existing Private School.

VARIATIONS REQUIRED

None.

RECOMMENDATION

A public hearing was held by the Plan Commission on September 22, 2021 where Commissioner Drost moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees, approval of PC# 21-016, an amendment to Land Use Variation Ordinance #17-016 to allow an expansion of the existing Private School.

This recommendation is subject to the following conditions:

1. Should the Village observe issues with the drop-off and pick-up operations, the school shall work with Staff to resolve said issues, which may include (but is not limited to) additional staff assigned to assist with drop-off and pick-up, reconfiguring queue locations and allowing double stacking of vehicles in drive aisles (where appropriate), and staggering of arrival or departure times.
2. A total of 15 parking spaces on the southern side of the building shall be striped as "Reserved" for New Hope staff.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

Roll Call Vote: Commissioners Cherwin, Ennes, Green, Jensen, Lorenzini, Drost,

Sigalos, and Acting Chair Green voted in favor. Motion carried.

ATTACHMENTS:

Description

Staff Report
PC Minutes 9/22/21 - DRAFT
Aerial
Justification for LUV
Project Narrative
Traffic & Parking Study
Plat of Survey
Building Floor Plan
Expansion Floor Plan
Auxiliary Space Floor Plan
Department Comments - Round 1
Department Comments - Round 1 -
Petitioner Response
PC Timeline Tracker

Type

Board or Commission Report
Minutes
Exhibits
Correspondence
Exhibits
Correspondence
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits



VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project File: PC 21-016

Project Title: New Hope Academy LUV Amndmnt.

Address: 3250 N. Arlington Heights Rd., 200 Wing

PIN: 03-08-102-035, 03-08-102-029

To: Plan Commission

Prepared By: Sam Hubbard, Development Planner

Meeting Date: September 22, 2021

Date Prepared: September 17, 2021

Petitioner: Brandy Larrance

New Hope Academy.

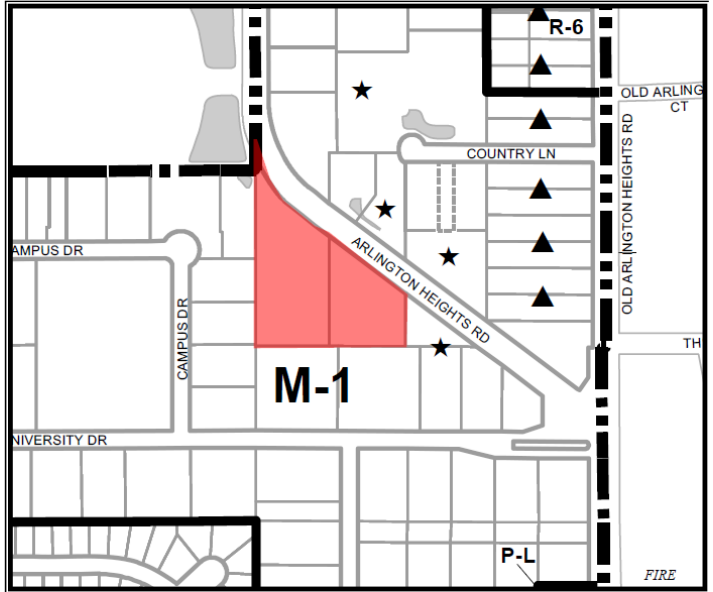
Address: 3250 N. Arlington Heights Rd. 200

Wing

Arlington Heights, IL 60004

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

Comprehensive Plan: R&D, Manufacturing, Warehousing



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development and Light Manufacturing District	Multi-tenant Office/Industrial Buildings	R&D, Manufacturing, Warehousing
South	M-1, Research, Development and Light Manufacturing District	Industrial/Office Buildings	R&D, Manufacturing, Warehousing
East	M-1, Research, Development and Light Manufacturing District	Self-Storage Facility	R&D, Manufacturing, Warehousing
West	M-1, Research, Development and Light Manufacturing District	Industrial/Office Buildings	R&D, Manufacturing, Warehousing

Requested Action:

1. Amendment to Land Use Variation Ordinance #17-016 to allow an expansion of the existing Private School.

Variations Required:

1. None.

Project Background:

New Hope Academy is a private therapeutic day school that provides education for students with special needs in grades six through twelve. The Arlington Heights Zoning Ordinance classifies this facility as a “Private School”, which is not permitted within the current M-1, Research, Development, and Light Manufacturing District zoning classification of the subject property. However, in 2017 the school received a Land Use Variation to allow them to open their school within the multi-tenant office building at 3250 North Arlington Heights Road. New Hope is proposing an expansion into a neighboring unit within that building, which requires an amendment to their existing Land Use Variation.

The existing facility is approximately 18,000 square feet and has capacity for up to 95 students and includes 35 employees. The proposed expansion would increase the size of the school to approximately 26,500 square feet and enrollment capacity to approximately 135 students. The total number of employees is estimated to increase from a maximum of 35 to a maximum of 50 employees. Hours of operation are between 8:00am and 2:30pm on Monday through Thursday, and between 9:00am and 2:30pm on Friday. New Hope Academy would like to have the expansion ready for occupancy by January of 2022.

The overall subject property is 5.42 acres in size and the single-story building on the site contains approximately 73,000 square feet of floor area. Primary access to the site comes from two driveways onto North Arlington Heights Road; the northern access point provides right-in/right-out access only, and the southern access point provides full access to North Arlington Heights Road. A third entrance/exit access drive leads from the southwestern corner of the site down to University Drive, providing access to the signalized intersection of University Drive and Arlington Heights Road. The site contains a total of 272 parking spaces for the tenants within the building. In addition, the property has a perpetual easement with Hillside Towing to the south (120 W. University Drive) for usage of 29 parking spaces on the Hillside property adjacent to the third access point at the southwest corner of the subject property.

Zoning and Comprehensive Plan

As mentioned above, the subject property is within the M-1, Research, Development and Light Manufacturing District and private schools are not classified as either a permitted or special use within the M-1 District. Therefore, an amendment to the existing Land Use Variation is required. As part of the application process, the petitioner has provided a written justification outlining how the expansion conforms to the following criteria necessary for Land Use Variation approval:

- o The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- o The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- o The proposed variation is in harmony with the spirit and intent of this Chapter.
- o The variance requested is the minimum variance necessary to allow reasonable use of the property.

The Staff Development Committee has reviewed this response and agrees that the necessary criteria for Land Use Variation approval have been met to allow New Hope to expand within the existing building. The Village notes that: 1) New Hope has been occupying the site since 2017 and the Village is not aware of a history of complaints generated by this use (as experienced by neighboring property owners); 2) the proposed 42% expansion will not have a significant impact on traffic or parking in the area as will be outlined within the Traffic & Parking section of this report; 3) as noted by the petitioner, drop-off and pick-up volume is not expected to substantially increase as the additional student population will mostly be coming from

communities that are already sending vans/transportation to the school and these existing vehicles will be able to accommodate most of the incoming students.

The Village's Comprehensive Plan designates the future use of the subject property as "Research & Development, Manufacturing, and Warehousing". Given that the existing use has successfully integrated into the multi-tenant office building on the subject property (office uses are classified as permitted uses within the M-1 District), no amendment to the Comprehensive Plan is recommended for the proposed expansion.

Conceptual Plan Review Committee:

On June 23, 2021, the petitioner discussed their expansion with the Conceptual Plan Review Committee. The discussion was brief and the three members in attendance did not express any major concerns with the concept of the expansion. They encouraged the petitioner to proceed forward. The minutes from this meeting are included in the materials transmitted to the Plan Commission.

Site Plan, Building and Landscaping

The petitioner has not proposed any exterior modifications to the existing site or building. Staff has examined the property and verified that the code required landscaping is present, which was recently updated as part of the original 2017 approval granted to New Hope Academy. All proposed work within the interior of the building will be required to conform to applicable Building Code requirements and will require a permit.

Traffic & Parking

Per Section 6.12-1(3), all Land Use Variation amendment applications for projects greater than 5,000 square feet in size and located along a major arterial street are required to include a formal parking and traffic study that analyzes access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and drop-off/pick-up operations. The applicant has hired Kenig, Lindgren, O'hara, and Aboona (KLOA) to prepare the required study, which has been completed and reviewed by staff. Overall, the existing intersections in the vicinity of the subject property and the movements through these intersections will all remain at existing Levels of Service (LOS), none of which currently operate below a LOS "C", with one exception: the egress movements outbound from the site at the southern access drive onto Arlington Heights Road experiences a delay of LOS "D" in the morning and afternoon commutes. This delay is projected to increase to a LOS "E" during both the morning and afternoon commutes. However, it is important to note that:

- The afternoon peak in traffic at New Hope (2:00pm-2:30pm) does not coincide with the afternoon peak on the surrounding road network (4:30pm-5:30pm).
- In practical terms, the existing LOS "D" for outbound movements at the southern access drive equates to a 33.7 second morning wait time and a 35.3 second afternoon wait time to clear the intersection and resume normal speeds. Reduction to LOS "E" equates to a 39.2 second morning wait time and a 42.9 second afternoon wait time to clear the intersection and resume normal speeds. This is a six second increase in the morning and an eight second increase in the afternoon.
- If wait times for egress at the southern access drive become too lengthy, vehicles have both the northern and the southwestern access drives as alternative options.
- Left turn ingress into the site at the southern access point is expected to continue operating at a LOS "A".

The KLOA study assessed the drop-off and pick-up operations and observed vehicle stacking/queuing during both the morning and afternoon, with a maximum of 29 vehicles in the line, which wrapped around the southeastern wing of the building. However, the afternoon queue of vans/vehicles do not stack during peak

arrival/departure times for other tenants within the building and the queues were observed to clear within 15-20 minutes. Per the petitioner, 10 staff members will be assisting with drop-offs and pick-ups, helping students get in and out of vehicles. Should problems with these operations be observed, at the discretion of the Village, the petitioner will be required to work with staff to resolve any such issues, including but not limited to, assigning additional staff to help with drop-off/pick-up operations, reconfiguring queue locations and allowing double stacking of vehicles in drive aisle (where appropriate), and staggering of arrival or departure times.

Relative to parking, the subject property conforms to all parking requirements and no parking variation is required. The detailed parking calculations are included as **Exhibit I** at the end of this report. As part of their study, KLOA surveyed onsite parking over four days in July of this year and staff has observed parking usage via historical aerials to provide a snapshot of pre-Covid parking demand. The KLOA parking totals were adjusted to reflect 100% occupancy of the building (with office uses in the existing vacant spaces), and the parking demand for the New Hope expansion was estimated and combined with the observed parking usage. Overall, the peak parking demand is expected to approach 76% occupancy of the parking lot given buildout of the New Hope expansion and full occupancy of the building. As such, a sufficient surplus of on-site parking is available for the proposed expansion. To accommodate for the increase in staff (15 person increase), an additional 15 parking spaces in the parking lot should be striped as reserved for New Hope Academy.

RECOMMENDATION

The Staff Development Committee reviewed application PC# 21-016, a request for an amendment to Land Use Variation Ordinance #17-016 to allow an expansion of the existing Private School on the subject property, and recommends APPROVAL of the application subject to the following conditions:

1. Should the Village observe issues with the drop-off and pick-up operations, the school shall work with staff to resolve said issues, which may include (but is not limited to) additional staff assigned to assist with drop-off and pick-up, reconfiguring queue locations and allowing double-stacking of vehicles in drive aisles (where appropriate), and staggering of arrival or departure times.
2. A total of 15 parking spaces on the southern side of the building shall be striped as “Reserved” for New Hope staff.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

September 17, 2021

Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I – Parking Calculations:

Location	Use		Ratio	Number of Teachers	Number of Classrooms	Number of Students	Size (Sq. Ft.)	Parking Required
Suite 101	North American Die Casting	Office	1 per 300 SF	-	-	-	2,461	8
Suite 102	Planning Dynamics	Office	1 per 300 SF	-	-	-	2,256	8
Suite 105	Communications Workers of America	Office	1 per 300 SF	-	-	-	3,689	12
Suite 109	Lederer Vision	Medical Office	1 per 200 SF	-	-	-	5,435	27
Suite 100 and 200	New Hope Academy	Elementary School	1 per employee + 1 per 5 classrooms	18	5	35	27,043	93
		High School	2 per employee + 1 per 10 students	32	18	100		
Suite 300	Cook County Health	Medical Office	1 per 200 SF	-	-	-	23,555	118
Suite 301	Vacant	Office	1 per 300 SF	-	-	-	2,795	9
Suite 308	Lederer Vision (storage area)	Office	1 per 200 SF	-	-	-	608	3
Common Areas, Hallways, etc.	-	Office	1 per 300 SF	-	-	-	4,021	13
Total				50	23	135	71,863	
Total Required								292
Parking Spaces on Subject Property								272
Parking Spaces Provided via Easement on 120 W. University Property								29
Total Provided								301
Surplus/Deficit								9

*29 spaces are provided by 120 W University via easement as required when 120 W University was granted zoning approvals (Ord. 04-035 Condition #4)

PLAN

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

COMMISSION

RE: NEW HOPE ACADEMY - 3250 NORTH ARLINGTON HEIGHTS ROAD - PC #21-016
AMENDMENT TO LUV ORDINANCE 17-016

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting held virtually, in response to the COVID-19
pandemic, which permits the public to fully participate via their computers or using their phones,
on the 22nd day of September, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
BRUCE GREEN, Acting Chairperson
JOE LORENZINI
JAY CHERWIN
JOHN SIGALOS
TERRY ENNES
GEORGE DROST
LYNN JENSEN

ALSO PRESENT:

SAM HUBBARD, Development Planner
HART PASSMAN, Village Attorney

CHAIRPERSON DAWSON: All right. Well, let's call this meeting to order. Before we start, I need to state that I find that the public health concerns related to the Corona virus pandemic render in-person attendance at the regular meeting location not feasible.

So, with that, let's call to order and start with the Pledge. Who has a flag?

COMMISSIONER GREEN: Wait, I've got a flag.

COMMISSIONER SIGALOS: Get your flag, Bruce.

CHAIRPERSON DAWSON: Thanks, Bruce.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, roll call attendance?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes. Commissioner Ennes? I see you're on mute. I see you here, but you're on mute.

COMMISSIONER ENNES: Present. Sorry.

MR. HUBBARD: All right, Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

(No response.)

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, our first agenda item is approval of the minutes. Do you have a motion?

COMMISSIONER GREEN: Yes, I'll make a motion to approve two sets of minutes, the first one being Chapter 28 Text Amendments, and the second one being Ridgeline/Rohrman Development, both from 8/25/21.

COMMISSIONER ENNES: I'll second that.

CHAIRPERSON DAWSON: All right, we need a roll call vote.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost. Commissioner Drost, who I see present, but on mute?

COMMISSIONER DROST: Unmute, yes.

MR. HUBBARD: All right, Commissioner Green?

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Abstain, I was not here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

All right, then moving on to our next agenda item, at this point I am recusing myself and someone else will be taking over the meeting. I'll be joining you back shortly.

MR. HUBBARD: Yes, Chair Dawson has to recuse herself, so as a matter of procedure, we need to nominate a Chair Pro Tem for the next zoning matter. Chair Green did an excellent job the last time we were in this position, so if anyone is so inclined, they may nominate him or anyone else.

COMMISSIONER DROST: I will nominate Commissioner Green.

COMMISSIONER JENSEN: I'll second.

COMMISSIONER SIGALOS: Second.

MR. HUBBARD: All right, let's take a roll call.

Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, I guess.

MR. HUBBARD: Commissioner Jensen who is now in attendance.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: That's it. So, we have a Chair Pro Tem, Chair Green for the next zoning case, and then our standard Chair Dawson will join us back for the following case.

ACTING CHAIRPERSON GREEN: Okay, thank you all for your vote of confidence here. Our first case tonight is PC #21-016, the New Hope Academy land use variation amendment. Brandy Larrance is the Petitioner.

Are you here?

MR. HUBBARD: Yes, Brandy and anyone on Brandy's team, if you could raise your hand in Zoom? I'll go ahead and bring you in to the meeting. Hold on.

ACTING CHAIRPERSON GREEN: When you get them, Sam, I'll swear everybody in at once.

MR. HUBBARD: So, it looks like we now have Mrs. Brandy Larrance and Mr. Dave Larrance in attendance, the Petitioners for the New Hope Academy agenda item. Zoom should be asking both of you to unmute and activate your camera.

ACTING CHAIRPERSON GREEN: All right, Terry, you're on mute, I think. I can't hear you, unless I'm on mute or something.

COMMISSIONER SIGALOS: Yes, Terry is on mute.

ACTING CHAIRPERSON GREEN: There you go, okay. I lost Sam though and I lost the Petitioners. I don't see them yet.

MR. LARRANCE: We're here.

MRS. LARRANCE: This is Brandy.

ACTING CHAIRPERSON GREEN: Oh, there we go.

COMMISSIONER SIGALOS: Yes, I see the Petitioners.

MR. HUBBARD: Yes, they're in here, Chair Green, but we have so many people as part of this meeting that it won't show everyone at all times.

ACTING CHAIRPERSON GREEN: Okay, well, I'm going to swear you in. If you would just answer my one question.

(Witnesses sworn.)

ACTING CHAIRPERSON GREEN: There you go. I've always wanted to say it that way. But anyway, at this point, I don't know who's going to lead, whether it's Dave or Brandy, but why don't you tell us about your project?

MR. LARRANCE: Brandy is going to go ahead and take the lead on this one.

ACTING CHAIRPERSON GREEN: Okay.

MRS. LARRANCE: Sure. So, at this time, would you like me to screenshare the presentation?

ACTING CHAIRPERSON GREEN: Yes. Go through, yes, whatever you want to present to us, we would love to hear it.

MRS. LARRANCE: Is my screen available for you to see?

ACTING CHAIRPERSON GREEN: Yes, it is. Yes, it is, Brandy. If I could just interrupt for a minute, I want to ask Sam, have all the public notices been made on this petition?

MR. HUBBARD: Yes.

ACTING CHAIRPERSON GREEN: Thank you.

Now, Brandy, I'm sorry, we're back to you. If you could proceed, please?

MRS. LARRANCE: Sure, and if at any point in time you need me to slow down, repeat, stop, please just let me know.

ACTING CHAIRPERSON GREEN: Okay, thank you.

MRS. LARRANCE: Yes, absolutely. So, New Hope Academy is a private therapeutic day school located in Arlington Heights. We moved from Niles in 2017 and joined the Village of Arlington Heights then. You might not remember us, but we remember you guys though.

So, New Hope Academy is one of the best therapeutic day schools in Illinois. We think that because it's our school, but we also hear that often from many people. We serve students ages 11 through 21, grades six through 12. We have students with primary disabilities, emotional disability, OHI which is other health impairment, SLD which is specific learning disability, and autism. We have highly qualified staff that work with our students, and we provide a safe, supportive environment for them to learn.

So, our plan now is that we have a current site obviously at 3250 North Arlington Heights Road. It is our biggest setting for our therapeutic day school at 18,000 square feet. We have 35 staff and we reach capacity at 95 students. So, our hope moving forward is that we will bring our east campus, which is currently located in Glenview, over to the 100 Wing in Arlington Heights within the same building. When we do this, we'll be able to combine all of our resources and work more effectively in order to meet the needs of our students. At that time, if we do bring the campus over to the 100 Wing, we will have 27,000 square feet, around 50 staff, and reach capacity at 135 students.

So, one of the biggest things that we needed to look into was the traffic, the parking, the drop-off, and the pick-up. So, we did have that traffic study completed again, and we will continue to follow all of their recommendations. All that information was submitted to the Village and we will follow all the recommendations made by the Village of Arlington Heights to make sure that our traffic, parking, drop-off/pick-up run as smoothly as possible.

All of our drop-off and pick-up will continue, even though we're adding students, at the existing entrance that we use now. It makes more sense to have all the students enter into one entrance versus stopping traffic, letting some kids out, and then moving cars forward. That would take much longer.

Just as a side note, although typically students with a driver's license are allowed to drive to school, our policy and special ed law does not allow New Hope students or any students in special ed to drive to school. So, we don't have students parking in our lot. Drop-off happens in the morning at 8:15, pick-up happens at 2:30.

One of the things that we addressed in our PowerPoint that was asked of us is to look at any complaints or anything that we've heard through the Village or during our time in Arlington Heights, and I'm happy to report there have been no complaints. If there have been, I don't know about them, which I guess is okay. So, we are and will be committed to being good community members.

We really appreciate the Village of Arlington Heights. We greatly appreciate the Fire Department and the Police Department. We have excellent working relationships with both of those departments. They come visit us often just to say hello or to do some speaking to our students about Internet safety, they walk with us through crisis intervention or intruder drills. It's wonderful, and we're committed to continuing to make a positive impact in your Village and our Village, too. So, this is an example of something that we've done recently where we've adopted a highway down the street and we work to keep Arlington Heights beautiful and clean.

So, I can stop screensharing and open for any questions or comments, address any concerns you may have. Is that what --

ACTING CHAIRPERSON GREEN: Yes, we'll get there, Brandy. If you're complete with what you're going to do, the Staff will give its report. Then we'll have questions from the Commissioners and the public or then we'll get back to you as needed.

MRS. LARRANCE: Excellent.

ACTING CHAIRPERSON GREEN: So, thank you.

Sam, would you like to give the Staff report?

MR. HUBBARD: Sure. Let me find my presentation here, just one second and cue it up.

Okay, can everyone see this?

(Chorus of yeses.)

MR. HUBBARD: All right, as you've heard, the subject property is located on North Arlington Heights Road in the 200 Wing of the subject property, that's on the very far north side of the Village. New Hope has been there since 2017 when they were approved for a land use variation to allow a private school in the M-1 Research Development and Light Manufacturing District. The subject property is developed with a light industrial/flex office building that's zoned M-1, and private schools are not allowed in the M-1 district and, therefore, the school needed a land use variation which, as you've heard, was approved in 2017. The proposed expansion requires an amendment to that existing land use variation, and so that is the reason that the Petitioner is before you this evening.

I just want to briefly walk you through an aerial of the subject property. You can see it here bounded in red with the red line. North is to the top of the screen, let's see. One moment here.

So, again, the subject property bounded in red, this is the existing location in yellow where New Hope is located. They have a small auxiliary office located in the southeastern corner of the building. The red area is where they want to expand. So, basically, this is going to make one long continuous space for New Hope within the building, plus the auxiliary office and storage area there.

The site has good access. Up on the north side, you can't really see it here but there is a right-in/right-out driveway. There's a secondary southern access point here. This is a full access intersection with Arlington Heights Road. It's non-signalized, but I would note that northbound traffic on Arlington Heights Road does have a dedicated left-hand turn lane to make left-hand turn movements into the subject site. On the southwestern corner, there's an access easement with the Hillside site just to the south which provides access on to University Drive, which provides eventual access to a signal at University and Arlington Heights Road. So, the site does have pretty good access being that it isn't directly served by a signal on Arlington Heights Road.

Here is the site plan. Again, you can see here the right-in/right-out access, and then the full access intersection at the south, and then down here we have the access easement onto the property, and the eventual access to University Drive.

Here is where the entrance, the main entrance to the New Hope facility is. One of the things we looked at was the drop-off/pick-up operations. Basically, what happens at the beginning of the day and at the end of the day for drop-off and pick-up is that cars, buses and vans start queuing right here, and then the line queues all the way back, wraps around the building sometimes, and then comes all the way to the back right around this point. So, we wanted to make sure that the stacking queue, given the increased capacity at New Hope, was not going to create any stacking or parking problems.

There is a proposed increase in staff; going from about 35 to 50, so it's 15 additional staff members. So, New Hope is going to, and the property owner, is going to need to stripe additional parking spaces as reserved only for New Hope. Currently, they have a few spaces striped as reserved in this location, and then down here, and then there's going to be additional, 15 additional spaces as part of this project reserved for New Hope here, and then here as well. What this does is basically, when cars start to stack up during the drop-off and pick-up operations, when these spaces are reserved for New Hope employees, it eliminates

conflicts getting in and out of these spaces during times when there may be cars and vans and buses stacked up in the drive aisle.

We analyzed this relative to traffic; there are a few key items to point out. In the analysis, additional trips that would be experienced as a result of New Hope's expansion, the analysis is fairly conservative. What KLOA, the traffic consultant, did was they observed the number of buses and vans at the existing facility in Glenview, and they based their number of increased buses and vans on the subject property as based on those observations in Glenview. But in reality, a lot of those students that are at Glenview are students that are coming from districts that send students already to New Hope. So, what that means is that these existing buses and taxis and cabs and vans that are already queuing and stacking on the site dropping off students can, in theory, double up on students from the same district. So, it may not actually result in the number of 29 additional bus and van movements during the peak hours because that's, you know, there's going to be some consolidation of students in these vans and it's not strictly going to be a one-per-one given the expansion. So, we think that was important to note in our analysis.

They did do a level of service analysis for all existing intersections in the vicinity. Probably one thing to note, and the worst, the lowest level of service grade is the eastbound approach with the south access drive. So, basically, what that's saying is if you're leaving on this southern access drive, there is going to be a level of delay as you wait to get into traffic either southbound on Arlington Heights Road or take a left to head northbound. That level of service is projected to go from a D to an E. So, in the morning as existing, it's at about a 34-second wait; it's going to go up by about six seconds of delay to a level of E. Then in the evening, it's going to go from about a 35-second delay to about a 43-second delay, so about eight more seconds of delay time.

This doesn't create any additional stacking on site. The cars are able to clear within those time periods so that stacking on site doesn't create any conflicts. I would note that if stacking here at this intersection during peak times becomes unmanageable, there are alternative options on the site for egress. So, we're not as concerned with traffic relative to this project.

Regarding parking, the traffic consultant did do a detailed study. They took surveys of existing parking areas, forecasted demand for what parking would be. Given that the students here aren't driving, this is a really low intensity parking use, so we don't have any issues relative to parking.

But relative to drop-off and pick-up, you can see in this aerial, you can see this was actually taken when there was stacking and queuing for New Hope. So, you can see that line of traffic. It's well managed. You can see that there's, you know, spaces for cars to come in here. They don't queue to block drive aisles. So, New Hope does have a large number of staff out there to assist in these operations, and the traffic consultant did find that, you know, the stacking during morning and afternoon drop-off/pick-up clears within about 15 to 20 minutes.

So, we are supportive of this use. We are supportive of the expansion. We think it can be accommodated with the existing street network relative to traffic. Parking can be accommodated on site. We are recommending a condition of approval that if there are issues observed during drop-off and pick-up, that New Hope will work with the Village to address those, you know, with possible strategies such as additional staff managing those

operations, they could even try and reconfigure the queuing and stacking locations and perhaps even allow double stacking of vehicles in appropriate locations, or even staggering arrival and departure times. Additionally, we would recommend a condition of approval that the property owner stripe an additional 15 parking spaces as reserved for New Hope. But other than that, we are supportive of the project, and happy to answer any questions.

ACTING CHAIRPERSON GREEN: Thank you, Sam.

Just to get back in to Brandy and Dave, you've seen those three conditions. Do you accept those three conditions?

MR. LARRANCE: Yes, we do.

ACTING CHAIRPERSON GREEN: Great.

Is there a motion to enter the Staff report into the minutes?

COMMISSIONER DROST: Yes, I'll make that motion.

ACTING CHAIRPERSON GREEN: Is there a second to that?

COMMISSIONER ENNES: I'll second that.

ACTING CHAIRPERSON GREEN: If we could take a roll call vote, please,
Sam?

MR. HUBBARD: Yes.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Green.

ACTING CHAIRPERSON GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER LORENZINI: You're mute, Lynn. Lynn's on mute.

COMMISSIONER JENSEN: Yes. Sorry.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

ACTING CHAIRPERSON GREEN: Okay, so moved.

Does the Commission have a preference to go to the audience first, or would you like to get to any questions you might have, you know, at the Commissioner level? Any preference, guys?

COMMISSIONER DROST: Audience first.

COMMISSIONER JENSEN: Audience.

ACTING CHAIRPERSON GREEN: Okay, Sam, if you would see if there's anybody in the audience that would like to speak on this?

MR. HUBBARD: Yes.

If there's anyone in attendance in the audience that wants to speak on this matter relative to New Hope, please raise your hand in Zoom and I will bring you in to give your comment. If you dialed in over phone, dial *9 to be added to the queue to speak. I do see one individual with their hand raised, let's bring them over.

So, I should be bringing over a Cassandra Holliday who has their hand raised. Zoom should be asking you to promote yourself to a panelist. All right, Cassandra Holliday, you are now in. You can unmute yourself and activate your camera and provide your public comment.

QUESTIONS FROM AUDIENCE

MS. HOLLIDAY: Hi, I'd just like to say congratulations to New Hope. They do excellent work and are a wonderful asset to any community they join. Thank you.

ACTING CHAIRPERSON GREEN: Cassandra, if you could do me a favor? If you could state your name and spell your last name for the court reporter, I would appreciate it.

MS. HOLLIDAY: Cassandra Holliday, H-o-l-l-i-d-a-y.

ACTING CHAIRPERSON GREEN: Thank you very much.

MS. HOLLIDAY: You're welcome.

ACTING CHAIRPERSON GREEN: Sam, is there anybody else?

MR. HUBBARD: I don't see anyone else with their hand raised, so I think we can close public comment.

ACTING CHAIRPERSON GREEN: Okay, we will close public comment and get to the Commissioners. I'm looking at across the board.

Terry, you're right next to me, would you like to start with any comments you have?

COMMISSIONER ENNES: I would. Just a comment in the interest of full disclosure. I should point out that I was a tenant in this building for quite sometime, and I no longer have an interest in that building or in that business that was in the building. But I was there all during the time of New Hope Academy, and I've got to say they were really a great tenant. The stacking is done at a time that isn't a big conflict to most of the office occupancy. The building is medical and office and New Hope. The building I should say is very well managed. They did everything they could to make it convenient and work for all the tenants including New Hope. Everything I heard about the school was great about them.

That's more of a commentary than a question, but I really have no questions. I think it's a great project. It's good to see that they're doing such a great job. It's my understanding that the expansion of the school, and Ms. Larrance, you might be able to confirm this, was at the request of the state. Another school that was either closing, the state asked that you take over their students, is that correct?

MRS. LARRANCE: So, I think what you're speaking about is our location in Glenview was formerly Evanston Day School, which was owned by North Shore Hospital System, and they were closing that school down. They reached out to us because of our performance and the job we did and asked us to come in and take that school. We determined that that was a really great thing to do, right. But aesthetically and space-wise, we've run out of room there. Like I said, we really appreciate being where we are and want to continue to serve the most fragile kids, right? So, this will work very well for us.

COMMISSIONER ENNES: Well, I think it's a great project and look forward to you to go ahead with it.

MRS. LARRANCE: Thank you.

COMMISSIONER ENNES: That's all I have, Bruce.

ACTING CHAIRPERSON GREEN: Thank you, Terry.

Jay, I see your name up there next. Would you like to ask any questions?

COMMISSIONER CHERWIN: No, I appreciate the opportunity but, you know, I was very supportive of this when they went into it. I'm glad to see that it's working out well. Some of my biggest concerns when they initially did it back in 2017 was just to make sure some of those turning movements and everything were going to be safe and workable. Sounds like they are.

You know, I'm supportive of this. I think it's great. It sounds like it's working out really well. I think it's a great use. They're obviously doing a really good job for folks and the community and the surrounding area. So, I'm happy to support this.

I guess if I could ask one question of Sam? How is, it doesn't seem like the southerly access route to get you to the light, the signaled intersection, is that really at this point superfluous or, you know, how is it being used if at all? That would be my only question.

MR. HUBBARD: It's not heavily used. New Hope's circulation procedures for drop-off and pick-up do not send those vehicles out through that access point. They're supposed to use the access on the Arlington Heights Road side. So, it's really just as like an alternative for a worst case scenario.

COMMISSIONER CHERWIN: Got it, thanks. No more questions. Thank you, Bruce.

ACTING CHAIRPERSON GREEN: Thank you, Jay.

Let's see, who is up there next? Looks like, Joe, you're the next one in line.

Joe, do you have any questions?

COMMISSIONER LORENZINI: No, what they're doing sounds like a great service to the community. I'd like to know more about what they do but I don't want to take everybody's time about that. No, I think it's a good project.

ACTING CHAIRPERSON GREEN: Thank you, Joe. Let's see. George?

COMMISSIONER DROST: Yes. If it wouldn't be pretentious, I'd like to make a motion. I mean, I just --

ACTING CHAIRPERSON GREEN: Let's see if anybody has any more comments, although I would welcome that, George.

COMMISSIONER DROST: My comments are, yes, my comments are consistent with the previous ones. So, onward and upward.

ACTING CHAIRPERSON GREEN: All right, let's just jump over to you, John. Do you have any comments that you'd like before we make a motion?

COMMISSIONER SIGALOS: No, I really don't. I participated in the Conceptual Plan Review Committee meeting, and very happy to hear that New Hope is doing well and staying in Arlington Heights, expanding their facility. So, I'm fully supportive of it. I've got no other questions.

ACTING CHAIRPERSON GREEN: Thank you, John.

I was also in the Conceptual Plan Review Committee, so I don't have any questions. I think it's a great, great facility and a very good use.

So, George, if you would like to make a motion?

COMMISSIONER DROST: Yes. I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #21-016, an Amendment to Land Use Variation Ordinance 17-016 to allow an expansion of the existing private school.

This recommendation is subject to the following conditions:

- 1. Should the Village observe issues with the drop-off and pick-up operations, the school shall work with Staff to resolve said issues, which may include (but is not limited to) additional staff assigned to assist with drop-off and pick-up, reconfiguring queue locations and allowing double-stacking of vehicles in drive aisles (where appropriate), and staggering of arrival or departure times.**
- 2. A total of 15 parking spaces on the southern side of the building shall be striped as "reserved" for New Hope staff.**
- 3. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

ACTING CHAIRPERSON GREEN: Thank you.

Is there a second to that motion?

COMMISSIONER SIGALOS: Second that.

ACTING CHAIRPERSON GREEN: Okay, it looks like, Lynn, I didn't mean to cut you off from comments.

COMMISSIONER JENSEN: I had no further comments. I'm very supportive with everybody else.

ACTING CHAIRPERSON GREEN: Okay, so with a motion and a second, Sam, could we take a roll call vote please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

ACTING CHAIRPERSON GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

ACTING CHAIRPERSON GREEN: Well, I think that's unanimous for us tonight, to Brandy and Dave. This will be passed on, our recommendation will be passed on to the Board of Trustees.

Sam, do you have a date when that might happen?

MR. HUBBARD: We'll have to work out when the most appropriate date with the Board is. It would either be the first or second meeting in October. So, we'll try and

schedule that with you, Mrs. Larrance, and we'll be in touch.

COMMISSIONER JENSEN: Yes, Sam, housekeeping question. Why is it that Commissioner Cherwin gets two slots and poor George Drost gets zero. They have Cherwin down here twice, in my screen anyway, and we do not have poor George Drost listed.

ACTING CHAIRPERSON GREEN: There he is.

COMMISSIONER DROST: I'm fine.

COMMISSIONER JENSEN: Does Cherwin get two votes?

COMMISSIONER CHERWIN: I'm a real power player, Lynn.

ACTING CHAIRPERSON GREEN: So, congratulations to the Larrances, and we're looking forward to the expansion. So, stay in touch with Sam and he'll give you the date for the Trustees. But congratulations!

MR. LARRANCE: Thank you all very much for your time.

MRS. LARRANCE: Yes, and if at any point in time anyone would like to come visit and see the school, we love to talk about New Hope and all the good stuff and what we do. So, our doors are open to you.

ACTING CHAIRPERSON GREEN: Thank you very much. Take care now.

COMMISSIONER SIGALOS: Okay, good luck moving forward.

ACTING CHAIRPERSON GREEN: So, Sam, I guess we turn it over to the real Chairman here tonight, Sue Dawson, when we're done with this. Is that how we're going to do this, Sam?

MR. HUBBARD: Yes. So, I see she's back.

CHAIRPERSON DAWSON: You did a great job, Bruce.

COMMISSIONER GREEN: There we go. Thank you. I've done this before a couple of times.

CHAIRPERSON DAWSON: Yes, once or twice, right?

COMMISSIONER DROST: Do you get a raise in pay?

COMMISSIONER GREEN: I think so, George.

COMMISSIONER DROST: All right, great.

CHAIRPERSON DAWSON: You get zero times two.

COMMISSIONER ENNES: Good thing somebody does.

COMMISSIONER GREEN: There you go. All right, Susan, take it away.
(Whereupon, at 8:04 p.m., the public hearing on the above-mentioned petition was adjourned.)

STATE OF ILLINOIS)
) SS.
 COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that
 I am a digital 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.

 RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO
 BEFORE ME THIS _____ DAY OF
 _____, A.D. 2021.

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DRAFT



Arlington Heights Road

University Drive

N



Review criteria

Land use variation criteria

- 1. The property in question cannot yield a reasonable return if permitted to be used only for the condition allowed for the regulation in that zone.**

When NewHope Academy (NHA) first came to 3250 N. Arlington Heights Road in 2017 the property had been over 70% vacant for more than 5 years. Despite the best efforts of the CBRE and NAI/Hiffman leasing teams the property was unable to move above the 30% leased level. NHA brought new life to the property. However, the already weak multi-tenant office market has been hit hard by the Covid 19 pandemic and nearly 50% of the 100 Wing of the property is currently vacant.

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

The current 100 Wing vacancy abuts the existing presence of NHA in the property creating a unique opportunity for organic expansion by a highly successful tenant and for ownership to lease space that has proven to be extraordinarily difficult to fill. The proposed expansion space would offer NHA, open ceilings, no common corridor and large contiguous space, similar to their existing space.

- 3. The variation, if granted will not alter the essential character of the facility.**

The design of expanding into Wing 100 continues to allow NHA to occupy continuous space at 3250 N. Arlington Heights Rd. This space continues to be physically isolated from any other tenants, with our own entrance and bathrooms. The buildings multiple roof mounted package HVAC units offer NHA complete control over the physical environment of the students. The open ceiling design of the building eliminates the claustrophobic feel often found in other locations. With parking ratio in excess of 4/1000, the property provides ample parking for the additional 13 full time NHA staff members.

The multiple parking lot entrances off Arlington Heights Road and University Avenue allow for safe and efficient ingress and egress from the property. NHA has operated in this location for almost 4 years without issue for drop off and pick up of our students, through small buses and vans. Even with the expansion, NHA will work with the same districts, therefore not changing the number of small buses/vans that are staged along the west and south sides of the building, away from busy streets and immediately adjacent to NHA's building entrance. Again, the impact of the expansion on traffic flow is minimal as students moving from the Glenview location to Arlington Heights are students from the same school districts, therefore using the same vans/buses.

NHA is a private therapeutic day school servicing students ages 11-21, grades 6-12, with special needs. NHA students are average to above average intelligence, exhibit internalizing behaviors (anxiety/depression) and are typically diagnosed with an Emotional Disability or high functioning Autism.

NHA is one of the most well-known therapeutic day schools in Northern IL, servicing over 40 school districts within a 60-mile radius. NHA staff are highly trained experts in the areas of working with students with special needs both academically and therapeutically.

NHA students continue to come from a wide geographic area, allowing 3250 N. Arlington Heights Road to be ideal with the easy access to 355/53 north-south corridor and the Dundee & Lake Cook Road east-west corridors.

Since 2017, NHA has increased the services they provide to the most fragile District 214 students, both in junior high and high school by more than 400%. Clearly the relationship between NHA and District 214 has been mutually beneficial. We have worked hard as a school to maintain a strong working relationship with the Arlington Heights Police Department and are grateful for their support, educational programs, and overall commitment they give to NHA. NHA also contributes positively to the community of Arlington Heights by volunteering with local trash pickup and local businesses, shopping within the community and supporting local business, clearing invasive species, and maintaining a lovely outdoor garden.

NHA's mission is to provide rigorous academics with an intense level of therapeutic support; the end goal being to support very bright students to build skills to be functional adults. We appreciate Arlington Heights role in assisting us in this mission and are looking forward to bringing our Glenview campus to the wonderful city of Arlington Heights.



3250 N. Arlington Heights Rd.

200 Wing

Arlington Heights, IL 60004

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www.nhawebsite.com

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NEWHOPE

A C A D E M Y

2021

Business Plan



**WHERE BRIGHT
STUDENTS SHINE!**

SPACE

- NewHope Academy is currently leasing 18,000 square feet in Arlington Heights (NHA).
- We are looking to expand our current space to include 9,600 square feet to move our already established Glenview East Campus location (NHAE) to Arlington Heights.
- We have a separate, not connected space of 1600 sq ft that is used for storage/office space and transition space for furniture and larger projects.

STAFF CAPACITY

With expansion of our program to include NHAE we would be able to continue to serve our students effectively, combine highly skilled professionals, and utilize our resources.

- Staff capacity at the existing Arlington Heights location is 35 staff.
- Current staff capacity in Glenview location is 14 staff.
- Total capacity future staff at consolidated Arlington Heights location is 50, this includes one additional staff hire for growth.

STUDENT CAPACITY

- Student capacity at the existing Arlington Heights location is 95 students
- Current student capacity in Glenview location is 35 students.
- Total capacity future students at consolidated Arlington Heights location is 135 students, this includes an additional 5 students in growth.

No green features or sustainable design elements will be incorporated into the building modifications.

FEATURES/OPERATIONS

The expanded connected space of 9,600 sq ft will include:

- Entry with vestibule and front office space
- 1 conference room for meetings
- 9 academic classrooms
- 1 Gym space
- 1 cafeteria/kitchen space
- 6 office spaces for therapist/administrators
- 2 quiet rooms for student use
- 2 multi-stall restrooms
- 1 IT room
- 1 storage room
- 1 storage corridor

The 1600 sq ft space that is not connected includes:

- 2 offices
- 1 large space for storage and projects
- 1 closet space

BUSINESS NARRATIVE

NewHope Academy is currently leasing 18,000 square feet in Arlington Heights (NHA) and 7,000 square feet in Glenview (NHAE). We are looking to expand our current space to include 9,600 square feet to move our already established Glenview East Campus location (NHAE) to Arlington Heights.

NHA in Arlington Heights currently serves students in grades 6-12 and post-graduate. NHAE in Glenview serves students grades 9-12. With expansion of our program to include NHAE we would be able to continue to serve our students, combine highly skilled professionals, and utilize our resources more effectively.

The State of Illinois outsources more than 9,000 students to therapeutic day schools. Of the disabilities outsourced, NewHope Academy serves three of the four fastest growing disabilities; Emotional Disabilities, Autism, and Learning Disabilities.

NewHope Academy is among the best therapeutic day schools in the State of Illinois; known for rigorous academics and dynamic therapeutic services. All NHA and NHAE teachers are dually certified in their content area and as special education teachers. Therapists are Licensed Clinical Psychologists or Licensed Social Workers. All staff are full time and dedicated to supporting students academically and therapeutically. Most importantly, when students transition to their next environment, they are prepared to compete with their peers academically as well as manage their emotions to become successful adults.



Our well-trained and highly qualified staff are the reason why NHA is known as the best school in Illinois serving the needs of bright students with emotional challenges. NewHope is recognized as a National School of Excellence through National Association of Special Education Teachers (NASSET). In addition, NHA was recently listed on TheBestSchools.org, as "One of the best schools in Illinois to work with students with Autism."

OUR STORY



NewHope Academy (NHA) opened in 2000. In 2002 both Brandy and I were employed as staff. The total student population was 12 students. In 2005, Brandy became principal of NHA. Brandy and our dedicated staff continued to build the program until 2010 when we took over as owners. Throughout the years we have built a program that is often referred to as the “gold standard” of therapeutic day schools. In 2017, we moved to Arlington Heights to expand our square footage and student capacity. Additionally, in 2018 we opened a campus in Glenview (NHAe) to serve more students in need of therapeutic day services. We are consistently at capacity in both locations. NHA continues to meet the needs of the most fragile students in Illinois.

Dave and I agree, working with students with Special Needs is so much our passion. We are the proud owners of NewHope Academy, a school that services students with special needs, specifically bright students with Autism, Emotional Disabilities, Specific Learning Disabilities, and Other Health Impairments. There is never a day that we wish we were doing something else. We are blessed to be able to truly make a difference. Most importantly, we are in awe of the people we work with and how wonderful they are. We are brimming with pride as we watch our students work hard to overcome obstacles in life, recognizing how resilient they are. We believe in NewHope, our mission, our staff, and all the students that walk through our doors.

WHAT SETS US APART

NHA is considered one of the best therapeutic day schools in Illinois. We work with the most fragile students providing them with an education, along with the therapeutic services each student needs to be successful. We work with students that are average to above average intelligence that also struggle with managing their emotions. NHA employs teachers that are certified both as content teachers and special educators. Additionally, we have full time licensed clinical psychologists/social workers on staff that provide support through individual therapy, group therapy, and family therapy. Currently, NHA students travel from 42 different public-school districts in the state of Illinois. Public school districts refer students to us year-round, as they are aware of the unique services we provide. NHA is paid directly by the school districts we service.



RATIONALE FOR PROJECT

With expansion of our program to include NHAe we would be able to continue to serve our students effectively, combine highly skilled professionals, and utilize our resources.

Glenview's East Campus (NHAe) is currently serving grades 9-12 in 7,000 square feet of office space. The physical lay out of the space is not ideal and the size of the classrooms limits us in working with our students.



Currently NHAe campus has 14 employees. As consider moving to the expanded space in Arlington Heights, that number would increase to 15 employees.

Currently NHAe campus is at capacity with 35 students. As we consider moving to the expanded space in Arlington Heights, that number would increase to 40 students.

Combined, both NHA campuses service 42 districts. However, it is important to note that the same districts send students to both Arlington Heights and the Glenview location. Therefore, the same district may send two cabs/buses to NHA depending on the location of the student. As we consider moving to the expanded space in Arlington Heights, given the same districts serve both locations, we do not anticipate a change in the drop off/pick up. Districts will be able to combine students from the same community since they are now coming to one location.

NEWHOPE

NewHope Academy is a therapeutic day school serving the needs of students with Emotional Disabilities, Autism/Aspergers, Other Health Impairments, and Specific Learning Disabilities. Since its inception in September of 2000, over 800 students have utilized our program acquiring coping skills ensuring their success whether returning to their home school, continuing their education, or entering the job market.

OUR GENERAL PHILOSOPHY

At NewHope, we provide students with a small, safe, and supportive educational environment where we treat them with respect and protect their privacy.

OUR MISSION

NewHope Academy's mission is to provide students with a safe, therapeutic, and educational environment where they develop skills to become effective learners, gain personal insight, and acquire coping strategies.

WE SERVE

- Grades 6 – 12
- Ages 11 – 21 years
- Students in the average to superior range of cognitive ability
- Students with:
 - o Emotional Disturbance (ED)
 - o Autism/Aspergers (AUT)
 - o Other Health Impairment (OHI)
 - o Specific Learning Disability (SLD)
- An average enrollment of 95 students

- An average daily attendance of 91%
- 20 Junior High Students
- 75 High School Students

THE NEWHOPE STUDENT

Tends to:

- Have an average to above-average intelligence
- Withdraw socially and emotionally
- Experience difficulty “fitting in” a mainstream environment
- Have difficulty reading social cues
- “Slip through the cracks” until their problems are severe
- Procrastinate (specifically with homework assignments and long-term projects)
- Have difficulty with executive functioning
- Have talents in art and music
- Have the potential for academic achievement
- Struggle with gross and fine motor skills
- Difficulty with social skills
- Use frequent illness as a means to avoid school and may become “school phobic”
- Appear sad, lonely, hopeless, or depressed
- Harbor anger and hostility but does not act out violently in school or in the community

EDUCATIONAL PROGRAM

- Academic integrity is maintained by addressing the Common Core Standards and/or Illinois State Learning standards in each academic subject
- Classroom environment that is student-based and interactive
- Tools that facilitate the development of executive functioning abilities and organization skills
- Student accommodations made based on cognitive strengths and needs
- Active case management that maintains ongoing contact with parents and home school
- Class size ranges from 5-10 students
- Staff certified as an LBS1 and in their content area
- Specialized teaching, departmentalized classes, for specific content-based learning and to address individual strengths and needs

TREATMENT MODEL

- Multi-context treatment approach (in session, at home, in the classroom)
- Collaborative goal development with the student and his/her family
- Family participation in treatment
- Focus on emotion-management skills
- Individualized and group social skill development

- Coordination of care with outside professionals (therapists, psychologists, psychiatrists, tutors, etc.)
- Parent support groups

SCHOOL DAY/YEAR

NewHope Academy is an 11-month program consisting of three semesters.

During Semester I and II, students are enrolled in six academic courses and one elective course per semester. Final exams are taken during Semester I and II. NewHope begins the school year in mid-August and graduation occurs at the end of May. We are in session for a total for 176 days. Hours of operation with students present are 8:00am-2:30pm Monday through Thursday and 9:00am-2:30pm on Friday.

During Semester III, students complete two courses, earning two high school credits at an accelerated pace during the months of June and July. We are in session for a total of 28 days. Hours of operation with students present are 8:00am-1:00pm Monday through Thursday and 9:00am-1:00pm on Friday.

NEWHOPE STAFF

- Staff whose education and experience focuses on Special Education needs
- Teachers dually certified in subject matter content and certified or in the process of LBS1 certification
- Full-time Licensed Clinical Psychologists/Licensed Social Workers who specialize in adapting to the needs of the students
- An average of more than ten years' experience at NewHope
- NewHope employs 50 licensed professionals
- NewHope Academy has a 5:1 student/teacher ratio
- NewHope Academy has a 10:1 therapist/teacher ratio

NewHope Academy is a private therapeutic day school that currently works with 42 school districts. We service 120 students and employ 50 full-time licensed staff. NHA is privately owned; however, our per diem tuition is received directly from the students' public school districts. Students are placed at NHA once the Individual Education Plan (IEP) Team, including parents/guardians, determines that the public school can no longer meet the individual student's needs. Once the determination to outplace has been made, the student's complete file (including educational and psychological records) is sent to NHA for review. An interview is scheduled if the file review indicates NHA can meet the student's educational and psychological needs.

OPERATIONS AND MANAGEMENT

ADMINISTRATIVE STAFF

Executive Director, Brandy Larrance, has a B.A. in Special Education, an M.A. in Curriculum Instruction, and her Type 75. She has worked with Special Education students since 1998 and has been Executive Director since 2010.

Business Manager, David Larrance, has a B.A. in Special Education. He has worked with Special Education students since 1999 and has been the Business Manager at NHA since 2010.

Principal, Becky McClaney, leads our academic staff with a B.A. in education, an M.A. in Curriculum and Instruction, an M.A. in Education Leadership, an LBS1 certification, an ELL certification and her Type 75. Becky became Principal at NHA in 2018.

Clinical Director, Bonnie Turek, Psy.D., heads our therapy staff at NHA. Dr. Turek's degree is in Clinical Psychology. Dr. Turek has been a therapist working with children and their families since 2003 and has been Clinical Director since 2008.

Assistant Clinical Director, Megan Hammer, Psy.D., has her degree in Clinical Psychology. Dr. Hammer has been a therapist at NHA for eleven years and Assistant Clinical Director since 2012.

Principal, Casandra Holliday, leads our academic staff at NHAe with a B.A. in Psychology, a MAT in Elementary Education, a MAE in Administration/Supervision and a Doctorate in Educational leadership specializing in Curriculum and Instruction. Dr. Holliday has taught students grades 6 through college. She has been at NHAe since 2019.

Clinical Director, Nora Walsh, heads our therapy staff at NHAe. Ms. Walsh holds a degree in social work with a concentration in Child and Family. She has been working with adolescents and their families for over 20 years in a variety of mental health and school settings. She has been Clinical Director since NHAe opened in 2018.

MEMORANDUM TO: David Larrance
NewHope Academy

FROM: Elise Purguette
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: August 16, 2021

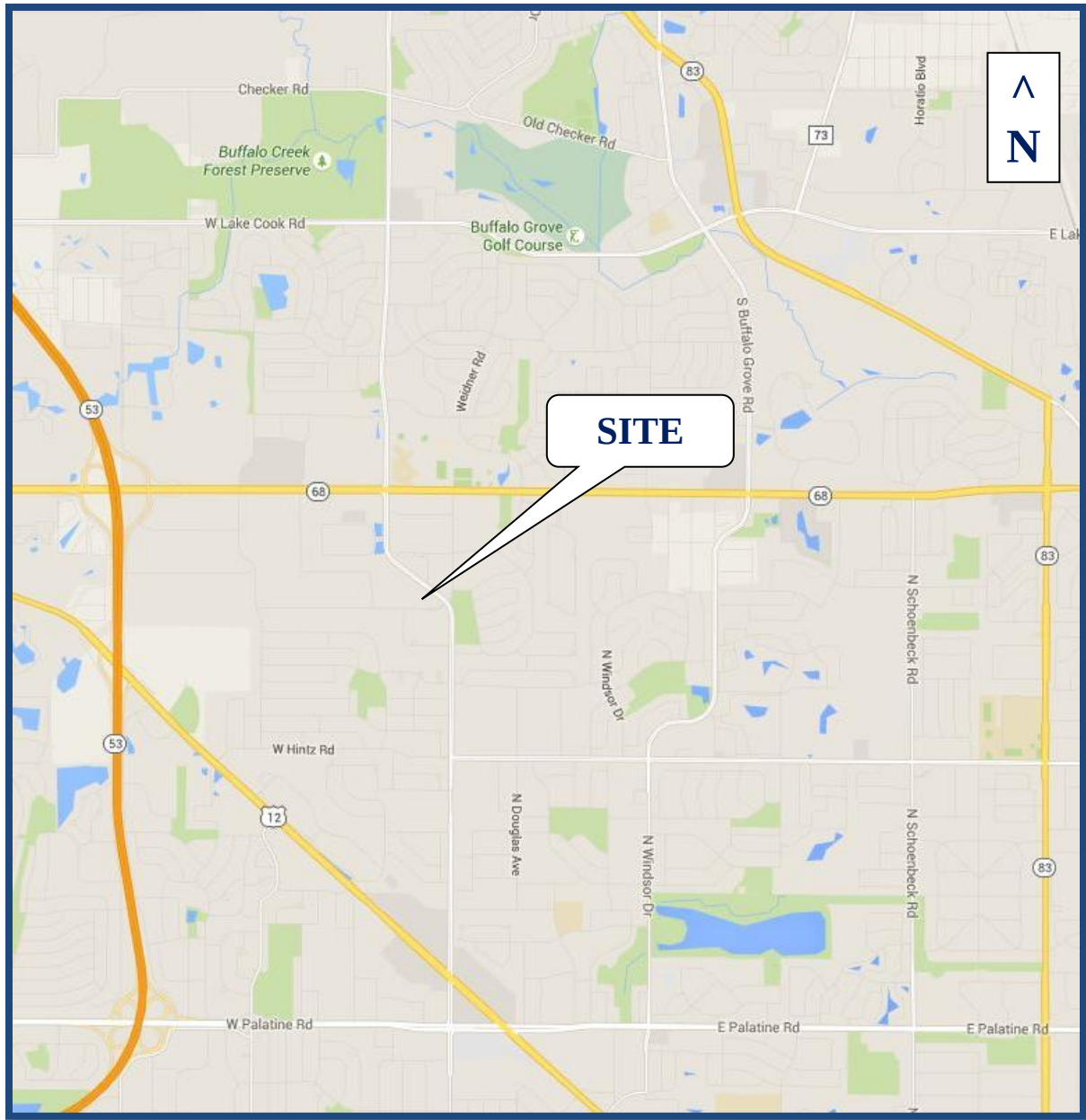
SUBJECT: Traffic and Parking Study
NewHope Academy Expansion
Arlington Heights, Illinois

This memorandum summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of New Hope Academy located at 3250 Arlington Heights Road in Arlington Heights, Illinois. The site is located on the west side of Arlington Heights Road approximately 550 feet north of University Drive. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site as it relates to the surrounding area.

The NewHope Academy (NHA) is a free standing therapeutic day school serving the needs of students with emotional challenges. NHA serves students grades 6 through 12 with emotional disabilities, autism, learning disabilities, and other health impairments who are in need of an alternative school program which is supportive, therapeutic, and educational. As proposed, NHA will be expanded with an additional 9,600 square feet within the office building. Access to the building is to be provided via the two existing access drives off Arlington Heights Road.

The sections of this memorandum present the following:

- Existing roadway conditions including traffic volumes for the weekday morning and weekday midday peak hours
- A detailed description of the school and proposed operations
- Vehicle trip generation for the proposed school
- Directional distribution of school-generated traffic
- Future transportation conditions including access to and from the school
- Evaluation of the parking supply



Site Location

Figure 1



Aerial View of Proposed Expansion

Figure 2

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

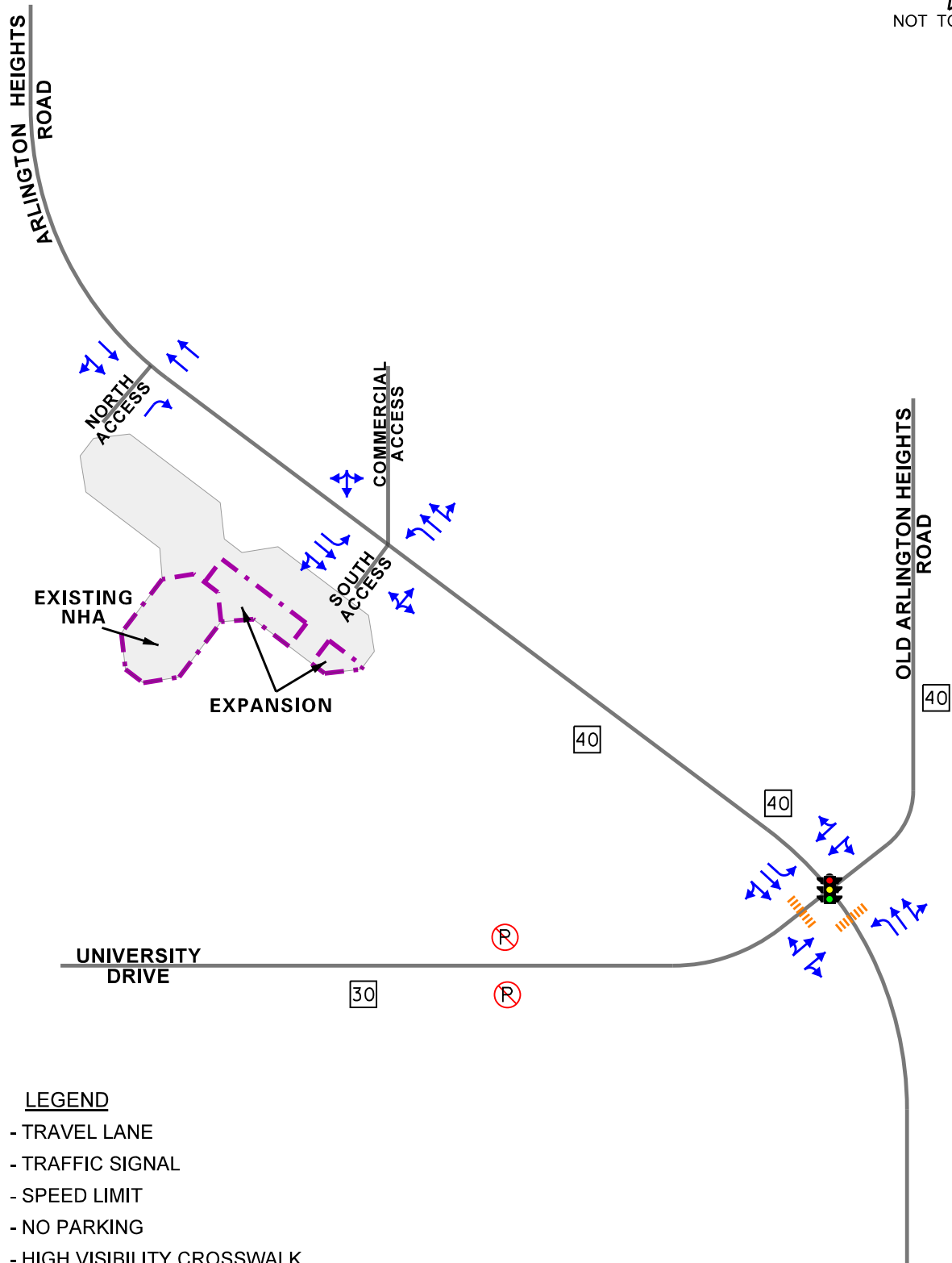
The site is located at 3250 N. Arlington Heights Road and contains a three-wing office building totaling approximately 72,000 square feet with approximately 12,007 square feet of available tenant space. As proposed, the school will occupy Wing 100 of the office building, which is 9,600 square feet in size. Access to the site is currently provided via two access drives on Arlington Heights Road. The site provides a total of 271 parking spaces. Land uses in the vicinity of the site are primarily commercial and industrial to the north, south, and west and primarily residential to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed location of the schools are illustrated in **Figure 3** and described below.

Arlington Heights Road is a north-south roadway that provides two lanes in each direction separated by a raised landscaped median. At its signalized intersection with University Drive, Arlington Heights Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. The northbound approach provides a high visibility crosswalk. At its unsignalized intersection with the site's southern access drive and the commercial access drive located opposite the south access drive, Arlington Heights Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its unsignalized intersection with the site's northern access drive, Arlington Heights Road provides a through lane and a shared through/right-turn lane on the southbound approach. The raised landscape median creates a physical barrier limiting the north access drive to right-in/right-out movements only. Arlington Heights Road is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an average daily traffic (ADT) volume of 22,600 vehicles (IDOT 2018), and has a posted speed limit of 40 miles per hour.

University Drive is an east-west roadway that provides one lane in each direction. At its signalized intersection with Arlington Heights Road, University Drive provides a shared left-turn/through lane, a shared through/right-turn lane, and a high visibility crosswalk on the eastbound approach. The westbound approach at this intersection is Old Arlington Heights Road, which provides a shared left-turn/through lane and a shared through/right-turn lane. University Drive is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 30 miles per hour. Old Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 40 miles per hour.



NewHope Academy Operations

The NHA is an alternative day school for students in grades 6 to 12 who are in need of an alternative school program which is supportive, therapeutic, and educational and for students who may be identified with emotional disabilities, autism, learning disabilities, and other health impairments. Based on the information provided by the operator, on a regular school day, NHA is open from 8:15 A.M. to 2:30 P.M. Monday through Thursday and from 9:00 A.M. to 2:30 P.M. on Friday. Pick-up time during summer hours is 1:00 P.M. It should be noted that at the time the counts were conducted, the school was operating with summer hours. With summer hours, NHA is open from 8:15 A.M. to 1:00 P.M. Monday through Thursday and from 9:00 A.M. to 1:00 P.M. on Friday. In addition, NHA currently has approximately 35 staff members and approximately 95 students. There are 43 cabs/buses with the majority of students arriving in a cab.

Pick-Up/Drop-Off Operations

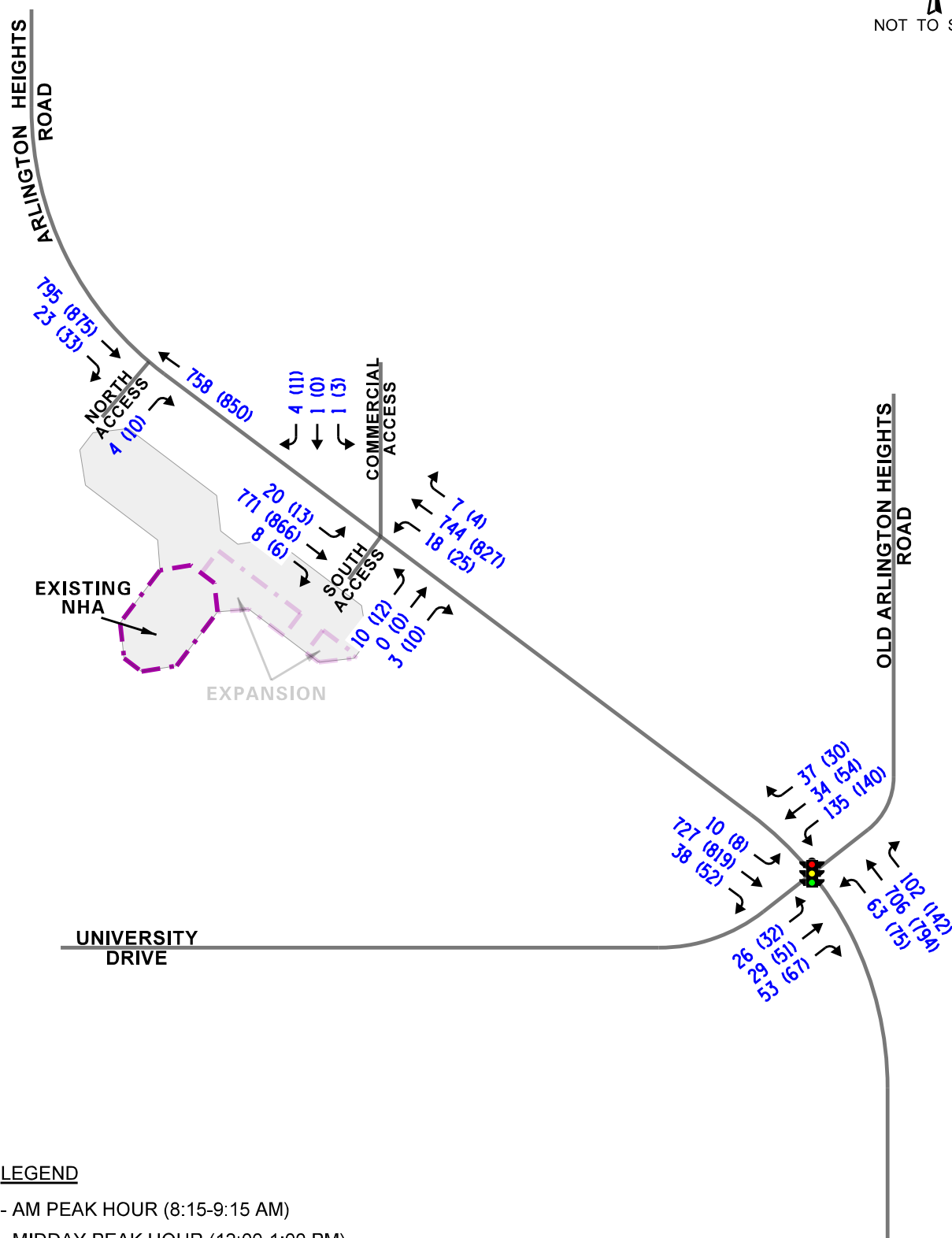
NHA students arrive via buses, vans, or taxis. These vehicles transport the students from their home school and are provided by the home school district in which the student lives. Drop-off operations for NHA begin at 8:15 A.M. with vehicles beginning to queue at 8:00 A.M. Pick-up operations begin at 2:30 P.M. with vehicles beginning to queue at 2:00 P.M. During both activities, multiple staff members advance vehicles waiting in queue to the front door while other faculty members walk students between the school building and their vehicle. There are currently 19 parking spaces within the vicinity of the existing school reserved for use by NHA. Pick-up/drop-off activities occur in front of these parking spaces so as not to obstruct parking spaces of other businesses while loading students. Based on the operations of NHA, staff arrival/departure occurs before and after student drop-off/pick-up

Existing Traffic Volumes

Manual turning movement traffic counts using Miovision Scout Collection Units were conducted on Tuesday, July 6, 2021, during the morning (7:30 to 9:30 A.M.) and midday (11:30 A.M. to 2:00 P.M.) peak periods at the following intersections:

- Arlington Heights Road with University Drive
- Arlington Heights Road with the Southern Full Movement Access Drive
- Arlington Heights Road with the Northern Right-In/Right-Out Access Drive

In order to represent Year 2021 normal conditions, the Year 2021 traffic volumes on Arlington Heights Road were compared with the traffic counts conducted at the same intersections in Year 2017 by KLOA, Inc (taking into account an annual regional growth factor increase each year for four years). Therefore, the traffic counts along Arlington Heights Road were increased by 40 percent during the weekday morning and evening peak hours. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:15 A.M. to 9:15 A.M. and the midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M. The existing peak hour traffic volumes are illustrated in **Figure 4**. These peak hours were utilized in the traffic study even though the student drop-off activities occur after 8:00 A.M. and pick-up activities occur at 2:30 P.M. Copies of the 2021 traffic count summary sheets are included in the Appendix.



LEGEND

- 00 - AM PEAK HOUR (8:15-9:15 AM)
- (00) - MIDDAY PEAK HOUR (12:00-1:00 PM)

Traffic Characteristics and Operation of NewHope Academy

To evaluate the impact of the school on the area roadway system, it was necessary to quantify the number of vehicle trips the school will generate during the weekday morning and weekday afternoon peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Operations of NewHope Academy

As proposed, NHA will be expanded with an additional 9,600 square feet within the office building. The expansion will be located in the southeast wing of the building and will occupy approximately 9,600 square-feet of building space. With the expansion, the school is projected to maintain their current hours of operation. However, the number of staff is projected to increase to 50 and the number of students is projected to increase to 135. Access to the school will continue to be provided via the two existing access drives on Arlington Heights Road. The southern access drive is a full movement access drive and provides one inbound lane and one outbound lane and the northern right-in/right-out access drive provides one inbound lane and one outbound lane. Both access drives are under stop sign control.

Pick-Up and Drop-Off Operations

Based on field observations, the pick-up and drop-off traffic enter the parking lot via the southern access drive and circulate clockwise around the site. The loading zone for NHA is located along the south side of the building. With queues starting at the intersection of the east-west drive aisle with the north-south drive aisle to the west of the vestibule. Consistent with the existing pick-up and drop-off operations and with the assistance of staff members, students are unloaded one vehicle at a time at the main entrance. One or more staff members are used to advance vehicles within the loading zone to efficiently manage the queue of vehicles. The pick-up and drop-off traffic then exit the site via the northern access drive. Queue's observations indicated the following:

- On average, queue lengths on Tuesday and Wednesday mornings were approximately 18 vehicles with a maximum queue length of 29 vehicles occurring at 8:10 A.M.
- On average, queue lengths on Tuesday and Wednesday afternoon were approximately 18 vehicles with a maximum queue length of 26 vehicles occurring at 12:55 P.M.
- The drop-off/pick-up queues took about 10 minutes to clear.

These operations will continue be similar to the operations currently in effect at the school, which will be a system familiar by both staff and the drivers of student transportation vehicles. It is recommended that an additional 15 parking spaces should be reserved for NHA due to the projected increase in the number of staff members.

Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart NHA was based on the existing travel patterns, the existing roadway characteristics, and the traffic controls surrounding the site. **Figure 5** illustrates the estimated directional distribution for NHA traffic.

Site Traffic Generation

The estimate of traffic to be generated by the proposed school expansion was based on observations of drop-off and pick-up activity occurring at the existing school during the drop-off/pick-up time periods. School officials have indicated that they expect the number of students to increase from 95 to 135 students and the number of staff to increase from 35 to 50. Therefore, the existing student transportation vehicles observed were increased proportionally to reflect the increased number of students and staff. It was assumed that each additional staff member will drive and were conservatively assumed to arrive and depart during the same time as the students. **Table 1** summarizes the existing student transportation vehicles observed, the projected number of student transportation vehicles, the projected number of staff vehicles, and the total projected trips.

Site Traffic Assignment

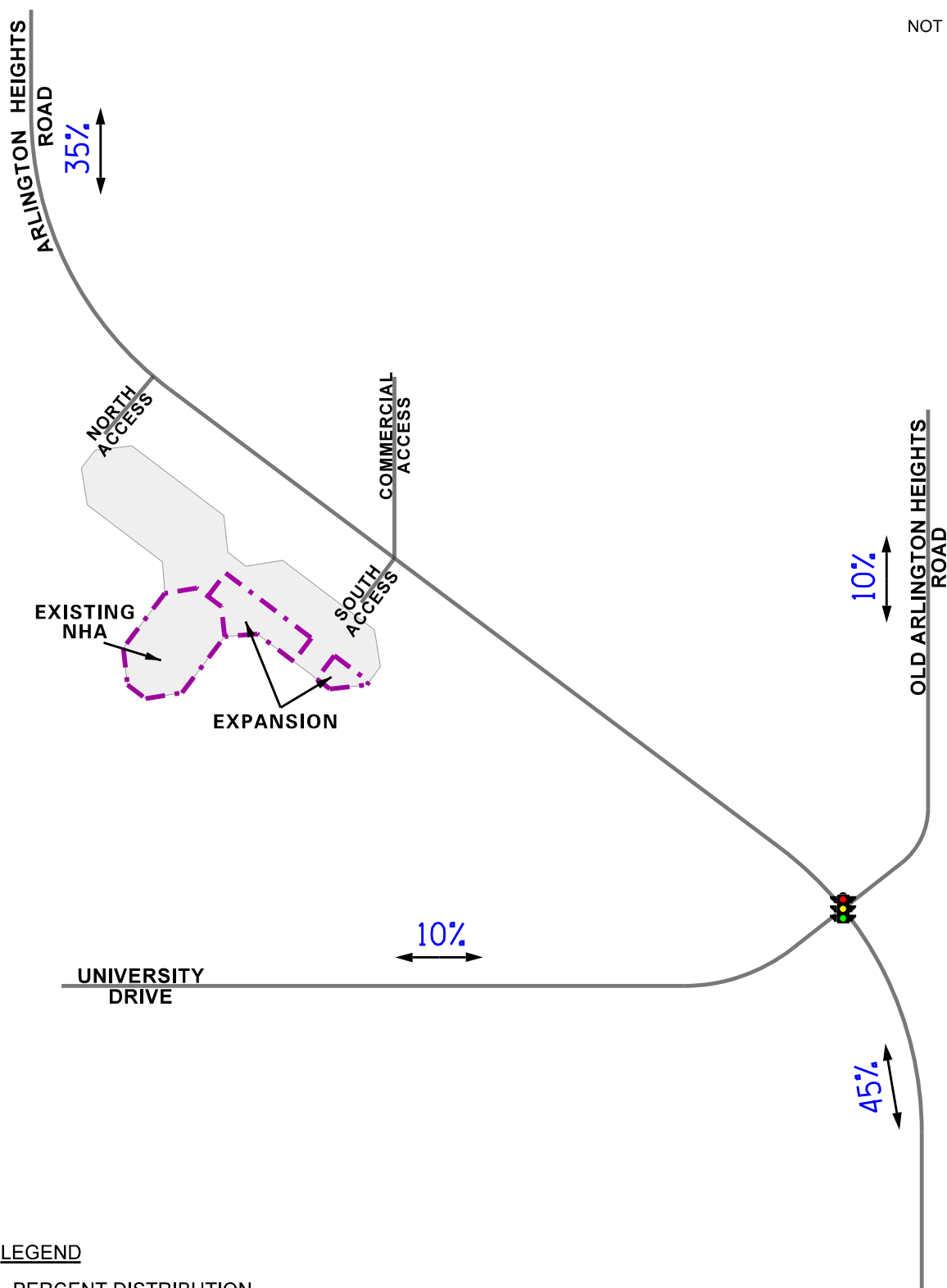
The peak hour traffic volumes projected to be generated by the school were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**.

Full Occupancy of the Office Building

To account for the full occupancy of the office building, vehicle trips were generated for the remaining 2,407 square-feet of vacant tenant space located in the southeast wing of the office building. The volume of traffic generated was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. **Table 2** tabulates the total trips anticipated from this vacant office space for the weekday morning and weekday evening peak hours and the peak hour traffic volumes were assigned to the area roadway based on the direction distribution analysis (Figure 5) and are shown in **Figure 7**.

Total Projected Traffic Conditions

Figure 8 illustrates the total projected traffic volumes that include the existing traffic volumes (Figure 4), the traffic projected to be generated by the school drop-off/pick-up activity (Figure 6), and the traffic projected to be generated by the vacant office space (Figure 7).



LEGEND

00% - PERCENT DISTRIBUTION

Table 1

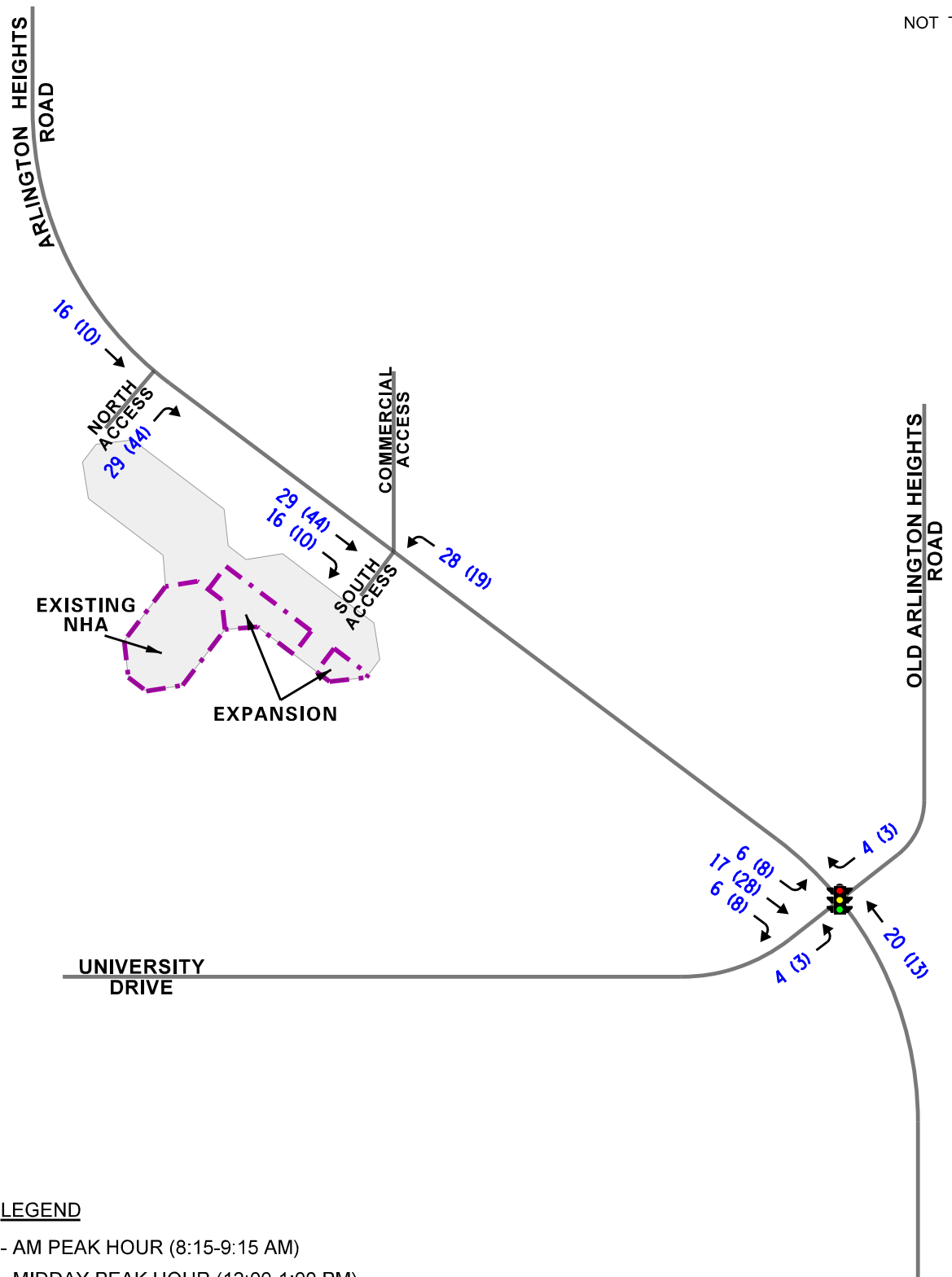
ESTIMATED SCHOOL-GENERATED TRAFFIC VOLUMES

NewHope Academy	Morning Peak Hour			Afternoon. Peak Hour		
	In	Out	Total	In	Out	Total
Existing Student Transportation Vehicles	44	44	88	44	44	88
New Student Transportation Vehicles¹	+29	+29	+58	+29	+29	+58
New Faculty Vehicles	<u>+15</u>	<u>+0</u>	<u>+15</u>	<u>+0</u>	<u>+15</u>	<u>+15</u>
Total New Trips	+44	+29	+73	+29	+44	+73
1-As observed at the existing school 2- Assuming that each staff member will be using one vehicle.						

Table 2

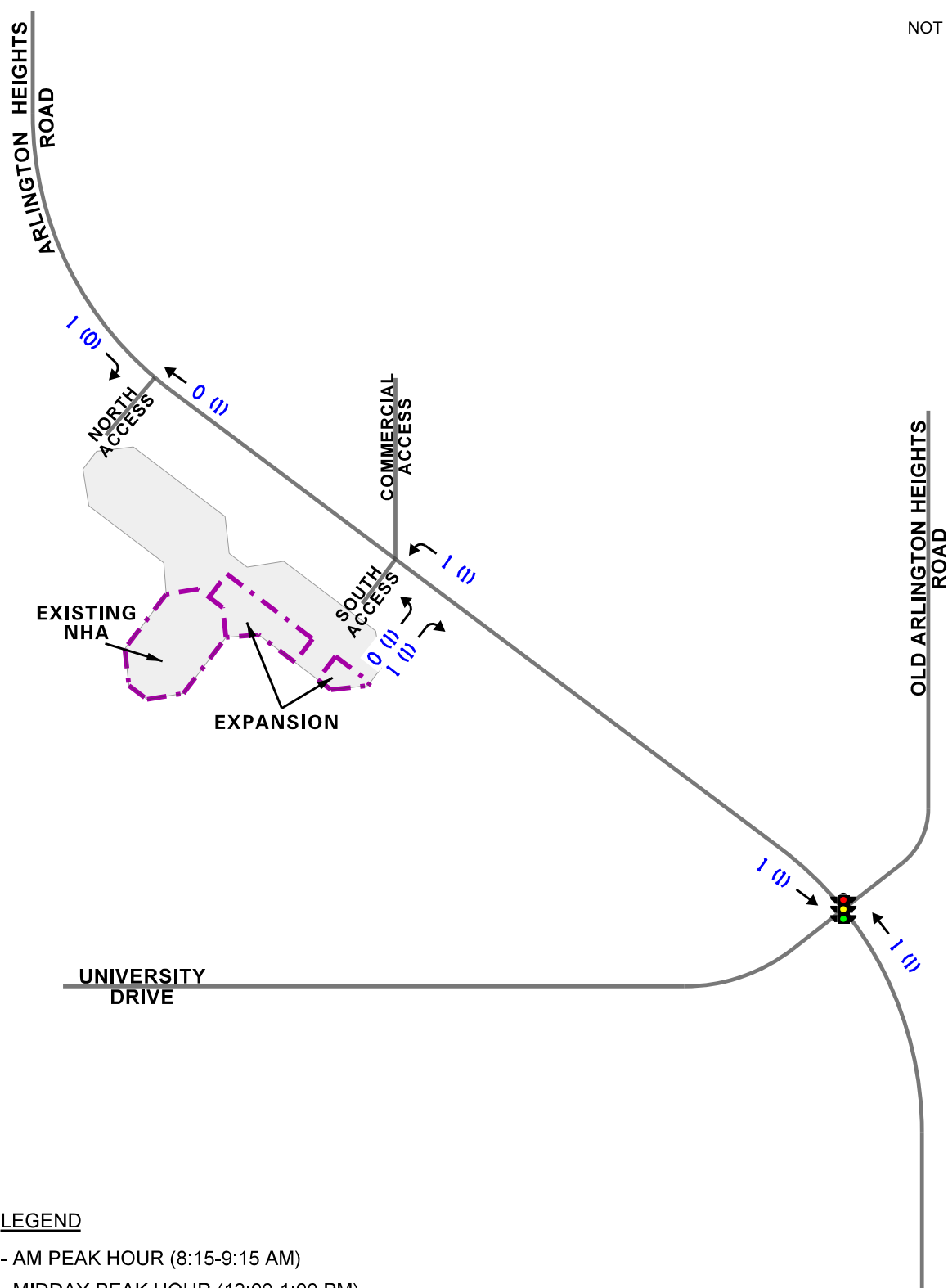
ESTIMATED VACANT OFFICE BUILDING-GENERATED TRAFFIC VOLUMES

Land Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Vacant Office Building Tenant Space (2,407 s.f.)	2	1	3	1	2	3



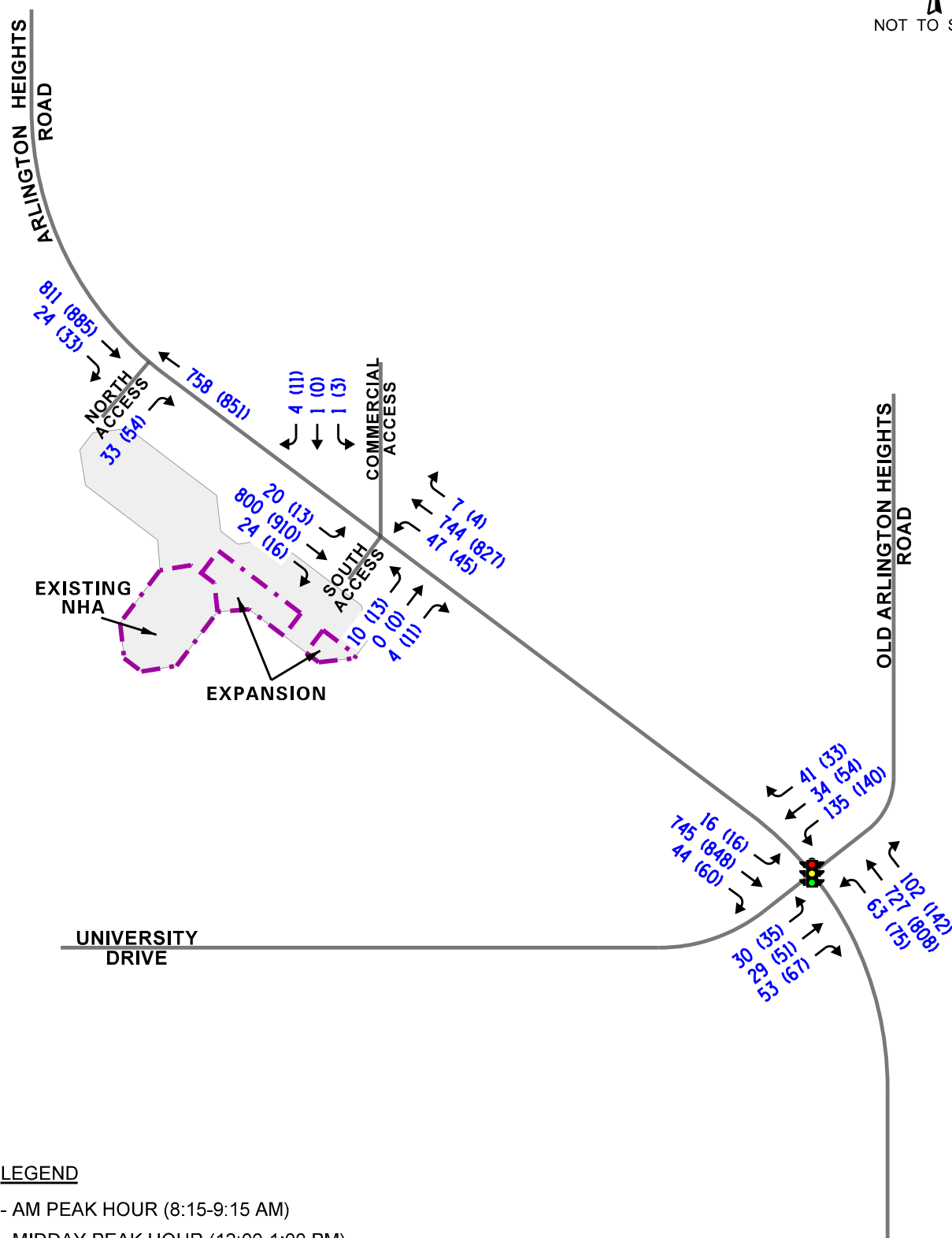
LEGEND

- 00** - AM PEAK HOUR (8:15-9:15 AM)
- (00)** - MIDDAY PEAK HOUR (12:00-1:00 PM)



LEGEND

- 00 - AM PEAK HOUR (8:15-9:15 AM)
- (00) - MIDDAY PEAK HOUR (12:00-1:00 PM)



LEGEND

- 00 - AM PEAK HOUR (8:15-9:15 AM)
- (00) - MIDDAY PEAK HOUR (12:00-1:00 PM)

Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday afternoon peak hour periods. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and afternoon peak hours for the existing and projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected conditions are presented in **Tables 3** and **4**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSES RESULTS – BASE CONDITIONS

Location	Morning Peak Hour		Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with University Drive¹				
- Overall	B	11.1	B	11.9
- Northbound Approach	A	8.0	A	7.8
- Southbound Approach	B	10.9	B	11.3
- Eastbound Approach	B	14.3	B	17.2
- Westbound Approach	C	23.3	C	29.1
Arlington Heights Road with South Access Drive²				
- Eastbound Approach	D	33.7	D	35.3
- Westbound Approach	C	21.2	C	19.4
- Northbound Lefts	A	9.5	B	10.0
- Southbound Lefts	A	9.4	A	9.7
Arlington Heights Road with North Access Drive²				
- Eastbound Approach	B	11.6	B	12.7
LOS - Level of Service Delay is measured in seconds. 1-Signalized Intersection 2-Unsignalized Intersection				

Table 4

CAPACITY ANALYSES RESULTS – PROJECTED CONDITIONS

Location	Morning Peak Hour		Afternoon. Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with University Drive¹				
- Overall	B	11.6	B	12.0
- Northbound Approach	A	8.7	A	7.9
- Southbound Approach	B	11.7	B	11.5
- Eastbound Approach	B	14.7	B	17.4
- Westbound Approach	C	21.5	C	28.7
Arlington Heights Road with South Access Drive²				
- Eastbound Approach	E	39.2	E	42.9
- Westbound Approach	C	23.9	C	20.9
- Northbound Lefts	A	9.9	B	10.4
- Southbound Lefts	A	9.4	A	9.7
Arlington Heights Road with North Access Drive²				
- Eastbound Approach	B	12.2	B	13.6
LOS - Level of Service Delay is measured in seconds. 1-Signalized Intersection 2-Unsignalized Intersection				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements needed to accommodate the school traffic.

Arlington Heights Road with University Drive and Old Arlington Heights Road

The results of the capacity analyses indicate that overall this intersection currently operates at level of service (LOS) B during the weekday morning and weekday evening peak hours. Assuming future conditions, this intersection is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at existing levels of service with increases in delay of approximately one second. As such, the proposed relocation of NHA will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

Arlington Heights Road with South Access Drive and Commercial Access Drive

The results of the capacity analyses indicate that the eastbound approach at this intersection currently operates at LOS D during the weekday morning and evening peak hours. Assuming future conditions, the eastbound approach is projected to operate at LOS E during the weekday morning and evening peak hours with increase in delay of approximately six seconds and eight seconds, respectively. Furthermore, the 95th percentile queues for the eastbound approach are projected to be one to two vehicles during both peak hours. The westbound approach currently operates at LOS C during the weekday evening peak hour and is projected to continue operating at LOS C with increases in delay of approximately three seconds or less. Additionally, northbound and southbound left-turns onto the access drives are projected to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles which can be contained within the provided storage. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will continue to provide flexible access and efficient on-site circulation.

Arlington Heights Road with Northern Access Drive

The results of the capacity analyses indicate that the eastbound approach currently operates at LOS B during the weekday morning and evening peak hours. Assuming future conditions, the eastbound approach is projected to continue operating at LOS B during the peak hours with increases in delay of approximately one second and 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide flexible access and promote efficient on-site circulation.

Pick-Up and Drop-Off Operations Evaluation

The pick-up and drop-off traffic enter the parking lot via the southern access drive and circulate clockwise around the site and exit at the northern access drive. The loading zone for NHA is located along the south side of the building. Using the southern access drive for inbound movements only and the northern access drive for outbound movements only promotes one-way circulation around the site and minimizes the potential conflicts between inbound and outbound vehicles at the southern access drive. As previously indicated, peak pick-up and drop-off activity lasts for approximately 15 to 20-minutes for the school and this activity will not occur during the peak hour activity for the faculty and staff of the school or the peak hour of activity for the remainder of the office building tenants.

It should be noted that the queueing of vehicles along the school's southern frontage will continue to block the parking spaces for the proposed school and a portion of the existing office building tenant parking. Since all faculty and staff will continue to arrive before drop-off and leave prior to pick-up operations, blocking the school spaces will not have an impact on site circulation considering that these spaces are reserved for NHA use only. Additionally, faculty and staff should continue to be used to ensure loading zone queueing advances promptly and does not obstruct office tenant parking spaces.

Parking Evaluation

Existing Parking Demand

In order to determine the existing parking demand at the existing parking lot, KLOA, Inc. conducted parking occupancy surveys on Tuesday, July 6, 2021; Wednesday, July 7, 2021; Thursday, July 8, 2021; Friday, July 9, 2021; every quarter hour from 7:30 A.M. to 9:30 P.M. and from 11:30 A.M. to 2:00 P.M. The results of the surveys are summarized in **Table 5**. Based on the results of the surveys, the following has been determined:

- The existing parking lot provides a total of 271 parking spaces including 19 parking spaces reserved for NHA.
- On Tuesday, the peak parking demand was 112 spaces (41 percent occupancy) occurring at 1:00 P.M.
- On Wednesday, the peak parking demand was 102 spaces (38 percent occupancy) occurring at 1:00 P.M.
- On Thursday, the peak parking demand was 125 spaces (46 percent occupancy) occurring at 9:15 A.M.
- On Friday, the peak parking demand was 101 spaces (37 percent occupancy) occurring at 1:00 P.M.

Table 5
PARKING OCCUPANCY RESULTS

Time	Tuesday	Wednesday	Thursday	Friday
7:30 AM	26	19	32	33
7:45 AM	35	29	43	52
8:00 AM	55	44	67	66
8:15 AM	73	51	82	79
8:30 AM	81	52	91	85
8:45 AM	91	55	104	86
9:00 AM	99	59	120	96
9:15 AM	105	63	125	98
9:30 AM	109	74	124	95
11:30 AM	105	92	108	92
11:45 AM	104	99	109	93
12:00 PM	103	98	105	96
12:15 PM	100	98	103	89
12:30 PM	108	95	101	89
12:45 PM	108	102	108	99
1:00 PM	112	102	106	101
1:15 PM	108	92	98	95
1:30 PM	112	91	98	93
1:45 PM	109	88	98	91
2:00 PM	99	67	88	79
Inventory	271	271	271	271

In order to reflect normal parking demand conditions, the results of the parking occupancy surveys were adjusted based on a comparison with parking ratios published by the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition. On average, the comparison indicated that the parking demand for the office space should be increased by approximately 68 percent to account for normal (non-COVID-19) conditions.

The adjusted parking demands are summarized in **Table 6** and are as follows:

- On Tuesday, the peak parking demand was 165 spaces (61 percent occupancy) occurring at 1:00 P.M.
- On Wednesday, the peak parking demand was 149 spaces (55 percent occupancy) occurring at 1:00 P.M.
- On Thursday, the peak parking demand was 187 spaces (69 percent occupancy) occurring at 9:15 A.M.
- On Friday, the peak parking demand was 147 spaces (54 percent occupancy) occurring at 1:00 P.M.

Projected Parking Demand

As previously indicated, school officials have indicated that they expect the number of staff to increase from 35 to 50 staff, with a net increase of 15 staff. Furthermore, it was assumed that each staff member will need one parking space. Therefore, it is recommended that additional 15 parking spaces should be reserved for NHA due to the projected increase in the number of staff members.

In addition, based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition, the vacant office space should provide six parking spaces on a weekday. In order to provide a conservative analysis, 20 required parking spaces will be utilized as the estimated peak parking demand of the expansion and the vacant office space.

Table 7 shows the hourly distribution of the parking demand for the existing parking lot taking into consideration the adjustments to the existing parking demand to account for normal (non-COVID 19) conditions as well as the demand of the existing vacant office space within the office complex and the proposed expansion.

Table 6
PARKING OCCUPANCY RESULTS - ADJUSTED

Time	Tuesday	Wednesday	Thursday	Friday
7:30 AM	26	19	32	33
7:45 AM	35	29	43	52
8:00 AM	55	44	67	66
8:15 AM	73	51	82	79
8:30 AM	81	52	91	85
8:45 AM	91	55	104	86
9:00 AM	99	59	120	96
9:15 AM	105	63	125	98
9:30 AM	109	74	124	95
11:30 AM	105	92	108	92
11:45 AM	104	99	109	93
12:00 PM	103	98	105	96
12:15 PM	100	98	103	89
12:30 PM	108	95	101	89
12:45 PM	108	102	108	99
1:00 PM	112	102	106	101
1:15 PM	108	92	98	95
1:30 PM	112	91	98	93
1:45 PM	109	88	98	91
2:00 PM	99	67	88	79
Inventory	271	271	271	271

Table 7

TOTAL PROJECTED PARKING OCCUPANCY RESULTS

Time	Tuesday	Wednesday	Thursday	Friday
7:30 AM	41	29	51	52
7:45 AM	56	46	69	84
8:00 AM	89	71	110	108
8:15 AM	120	83	135	130
8:30 AM	133	84	150	140
8:45 AM	150	89	172	142
9:00 AM	163	96	199	158
9:15 AM	174	103	207	162
9:30 AM	180	121	206	157
11:30 AM	20	20	20	20
11:45 AM	174	152	179	152
12:00 PM	172	163	180	153
12:15 PM	170	162	174	158
12:30 PM	165	162	170	147
12:45 PM	179	157	167	147
1:00 PM	179	169	179	163
1:15 PM	185	169	175	167
1:30 PM	179	152	162	157
1:45 PM	185	150	162	153
2:00 PM	180	145	162	150
Inventory	271	271	271	271

The projected parking demand will be as follows:

- On Tuesday, the peak parking demand will be 185 spaces (68 percent occupancy) occurring at 1:00 P.M.
- On Wednesday, the peak parking demand will be 169 spaces (62 percent occupancy) occurring at 1:00 P.M.
- On Thursday, the peak parking demand will be 207 spaces (76 percent occupancy) occurring at 9:15 A.M.
- On Friday, the peak parking demand will be 167 spaces (61 percent occupancy) occurring at 1:00 P.M.

Therefore, the parking supply within the parking lot will be adequate in accommodating the future parking demand of the full occupancy of the office complex, as well as the proposed expansion.

Conclusion

Based on the proposed school plans and the preceding traffic impact study the following was determined.

- The traffic to be generated by the proposed expansion will not have a significant impact on the operations of the site or the surrounding roadway network.
- The existing access system can accommodate the traffic projected to be generated by NHA and full occupancy of the vacant office building space.
- The peak hours of the pick-up and drop-off operations of the school do not coincide with the peak hours for the arrival and departure of faculty and staff and the full occupancy of the office space.
- Pick-up and drop-off queuing will continue to occur along the south frontage of the school wing. A queue of approximately 19 vehicles (mix of buses and passenger vehicles) can be accommodated on the south frontage of the school with vehicles double-stacked within the drive aisle.
- It is recommended that 15 parking spaces should be reserved for NHA due to the projected increase in the number of staff members.
- Student transportation vehicles will continue to enter the site via the southern access drive and exit via the northern access drive, which will continue to ensure vehicles will travel clockwise around the subject office building and will continue to minimize conflicts occurring between inbound and outbound vehicles at the southern access drive.
- The parking supply within the parking lot will be adequate in accommodating the future parking demand of the full occupancy of the office complex, as well as the proposed expansion.

Appendix

Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with
University Drive
Site Code:
Start Date: 07/06/2021
Page No: 1

Turning Movement Data

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						University Drive Northbound						Old Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	2	151	9	0	162	0	23	105	18	0	146	0	7	14	12	0	33	0	28	10	4	0	42	383
7:45 AM	0	4	122	18	0	144	0	26	125	21	0	172	0	4	13	5	0	22	0	29	20	4	0	53	391
Hourly Total	0	6	273	27	0	306	0	49	230	39	0	318	0	11	27	17	0	55	0	57	30	8	0	95	774
8:00 AM	0	4	140	10	0	154	0	22	103	17	0	142	0	5	8	6	1	19	0	29	6	5	0	40	355
8:15 AM	0	2	123	12	0	137	0	15	93	20	0	128	0	9	15	24	1	48	0	23	6	7	0	36	349
8:30 AM	0	3	109	9	0	121	0	11	148	30	0	189	0	6	4	16	0	26	0	30	14	15	0	59	395
8:45 AM	0	1	159	8	0	168	0	20	131	31	0	182	0	9	4	8	0	21	0	38	8	7	0	53	424
Hourly Total	0	10	531	39	0	580	0	68	475	98	0	641	0	29	31	54	2	114	0	120	34	34	0	188	1523
9:00 AM	0	4	124	9	0	137	0	17	132	21	0	170	0	2	6	5	1	13	0	44	6	8	0	58	378
9:15 AM	0	1	132	9	0	142	0	14	106	20	0	140	0	5	3	11	0	19	0	31	5	2	0	38	339
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	5	256	18	0	279	0	31	238	41	0	310	0	7	9	16	1	32	0	75	11	10	0	96	717
11:00 AM	0	1	123	7	0	131	0	3	118	31	0	152	0	6	4	12	0	22	0	26	7	4	0	37	342
11:15 AM	0	3	129	7	0	139	0	14	139	25	0	178	0	2	7	15	0	24	0	36	1	3	1	40	381
11:30 AM	0	3	131	8	0	142	0	11	158	25	0	194	0	8	5	7	2	20	0	43	10	8	0	61	417
11:45 AM	0	2	148	8	0	158	0	18	150	37	0	205	0	8	9	15	0	32	0	31	13	6	0	50	445
Hourly Total	0	9	531	30	0	570	0	46	565	118	0	729	0	24	25	49	2	98	0	136	31	21	1	188	1585
12:00 PM	0	2	166	18	0	186	0	8	135	23	1	166	0	11	18	24	0	53	0	37	10	5	0	52	457
12:15 PM	0	1	136	14	0	151	0	20	153	46	0	219	0	5	13	10	0	28	0	32	14	9	0	55	453
12:30 PM	0	2	141	10	0	153	0	18	141	33	1	192	0	7	14	16	0	37	0	35	10	7	0	52	434
12:45 PM	0	3	142	10	0	155	0	29	138	40	1	207	0	9	6	17	0	32	0	36	20	9	0	65	459
Hourly Total	0	8	585	52	0	645	0	75	567	142	3	784	0	32	51	67	0	150	0	140	54	30	0	224	1803
1:00 PM	1	3	155	13	0	172	0	12	137	30	0	179	0	14	7	29	0	50	0	22	11	6	0	39	440
1:15 PM	0	3	129	9	0	141	0	18	158	45	0	221	0	6	6	23	0	35	0	35	8	4	0	47	444
1:30 PM	0	7	166	9	0	182	0	12	127	45	0	184	0	4	7	18	0	29	0	35	6	9	0	50	445
1:45 PM	0	3	152	5	0	160	0	13	156	32	0	201	0	5	6	12	0	23	0	47	5	5	0	57	441
Hourly Total	1	16	602	36	0	655	0	55	578	152	0	785	0	29	26	82	0	137	0	139	30	24	0	193	1770
Grand Total	1	54	2778	202	0	3035	0	324	2653	590	3	3567	0	132	169	285	5	586	0	667	190	127	1	984	8172
Approach %	0.0	1.8	91.5	6.7	-	-	0.0	9.1	74.4	16.5	-	-	0.0	22.5	28.8	48.6	-	-	0.0	67.8	19.3	12.9	-	-	-
Total %	0.0	0.7	34.0	2.5	-	37.1	0.0	4.0	32.5	7.2	-	43.6	0.0	1.6	2.1	3.5	-	7.2	0.0	8.2	2.3	1.6	-	12.0	-
Lights	1	51	2702	189	-	2943	0	289	2577	579	-	3445	0	115	159	257	-	531	0	657	188	123	-	968	7887
% Lights	100.0	94.4	97.3	93.6	-	97.0	-	89.2	97.1	98.1	-	96.6	-	87.1	94.1	90.2	-	90.6	-	98.5	98.9	96.9	-	98.4	96.5
Buses	0	1	5	1	-	7	0	0	6	1	-	7	0	4	2	1	-	7	0	3	0	2	-	5	26
% Buses	0.0	1.9	0.2	0.5	-	0.2	-	0.0	0.2	0.2	-	0.2	-	3.0	1.2	0.4	-	1.2	-	0.4	0.0	1.6	-	0.5	0.3
Single-Unit Trucks	0	1	56	8	-	65	0	27	48	8	-	83	0	8	8	21	-	37	0	4	2	1	-	7	192

% Single-Unit Trucks	0.0	1.9	2.0	4.0	-	2.1	-	8.3	1.8	1.4	-	2.3	-	6.1	4.7	7.4	-	6.3	-	0.6	1.1	0.8	-	0.7	2.3
Articulated Trucks	0	1	15	4	-	20	0	7	22	2	-	31	0	5	0	6	-	11	0	3	0	1	-	4	66
% Articulated Trucks	0.0	1.9	0.5	2.0	-	0.7	-	2.2	0.8	0.3	-	0.9	-	3.8	0.0	2.1	-	1.9	-	0.4	0.0	0.8	-	0.4	0.8
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.3	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with
University Drive
Site Code:
Start Date: 07/06/2021
Page No: 3

Turning Movement Peak Hour Data (8:15 AM)

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						University Drive Northbound						Old Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:15 AM	0	2	123	12	0	137	0	15	93	20	0	128	0	9	15	24	1	48	0	23	6	7	0	36	349
8:30 AM	0	3	109	9	0	121	0	11	148	30	0	189	0	6	4	16	0	26	0	30	14	15	0	59	395
8:45 AM	0	1	159	8	0	168	0	20	131	31	0	182	0	9	4	8	0	21	0	38	8	7	0	53	424
9:00 AM	0	4	124	9	0	137	0	17	132	21	0	170	0	2	6	5	1	13	0	44	6	8	0	58	378
Total	0	10	515	38	0	563	0	63	504	102	0	669	0	26	29	53	2	108	0	135	34	37	0	206	1546
Approach %	0.0	1.8	91.5	6.7	-	-	0.0	9.4	75.3	15.2	-	-	0.0	24.1	26.9	49.1	-	-	0.0	65.5	16.5	18.0	-	-	-
Total %	0.0	0.6	33.3	2.5	-	36.4	0.0	4.1	32.6	6.6	-	43.3	0.0	1.7	1.9	3.4	-	7.0	0.0	8.7	2.2	2.4	-	13.3	-
PHF	0.000	0.625	0.810	0.792	-	0.838	0.000	0.788	0.851	0.823	-	0.885	0.000	0.722	0.483	0.552	-	0.563	0.000	0.767	0.607	0.617	-	0.873	0.912
Lights	0	8	499	35	-	542	0	59	488	102	-	649	0	20	27	48	-	95	0	131	33	36	-	200	1486
% Lights	-	80.0	96.9	92.1	-	96.3	-	93.7	96.8	100.0	-	97.0	-	76.9	93.1	90.6	-	88.0	-	97.0	97.1	97.3	-	97.1	96.1
Buses	0	1	0	0	-	1	0	0	1	0	-	1	0	3	1	1	-	5	0	1	0	1	-	2	9
% Buses	-	10.0	0.0	0.0	-	0.2	-	0.0	0.2	0.0	-	0.1	-	11.5	3.4	1.9	-	4.6	-	0.7	0.0	2.7	-	1.0	0.6
Single-Unit Trucks	0	1	14	3	-	18	0	2	13	0	-	15	0	3	1	2	-	6	0	2	1	0	-	3	42
% Single-Unit Trucks	-	10.0	2.7	7.9	-	3.2	-	3.2	2.6	0.0	-	2.2	-	11.5	3.4	3.8	-	5.6	-	1.5	2.9	0.0	-	1.5	2.7
Articulated Trucks	0	0	2	0	-	2	0	1	2	0	-	3	0	0	0	2	-	2	0	1	0	0	-	1	8
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	1.6	0.4	0.0	-	0.4	-	0.0	0.0	3.8	-	1.9	-	0.7	0.0	0.0	-	0.5	0.5
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	1.6	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						University Drive Northbound						Old Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	2	166	18	0	186	0	8	135	23	1	166	0	11	18	24	0	53	0	37	10	5	0	52	457
12:15 PM	0	1	136	14	0	151	0	20	153	46	0	219	0	5	13	10	0	28	0	32	14	9	0	55	453
12:30 PM	0	2	141	10	0	153	0	18	141	33	1	192	0	7	14	16	0	37	0	35	10	7	0	52	434
12:45 PM	0	3	142	10	0	155	0	29	138	40	1	207	0	9	6	17	0	32	0	36	20	9	0	65	459
Total	0	8	585	52	0	645	0	75	567	142	3	784	0	32	51	67	0	150	0	140	54	30	0	224	1803
Approach %	0.0	1.2	90.7	8.1	-	-	0.0	9.6	72.3	18.1	-	-	0.0	21.3	34.0	44.7	-	-	0.0	62.5	24.1	13.4	-	-	-
Total %	0.0	0.4	32.4	2.9	-	35.8	0.0	4.2	31.4	7.9	-	43.5	0.0	1.8	2.8	3.7	-	8.3	0.0	7.8	3.0	1.7	-	12.4	-
PHF	0.000	0.667	0.881	0.722	-	0.867	0.000	0.647	0.926	0.772	-	0.895	0.000	0.727	0.708	0.698	-	0.708	0.000	0.946	0.675	0.833	-	0.862	0.982
Lights	0	8	580	48	-	636	0	67	558	138	-	763	0	31	48	59	-	138	0	138	53	30	-	221	1758
% Lights	-	100.0	99.1	92.3	-	98.6	-	89.3	98.4	97.2	-	97.3	-	96.9	94.1	88.1	-	92.0	-	98.6	98.1	100.0	-	98.7	97.5
Buses	0	0	1	0	-	1	0	0	1	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	4
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.7	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.4	0.2
Single-Unit Trucks	0	0	4	3	-	7	0	6	5	2	-	13	0	0	3	6	-	9	0	0	1	0	-	1	30
% Single-Unit Trucks	-	0.0	0.7	5.8	-	1.1	-	8.0	0.9	1.4	-	1.7	-	0.0	5.9	9.0	-	6.0	-	0.0	1.9	0.0	-	0.4	1.7
Articulated Trucks	0	0	0	1	-	1	0	2	3	1	-	6	0	1	0	2	-	3	0	1	0	0	-	1	11
% Articulated Trucks	-	0.0	0.0	1.9	-	0.2	-	2.7	0.5	0.7	-	0.8	-	3.1	0.0	3.0	-	2.0	-	0.7	0.0	0.0	-	0.4	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with MOB
Drives
Site Code:
Start Date: 07/06/2021
Page No: 1

Turning Movement Data

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	160	1	0	161	0	2	113	1	0	116	0	0	0	0	0	0	0	0	0	1	1	1	278
7:45 AM	0	2	151	5	0	158	0	7	109	0	0	116	0	0	0	1	0	1	0	0	0	1	0	1	276
Hourly Total	0	2	311	6	0	319	0	9	222	1	0	232	0	0	0	1	0	1	0	0	0	2	1	2	554
8:00 AM	0	3	137	2	0	142	0	10	103	1	0	114	0	1	0	0	2	1	0	0	0	0	1	0	257
8:15 AM	0	3	144	1	0	148	0	4	104	1	0	109	0	1	0	0	0	1	0	0	1	0	0	1	259
8:30 AM	0	2	123	3	0	128	0	5	155	0	0	160	0	1	0	1	1	2	0	0	0	0	1	0	290
8:45 AM	0	7	153	2	0	162	0	5	132	4	0	141	0	3	0	0	0	3	0	1	0	1	0	2	308
Hourly Total	0	15	557	8	0	580	0	24	494	6	0	524	0	6	0	1	3	7	0	1	1	1	2	3	1114
9:00 AM	0	8	143	2	0	153	0	4	135	2	0	141	0	5	0	2	1	7	0	0	0	3	0	3	304
9:15 AM	0	2	142	0	0	144	0	3	108	1	0	112	0	3	0	0	0	3	0	0	1	1	0	2	261
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	10	285	2	0	297	0	7	243	3	0	253	0	8	0	2	1	10	0	0	1	4	0	5	565
11:30 AM	0	2	152	1	0	155	0	4	160	1	0	165	0	4	0	2	0	6	0	1	0	4	0	5	331
11:45 AM	3	1	165	2	0	171	0	0	151	1	0	152	0	5	0	4	0	9	0	0	0	3	0	3	335
Hourly Total	3	3	317	3	0	326	0	4	311	2	0	317	0	9	0	6	0	15	0	1	0	7	0	8	666
12:00 PM	0	3	168	0	0	171	0	1	159	2	0	162	0	3	0	5	1	8	0	1	0	5	0	6	347
12:15 PM	0	1	147	3	0	151	0	9	156	0	0	165	0	4	0	0	1	4	0	0	0	1	0	1	321
12:30 PM	2	3	156	2	0	163	0	6	147	0	0	153	0	1	0	2	0	3	0	1	0	3	0	4	323
12:45 PM	1	3	152	1	0	157	0	9	141	2	0	152	0	4	0	3	0	7	0	1	0	2	0	3	319
Hourly Total	3	10	623	6	0	642	0	25	603	4	0	632	0	12	0	10	2	22	0	3	0	11	0	14	1310
1:00 PM	1	7	163	1	0	172	0	7	142	3	0	152	0	7	0	1	0	8	0	3	0	4	1	7	339
1:15 PM	1	4	147	1	0	153	0	4	162	1	0	167	0	3	0	1	0	4	0	0	0	2	0	2	326
1:30 PM	0	3	192	0	0	195	0	5	135	0	0	140	0	2	0	3	0	5	0	2	0	0	0	2	342
1:45 PM	2	3	139	1	0	145	0	2	143	1	0	146	0	7	0	1	0	8	0	0	0	4	1	4	303
Hourly Total	4	17	641	3	0	665	0	18	582	5	0	605	0	19	0	6	0	25	0	5	0	10	2	15	1310
Grand Total	10	57	2734	28	0	2829	0	87	2455	21	0	2563	0	54	0	26	6	80	0	10	2	35	5	47	5519
Approach %	0.4	2.0	96.6	1.0	-	-	0.0	3.4	95.8	0.8	-	-	0.0	67.5	0.0	32.5	-	-	0.0	21.3	4.3	74.5	-	-	-
Total %	0.2	1.0	49.5	0.5	-	51.3	0.0	1.6	44.5	0.4	-	46.4	0.0	1.0	0.0	0.5	-	1.4	0.0	0.2	0.0	0.6	-	0.9	-
Lights	10	56	2651	26	-	2743	0	85	2367	21	-	2473	0	54	0	22	-	76	0	10	2	34	-	46	5338
% Lights	100.0	98.2	97.0	92.9	-	97.0	-	97.7	96.4	100.0	-	96.5	-	100.0	-	84.6	-	95.0	-	100.0	100.0	97.1	-	97.9	96.7
Buses	0	0	6	2	-	8	0	1	9	0	-	10	0	0	0	1	-	1	0	0	0	0	-	0	19
% Buses	0.0	0.0	0.2	7.1	-	0.3	-	1.1	0.4	0.0	-	0.4	-	0.0	-	3.8	-	1.3	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	1	59	0	-	60	0	1	53	0	-	54	0	0	0	2	-	2	0	0	0	1	-	1	117
% Single-Unit Trucks	0.0	1.8	2.2	0.0	-	2.1	-	1.1	2.2	0.0	-	2.1	-	0.0	-	7.7	-	2.5	-	0.0	0.0	2.9	-	2.1	2.1
Articulated Trucks	0	0	18	0	-	18	0	0	26	0	-	26	0	0	0	1	-	1	0	0	0	0	-	0	45

% Articulated Trucks	0.0	0.0	0.7	0.0	-	0.6	-	0.0	1.1	0.0	-	1.0	-	0.0	-	3.8	-	1.3	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with MOB
Drives
Site Code:
Start Date: 07/06/2021
Page No: 3

Turning Movement Peak Hour Data (8:15 AM)

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:15 AM	0	3	144	1	0	148	0	4	104	1	0	109	0	1	0	0	0	1	0	0	1	0	0	1	259
8:30 AM	0	2	123	3	0	128	0	5	155	0	0	160	0	1	0	1	1	2	0	0	0	0	1	0	290
8:45 AM	0	7	153	2	0	162	0	5	132	4	0	141	0	3	0	0	0	3	0	1	0	1	0	2	308
9:00 AM	0	8	143	2	0	153	0	4	135	2	0	141	0	5	0	2	1	7	0	0	0	3	0	3	304
Total	0	20	563	8	0	591	0	18	526	7	0	551	0	10	0	3	2	13	0	1	1	4	1	6	1161
Approach %	0.0	3.4	95.3	1.4	-	-	0.0	3.3	95.5	1.3	-	-	0.0	76.9	0.0	23.1	-	-	0.0	16.7	16.7	66.7	-	-	-
Total %	0.0	1.7	48.5	0.7	-	50.9	0.0	1.6	45.3	0.6	-	47.5	0.0	0.9	0.0	0.3	-	1.1	0.0	0.1	0.1	0.3	-	0.5	-
PHF	0.000	0.625	0.920	0.667	-	0.912	0.000	0.900	0.848	0.438	-	0.861	0.000	0.500	0.000	0.375	-	0.464	0.000	0.250	0.250	0.333	-	0.500	0.942
Lights	0	20	543	8	-	571	0	18	502	7	-	527	0	10	0	1	-	11	0	1	1	4	-	6	1115
% Lights	-	100.0	96.4	100.0	-	96.6	-	100.0	95.4	100.0	-	95.6	-	100.0	-	33.3	-	84.6	-	100.0	100.0	100.0	-	100.0	96.0
Buses	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	0.0	-	33.3	-	7.7	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	16	0	-	16	0	0	17	0	-	17	0	0	0	1	-	1	0	0	0	0	-	0	34
% Single-Unit Trucks	-	0.0	2.8	0.0	-	2.7	-	0.0	3.2	0.0	-	3.1	-	0.0	-	33.3	-	7.7	-	0.0	0.0	0.0	-	0.0	2.9
Articulated Trucks	0	0	4	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.8	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with MOB
Drives
Site Code:
Start Date: 07/06/2021
Page No: 4

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	3	168	0	0	171	0	1	159	2	0	162	0	3	0	5	1	8	0	1	0	5	0	6	347
12:15 PM	0	1	147	3	0	151	0	9	156	0	0	165	0	4	0	0	1	4	0	0	0	1	0	1	321
12:30 PM	2	3	156	2	0	163	0	6	147	0	0	153	0	1	0	2	0	3	0	1	0	3	0	4	323
12:45 PM	1	3	152	1	0	157	0	9	141	2	0	152	0	4	0	3	0	7	0	1	0	2	0	3	319
Total	3	10	623	6	0	642	0	25	603	4	0	632	0	12	0	10	2	22	0	3	0	11	0	14	1310
Approach %	0.5	1.6	97.0	0.9	-	-	0.0	4.0	95.4	0.6	-	-	0.0	54.5	0.0	45.5	-	-	0.0	21.4	0.0	78.6	-	-	-
Total %	0.2	0.8	47.6	0.5	-	49.0	0.0	1.9	46.0	0.3	-	48.2	0.0	0.9	0.0	0.8	-	1.7	0.0	0.2	0.0	0.8	-	1.1	-
PHF	0.375	0.833	0.927	0.500	-	0.939	0.000	0.694	0.948	0.500	-	0.958	0.000	0.750	0.000	0.500	-	0.688	0.000	0.750	0.000	0.550	-	0.583	0.944
Lights	3	10	613	6	-	632	0	25	594	4	-	623	0	12	0	9	-	21	0	3	0	10	-	13	1289
% Lights	100.0	100.0	98.4	100.0	-	98.4	-	100.0	98.5	100.0	-	98.6	-	100.0	-	90.0	-	95.5	-	100.0	-	90.9	-	92.9	98.4
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	7	0	-	7	0	0	4	0	-	4	0	0	0	1	-	1	0	0	0	1	-	1	13
% Single-Unit Trucks	0.0	0.0	1.1	0.0	-	1.1	-	0.0	0.7	0.0	-	0.6	-	0.0	-	10.0	-	4.5	-	0.0	-	9.1	-	7.1	1.0
Articulated Trucks	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.7	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
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Count Name: Arlington Heights Road with MOB
Access
Site Code:
Start Date: 07/08/2021
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	0	1	0	1	0	0	107	0	107	0	165	7	0	172	280
7:45 AM	0	0	1	0	1	0	0	127	0	127	0	155	22	0	177	305
Hourly Total	0	0	2	0	2	0	0	234	0	234	0	320	29	0	349	585
8:00 AM	0	0	0	0	0	0	0	125	0	125	0	150	23	0	173	298
8:15 AM	0	0	0	0	0	0	0	132	0	132	0	133	9	0	142	274
8:30 AM	0	0	0	0	0	0	0	143	0	143	0	174	4	0	178	321
8:45 AM	0	0	2	0	2	0	0	145	0	145	0	128	7	0	135	282
Hourly Total	0	0	2	0	2	0	0	545	0	545	0	585	43	0	628	1175
9:00 AM	0	0	2	0	2	0	0	144	0	144	0	133	3	0	136	282
9:15 AM	0	0	2	0	2	0	0	126	0	126	0	147	6	0	153	281
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	4	0	4	0	0	270	0	270	0	280	9	0	289	563
11:30 AM	0	0	7	1	7	0	0	167	0	167	0	188	1	0	189	363
11:45 AM	0	0	5	8	5	0	0	173	0	173	0	184	9	0	193	371
Hourly Total	0	0	12	9	12	0	0	340	0	340	0	372	10	0	382	734
12:00 PM	0	0	2	0	2	0	0	162	0	162	0	179	3	0	182	346
12:15 PM	0	0	3	1	3	0	0	199	0	199	0	173	7	0	180	382
12:30 PM	0	0	1	0	1	0	0	151	0	151	0	178	7	0	185	337
12:45 PM	0	0	4	0	4	0	0	175	0	175	0	140	16	0	156	335
Hourly Total	0	0	10	1	10	0	0	687	0	687	0	670	33	0	703	1400
1:00 PM	0	0	2	0	2	0	0	178	0	178	0	191	4	0	195	375
1:15 PM	0	0	1	0	1	0	0	139	0	139	0	163	3	0	166	306
1:30 PM	0	0	1	0	1	0	0	165	0	165	0	192	0	0	192	358
1:45 PM	0	0	3	0	3	0	0	150	0	150	0	164	3	0	167	320
Hourly Total	0	0	7	0	7	0	0	632	0	632	0	710	10	0	720	1359
Grand Total	0	0	37	10	37	0	0	2708	0	2708	0	2937	134	0	3071	5816
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	95.6	4.4	-	-	-
Total %	0.0	0.0	0.6	-	0.6	0.0	0.0	46.6	-	46.6	0.0	50.5	2.3	-	52.8	-
Lights	0	0	37	-	37	0	0	2631	-	2631	0	2845	121	-	2966	5634
% Lights	-	-	100.0	-	100.0	-	-	97.2	-	97.2	-	96.9	90.3	-	96.6	96.9
Buses	0	0	0	-	0	0	0	12	-	12	0	12	10	-	22	34
% Buses	-	-	0.0	-	0.0	-	-	0.4	-	0.4	-	0.4	7.5	-	0.7	0.6
Single-Unit Trucks	0	0	0	-	0	0	0	41	-	41	0	52	3	-	55	96
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	1.5	-	1.5	-	1.8	2.2	-	1.8	1.7
Articulated Trucks	0	0	0	-	0	0	0	24	-	24	0	28	0	-	28	52
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.9	-	0.9	-	1.0	0.0	-	0.9	0.9

[illegible]

Start Time	Access Drive Eastbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
8:15 AM	0	0	0	0	0	0	0	132	0	132	0	133	9	0	142	274
8:30 AM	0	0	0	0	0	0	0	143	0	143	0	174	4	0	178	321
8:45 AM	0	0	2	0	2	0	0	145	0	145	0	128	7	0	135	282
9:00 AM	0	0	2	0	2	0	0	144	0	144	0	133	3	0	136	282
Total	0	0	4	0	4	0	0	564	0	564	0	568	23	0	591	1159
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	96.1	3.9	-	-	-
Total %	0.0	0.0	0.3	-	0.3	0.0	0.0	48.7	-	48.7	0.0	49.0	2.0	-	51.0	-
PHF	0.000	0.000	0.500	-	0.500	0.000	0.000	0.972	-	0.972	0.000	0.816	0.639	-	0.830	0.903
Lights	0	0	4	-	4	0	0	546	-	546	0	550	22	-	572	1122
% Lights	-	-	100.0	-	100.0	-	-	96.8	-	96.8	-	96.8	95.7	-	96.8	96.8
Buses	0	0	0	-	0	0	0	7	-	7	0	2	0	-	2	9
% Buses	-	-	0.0	-	0.0	-	-	1.2	-	1.2	-	0.4	0.0	-	0.3	0.8
Single-Unit Trucks	0	0	0	-	0	0	0	10	-	10	0	15	1	-	16	26
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	1.8	-	1.8	-	2.6	4.3	-	2.7	2.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Access Drive Eastbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
12:00 PM	0	0	2	0	2	0	0	162	0	162	0	179	3	0	182	346
12:15 PM	0	0	3	1	3	0	0	199	0	199	0	173	7	0	180	382
12:30 PM	0	0	1	0	1	0	0	151	0	151	0	178	7	0	185	337
12:45 PM	0	0	4	0	4	0	0	175	0	175	0	140	16	0	156	335
Total	0	0	10	1	10	0	0	687	0	687	0	670	33	0	703	1400
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	95.3	4.7	-	-	-
Total %	0.0	0.0	0.7	-	0.7	0.0	0.0	49.1	-	49.1	0.0	47.9	2.4	-	50.2	-
PHF	0.000	0.000	0.625	-	0.625	0.000	0.000	0.863	-	0.863	0.000	0.936	0.516	-	0.950	0.916
Lights	0	0	10	-	10	0	0	675	-	675	0	651	27	-	678	1363
% Lights	-	-	100.0	-	100.0	-	-	98.3	-	98.3	-	97.2	81.8	-	96.4	97.4
Buses	0	0	0	-	0	0	0	1	-	1	0	2	5	-	7	8
% Buses	-	-	0.0	-	0.0	-	-	0.1	-	0.1	-	0.3	15.2	-	1.0	0.6
Single-Unit Trucks	0	0	0	-	0	0	0	6	-	6	0	9	1	-	10	16
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	0.9	-	0.9	-	1.3	3.0	-	1.4	1.1
Articulated Trucks	0	0	0	-	0	0	0	5	-	5	0	8	0	-	8	13
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.7	-	0.7	-	1.2	0.0	-	1.1	0.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	0	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	$> 10 - 15$	
C	$> 15 - 25$	
D	$> 25 - 35$	
E	$> 35 - 50$	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Base Conditions

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

07/15/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	727	38	63	706	102	26	29	53	135	34	37
Future Volume (vph)	10	727	38	63	706	102	26	29	53	135	34	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.993			0.981			0.927			0.973	
Flt Protected	0.950			0.950				0.988			0.968	
Satd. Flow (prot)	1504	3472	0	1703	3451	0	0	2955	0	0	3301	0
Flt Permitted	0.310			0.278				0.822			0.742	
Satd. Flow (perm)	491	3472	0	498	3451	0	0	2459	0	0	2530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			30			58			35	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			497			467	
Travel Time (s)		14.6			12.6			11.3			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	3%	8%	6%	3%	0%	23%	7%	9%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	841	0	69	888	0	0	119	0	0	226	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	40.2	34.4		42.0	38.3			11.2			11.2	
Actuated g/C Ratio	0.64	0.54		0.66	0.61			0.18			0.18	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

07/15/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.03	0.44		0.15	0.42			0.25			0.48	
Control Delay	4.4	11.0		4.9	8.2			14.3			23.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.4	11.0		4.9	8.2			14.3			23.3	
LOS	A	B		A	A			B			C	
Approach Delay		10.9			8.0			14.3			23.3	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	108		7	72			11			36	
Queue Length 95th (ft)	6	173		21	180			31			66	
Internal Link Dist (ft)		779			657			417			387	
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	419	1890		455	2098			669			670	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.44		0.15	0.42			0.18			0.34	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 11.1

Intersection LOS: B

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 Ø1	 Ø2	 Ø4
10 s	38 s	22 s
 Ø5	 Ø6	 Ø8
10 s	38 s	22 s

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	20	771	8	18	744	7	10	0	3	1	1	4
Future Vol, veh/h	20	771	8	18	744	7	10	0	3	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	0	5	0	0	0	67	0	0	0
Mvmt Flow	21	820	9	19	791	7	11	0	3	1	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	829	0	0	1301	1703	415	1285	1704	399
Stage 1	-	-	-	-	-	-	867	867	-	833	833	-
Stage 2	-	-	-	-	-	-	434	836	-	452	871	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	8.24	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.97	3.5	4	3.3
Pot Cap-1 Maneuver	833	-	-	811	-	-	121	93	437	124	93	606
Stage 1	-	-	-	-	-	-	318	373	-	334	386	-
Stage 2	-	-	-	-	-	-	576	385	-	562	371	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	833	-	-	811	-	-	115	89	437	119	89	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	89	-	119	89	-
Stage 1	-	-	-	-	-	-	310	364	-	326	377	-
Stage 2	-	-	-	-	-	-	557	376	-	544	362	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.2	33.7	21.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	139	811	-	-	833	-	229
HCM Lane V/C Ratio	0.099	0.024	-	-	0.026	-	0.028
HCM Control Delay (s)	33.7	9.5	-	-	9.4	-	21.2
HCM Lane LOS	D	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	0.1

HCM 6th TWSC

3: North Access Drive & Arlington Heights Road

07/15/2021

Intersection

Int Delay, s/veh 0

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	795	23	0	758	0	4
Future Vol, veh/h	795	23	0	758	0	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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	3	4
Mvmt Flow	883	26	0	842	0	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 455
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.34
Pot Cap-1 Maneuver	-	-	0 - 0 547
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 547
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	SE	NW	NE
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET	SER
Capacity (veh/h)	547	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Capacity Analysis Summary Sheets
Weekday Afternoon Peak Hour – Base Conditions

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

07/15/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	819	52	75	794	142	32	51	67	140	54	30
Future Volume (vph)	8	819	52	75	794	142	32	51	67	140	54	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.977			0.933			0.980	
Flt Protected	0.950			0.950				0.989			0.970	
Satd. Flow (prot)	1805	3528	0	1626	3453	0	0	3084	0	0	3394	0
Flt Permitted	0.291			0.257				0.829			0.732	
Satd. Flow (perm)	553	3528	0	440	3453	0	0	2585	0	0	2561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			29			68			20	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			503			467	
Travel Time (s)		14.6			12.6			11.4			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	8%	11%	2%	3%	3%	6%	12%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	889	0	77	955	0	0	153	0	0	229	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	46.7	39.8		49.5	45.8			12.2			12.2	
Actuated g/C Ratio	0.65	0.55		0.69	0.64			0.17			0.17	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

07/15/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.02	0.45		0.19	0.43			0.31			0.51	
Control Delay	4.1	11.4		5.1	8.0			17.2			29.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.1	11.4		5.1	8.0			17.2			29.1	
LOS	A	B		A	A			B			C	
Approach Delay		11.3			7.8			17.2			29.1	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	121		9	84			17			45	
Queue Length 95th (ft)	5	186		24	198			42			78	
Internal Link Dist (ft)		779			657			423			387	
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	478	1959		411	2211			1090			1052	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.45		0.19	0.43			0.14			0.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 57.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 Ø1	 Ø2	 Ø4
10 s	45 s	35 s
 Ø5	 Ø6	 Ø8
10 s	45 s	35 s

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	13	866	6	25	827	4	12	0	10	3	0	11
Future Vol, veh/h	13	866	6	25	827	4	12	0	10	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	2	0	0	0	10	0	0	9
Mvmt Flow	14	921	6	27	880	4	13	0	11	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	884	0	0	927	0	0	1446	1890	464	1425	1891	442
Stage 1	-	-	-	-	-	-	952	952	-	936	936	-
Stage 2	-	-	-	-	-	-	494	938	-	489	955	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.1	7.5	6.5	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.4	3.5	4	3.39
Pot Cap-1 Maneuver	774	-	-	746	-	-	94	71	524	98	71	544
Stage 1	-	-	-	-	-	-	283	341	-	289	346	-
Stage 2	-	-	-	-	-	-	531	346	-	534	339	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	746	-	-	88	67	524	92	67	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	67	-	92	67	-
Stage 1	-	-	-	-	-	-	278	335	-	284	334	-
Stage 2	-	-	-	-	-	-	501	334	-	514	333	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0.3	35.3	19.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	142	746	-	-	774	-	265
HCM Lane V/C Ratio	0.165	0.036	-	-	0.018	-	0.056
HCM Control Delay (s)	35.3	10	-	-	9.7	-	19.4
HCM Lane LOS	E	B	-	-	A	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	0.2

HCM 6th TWSC

3: North Access Drive & Arlington Heights Road

07/15/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	875	33	0	850	0	10
Future Vol, veh/h	875	33	0	850	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	18
Mvmt Flow	951	36	0	924	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	494
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.48
Pot Cap-1 Maneuver	-	-	0	-	0	480
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	480
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE		NW		NE	
HCM Control Delay, s	0		0		12.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NELn1	NWT	SET	SER		
Capacity (veh/h)	480	-	-	-		
HCM Lane V/C Ratio	0.023	-	-	-		
HCM Control Delay (s)	12.7	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

08/13/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	745	44	63	727	102	30	29	53	135	34	41
Future Volume (vph)	16	745	44	63	727	102	30	29	53	135	34	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.992			0.982			0.929			0.971	
Flt Protected	0.950			0.950				0.987			0.969	
Satd. Flow (prot)	1504	3467	0	1703	3454	0	0	2949	0	0	3298	0
Flt Permitted	0.293			0.261				0.811			0.742	
Satd. Flow (perm)	464	3467	0	468	3454	0	0	2423	0	0	2525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			29			58			39	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			499			467	
Travel Time (s)		14.6			12.6			11.3			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	3%	8%	6%	3%	0%	23%	7%	9%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	867	0	69	911	0	0	123	0	0	230	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	38.0		10.0	38.0		17.0	17.0		17.0	17.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	34.1	28.4		35.6	31.9			11.3			11.3	
Actuated g/C Ratio	0.59	0.49		0.62	0.56			0.20			0.20	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

08/13/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.05	0.50		0.16	0.47			0.24			0.44	
Control Delay	4.4	11.9		5.0	9.0			14.7			21.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.4	11.9		5.0	9.0			14.7			21.5	
LOS	A	B		A	A			B			C	
Approach Delay		11.7			8.7			14.7			21.5	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	2	113		7	74			11			36	
Queue Length 95th (ft)	8	180		22	188			32			66	
Internal Link Dist (ft)		779			657			419			387	
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	401	2040		437	2248			752			769	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.42		0.16	0.41			0.16			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 57.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 54.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 Ø1	 Ø2	 Ø4
10 s	38 s	22 s
 Ø5	 Ø6	 Ø8
10 s	38 s	22 s

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	20	800	24	47	744	7	10	0	4	1	1	4
Future Vol, veh/h	20	800	24	47	744	7	10	0	4	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	0	0	5	0	0	0	67	0	0	0
Mvmt Flow	21	851	26	50	791	7	11	0	4	1	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	877	0	0	1402	1804	439	1363	1814	399
Stage 1	-	-	-	-	-	-	906	906	-	895	895	-
Stage 2	-	-	-	-	-	-	496	898	-	468	919	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	8.24	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.97	3.5	4	3.3
Pot Cap-1 Maneuver	833	-	-	779	-	-	102	80	419	109	79	606
Stage 1	-	-	-	-	-	-	301	358	-	306	362	-
Stage 2	-	-	-	-	-	-	529	361	-	550	353	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	833	-	-	779	-	-	93	73	419	101	72	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	73	-	101	72	-
Stage 1	-	-	-	-	-	-	293	349	-	298	339	-
Stage 2	-	-	-	-	-	-	490	338	-	531	344	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.6	39.2	23.9
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	120	779	-	-	833	-	197
HCM Lane V/C Ratio	0.124	0.064	-	-	0.026	-	0.032
HCM Control Delay (s)	39.2	9.9	-	-	9.4	-	23.9
HCM Lane LOS	E	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	0.1

HCM 6th TWSC
3: North Access Drive & Arlington Heights Road

08/13/2021

Intersection

Int Delay, s/veh 0.2

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	811	24	0	758	0	33
Future Vol, veh/h	811	24	0	758	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	3	4
Mvmt Flow	901	27	0	842	0	37

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 464
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.98
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.34
Pot Cap-1 Maneuver	-	-	0 - 0 539
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 539
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	SE	NW	NE
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET	SER
Capacity (veh/h)	539	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-
HCM Control Delay (s)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Capacity Analysis Summary Sheets
Weekday Afternoon Peak Hour – Projected Conditions

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

08/13/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	848	60	75	808	142	35	51	67	140	54	33
Future Volume (vph)	16	848	60	75	808	142	35	51	67	140	54	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.990			0.978			0.935			0.978	
Flt Protected	0.950			0.950				0.989			0.970	
Satd. Flow (prot)	1805	3522	0	1626	3456	0	0	3093	0	0	3388	0
Flt Permitted	0.284			0.243				0.818			0.733	
Satd. Flow (perm)	540	3522	0	416	3456	0	0	2558	0	0	2560	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			28			68			23	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			503			467	
Travel Time (s)		14.6			12.6			11.4			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	8%	11%	2%	3%	3%	6%	12%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	926	0	77	969	0	0	156	0	0	232	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	46.7	39.7		49.3	45.6			12.2			12.2	
Actuated g/C Ratio	0.65	0.55		0.69	0.64			0.17			0.17	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

08/13/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.04	0.47		0.20	0.44			0.32			0.51	
Control Delay	4.2	11.6		5.2	8.1			17.4			28.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.2	11.6		5.2	8.1			17.4			28.7	
LOS	A	B		A	A			B			C	
Approach Delay		11.5			7.9			17.4			28.7	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	2	128		9	86			18			45	
Queue Length 95th (ft)	8	197		24	205			43			78	
Internal Link Dist (ft)		779			657			423			387	
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	471	1954		396	2208			1081			1055	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.47		0.19	0.44			0.14			0.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 12.0

Intersection LOS: B

Intersection Capacity Utilization 58.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 Ø1	 Ø2	 Ø4
10 s	45 s	35 s
 Ø5	 Ø6	 Ø8
10 s	45 s	35 s

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	13	910	16	45	827	4	13	0	11	3	0	11
Future Vol, veh/h	13	910	16	45	827	4	13	0	11	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	2	0	0	0	10	0	0	9
Mvmt Flow	14	968	17	48	880	4	14	0	12	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	884	0	0	985	0	0	1541	1985	493	1490	1991	442
Stage 1	-	-	-	-	-	-	1005	1005	-	978	978	-
Stage 2	-	-	-	-	-	-	536	980	-	512	1013	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.1	7.5	6.5	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.4	3.5	4	3.39
Pot Cap-1 Maneuver	774	-	-	709	-	-	80	62	501	87	61	544
Stage 1	-	-	-	-	-	-	263	322	-	273	331	-
Stage 2	-	-	-	-	-	-	501	331	-	518	319	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	709	-	-	73	57	501	79	56	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	57	-	79	56	-
Stage 1	-	-	-	-	-	-	258	316	-	268	308	-
Stage 2	-	-	-	-	-	-	457	308	-	497	313	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0.5	42.9	20.9
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	120	709	-	-	774	-	241
HCM Lane V/C Ratio	0.213	0.068	-	-	0.018	-	0.062
HCM Control Delay (s)	42.9	10.4	-	-	9.7	-	20.9
HCM Lane LOS	E	B	-	-	A	-	C
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-	0.2

HCM 6th TWSC

3: North Access Drive & Arlington Heights Road

08/13/2021

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	885	33	0	851	0	54
Future Vol, veh/h	885	33	0	851	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	18
Mvmt Flow	962	36	0	925	0	59

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 499
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.26
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.48
Pot Cap-1 Maneuver	-	-	0 - 0 477
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 477
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	SE	NW	NE
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET	SER
Capacity (veh/h)	477	-	-	-
HCM Lane V/C Ratio	0.123	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

5812 W. HIGGINS AVENUE
CHICAGO, ILLINOIS 60630

MM SURVEYING CO., INC.
PROFESSIONAL DESIGN FIRM NO.184-003233

" ALTA/ACSM LAND TITLE SURVEY "
OF

PHONE:773/282-5900
FAX: 773/282-9424

PARCEL 1:
ALL THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND OF THE NORTH 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 8, AND LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE, AS SHOWN UPON PLAT OF SAID SUBDIVISION RECORDED JUNE 17, 1941 AS DOCUMENT NO. 12703394, IN COOK COUNTY, ILLINOIS; EXCEPTING THEREFROM THE FOLLOWING PORTIONS THEREOF:
EXCEPTION PORTION A: THE EAST 597.14 FEET THEREOF;
EXCEPTION PORTION B: THAT PART TAKEN AND CONDEMNED IN CASE NO. 70 L 9667 BY THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS OF THE STATE OF ILLINOIS FOR RELOCATED ARLINGTON HEIGHTS ROAD;
EXCEPTION PORTION C: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD.

PARCEL 2:
THE WEST 287.14 FEET OF THE EAST 597.14 FEET OF THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND OF THE NORTH 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 8, AND LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE (EXTENDED TO THE WEST) AS SHOWN UPON PLAT OF SAID SUBDIVISION RECORDED JUNE 17, 1941 AS DOCUMENT NO. 12703394, IN COOK COUNTY, ILLINOIS; EXCEPTING THEREFROM THE FOLLOWING PORTIONS THEREOF:
EXCEPTION PORTION A: THAT PART CONVEYED BY REINHOLD AND RUTH E. RUEVE TO THE STATE OF ILLINOIS FOR THE USE OF THE DEPARTMENT OF PUBLIC WORKS AND BUILDING BY DEED DATED JULY 16, 1970 AND RECORDED AUGUST 14, 1970 AS DOCUMENT NO. 21227390;
EXCEPTION PORTION B: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD, BEING A LINE DRAWN BETWEEN A POINT IN THE EAST LINE OF THE AFORESAID WEST 287.14 FEET THAT IS 404.89 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE, AS MEASURED ALONG THE EAST LINE OF THE AFORESAID WEST 287.14 FEET, AND A POINT IN THE WEST LINE OF THE AFORESAID EAST 597.14 FEET THAT IS 192.276 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE.

TOTAL LAND AREA: 236,473 SQ. FT. (5.4287 AC.)

COMMON ADDRESS: 3250 NORTH ARLINGTON HEIGHTS ROAD, ARLINGTON HEIGHTS, ILLINOIS 60004-1563

PIN # 03-08-102-035

PIN # 03-08-102-029

ZONING INFORMATION (SOURCE: ARLINGTON HEIGHTS WEBSITE: WWW.AH.IL.GOV)

THE PROPERTY DESCRIBED ABOVE IS LOCATED IN ZONE M-2, RESEARCH, DEVELOPMENT AND LIGHT MANUFACTURING DISTRICT (ACCORDING TO ARLINGTON HEIGHTS MUNICIPAL CODE - SEE CHAPTER 28 SECTION 5.1-17 FOR DETAILS)

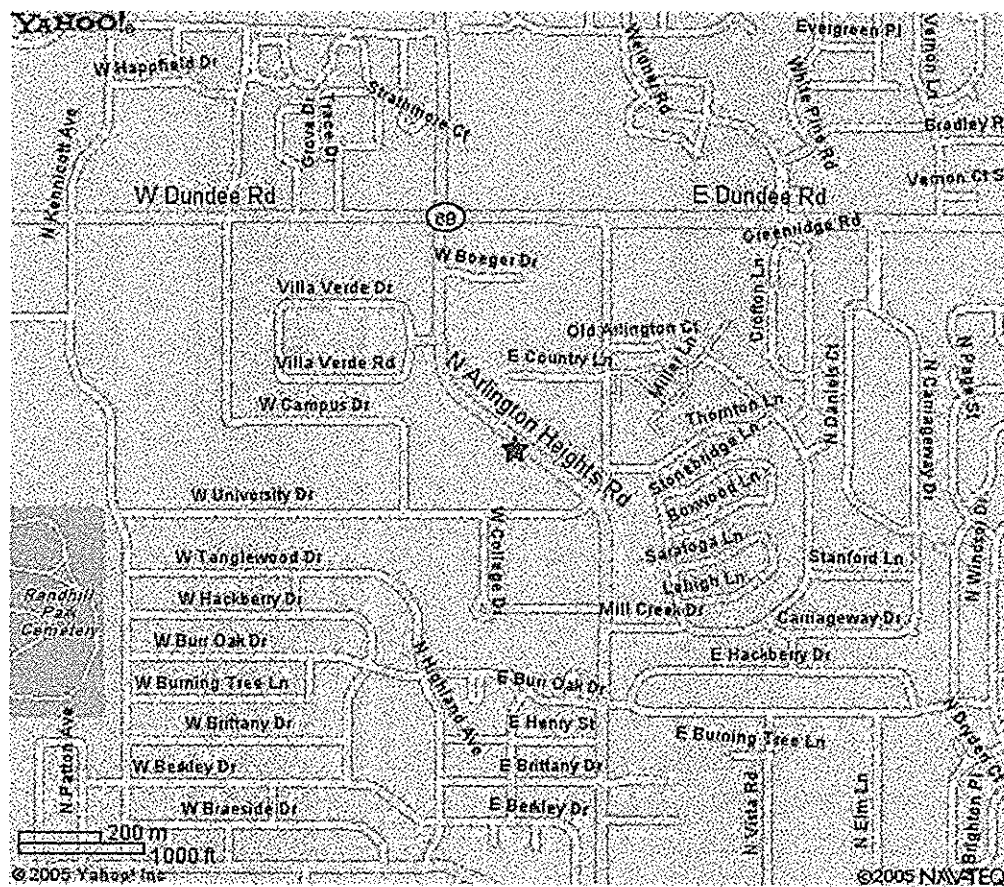
MINIMUM YARD REQUIREMENTS (5.1-17.7)
- FRONT YARD: 50 FEET
- SIDE YARD: 10% OF LOT WIDTH OR 25 FEET WHICHEVER IS GREATER
- REAR YARD: 30 FEET (50 FEET IF PROPERTY IS ADJACENT TO RESIDENTIAL DISTRICTS)

MAXIMUM FLOOR AREA RATIO: 250% (5.1-17.9)

MAXIMUM BUILDING COVERAGE: 200% (5.1-17.10)

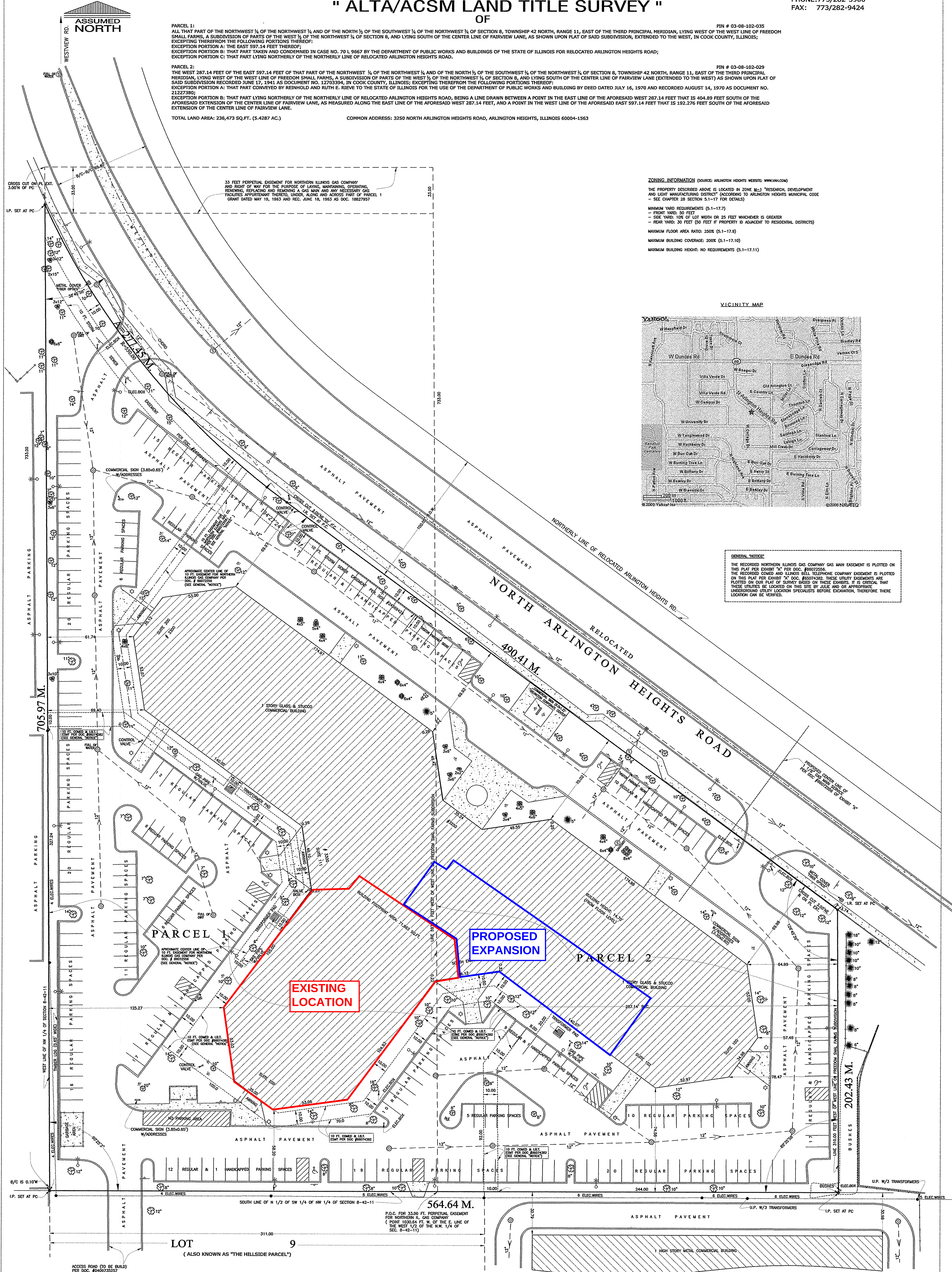
MAXIMUM BUILDING HEIGHT: NO REQUIREMENTS (5.1-17.11)

VICINITY MAP



GENERAL NOTICE

THE RECORDED NORTHERN ILLINOIS GAS COMPANY GAS MAIN EASEMENT IS PLOTTED ON THIS PLAN PER EXHIBIT "A" PER DOC. #80072556. THE RECORDED COMED AND ILLINOIS BELL TELEPHONE COMPANY EASEMENT IS PLOTTED ON THIS PLAN PER EXHIBIT "A" PER DOC. #80074302. THESE UTILITY EASEMENTS ARE PLOTTED ON THIS PLAN OF SURVEY BASED ON THESE CHARTS. IT IS CRITICAL THAT THESE UTILITIES BE LOCATED ON THIS SITE BY JULY AND OR APPROPRIATE UNDERGROUND UTILITY LOCATION SPECIALISTS BEFORE EXCAVATION, THEREFORE THEIR LOCATION CAN BE VERIFIED.



ORDER NO. 69225
SCALE: 1 INCH = 30 FEET
FIELDWORK COMPLETION DATE: FEBRUARY 28, 2006
ORDERED BY: HEINRICH & KRAMER
UPDATED: NOVEMBER 15, 2006
EASEMENTS PLOTTED: JANUARY 15, 2007

LEGEND:

- | | | |
|-------------------|---------------------------|----------------|
| CHAIN LINK FENCE | L.R. - IRON ROD | STREET LIGHT |
| WOOD FENCE | P.C. - POINT OF CURVATURE | LIGHT POST |
| IRON FENCE | R.O.W. - RIGHT OF WAY | LANDSCAPE LAMP |
| CONCRETE PAVEMENT | U.P. - UTILITY POLE | FIRE HYDRANT |
| BACK OF CURB | HANDICAPPED SPACE | WATER VALVE |
| EDGE OF CONCRETE | SEWER MANHOLE | STREET SIGN |
| PROPERTY LINE | CATCH BASIN | DECIDUOUS TREE |
| PROPERTY CORNER | CURB INLET | EVERGREEN TREE |
| IRON PIPE | UTILITY POLE W/ WIRES | IRON GUARD |

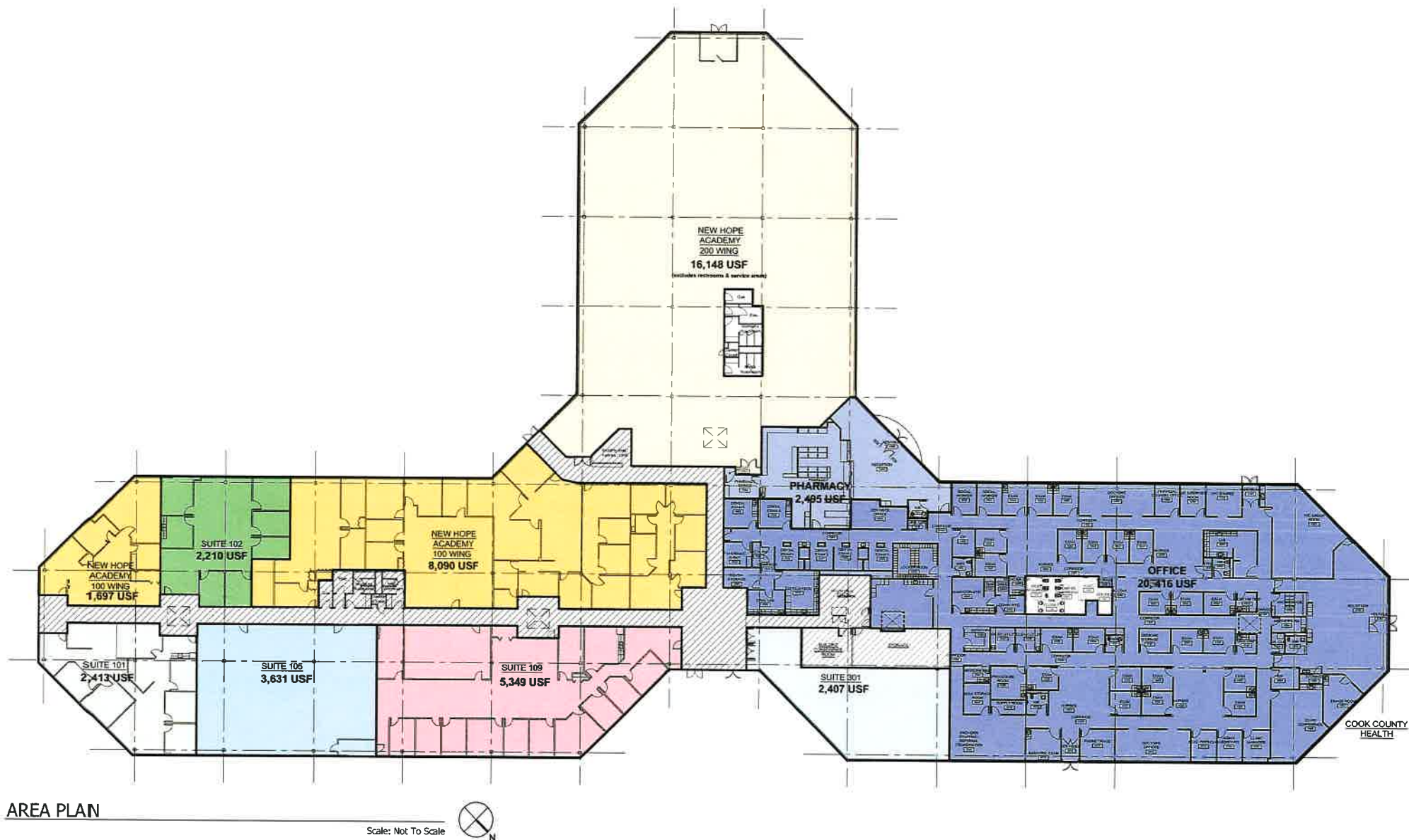
PAINTED PARKING SPACES:
265 REGULAR
6 HANDICAPPED
271 TOTAL

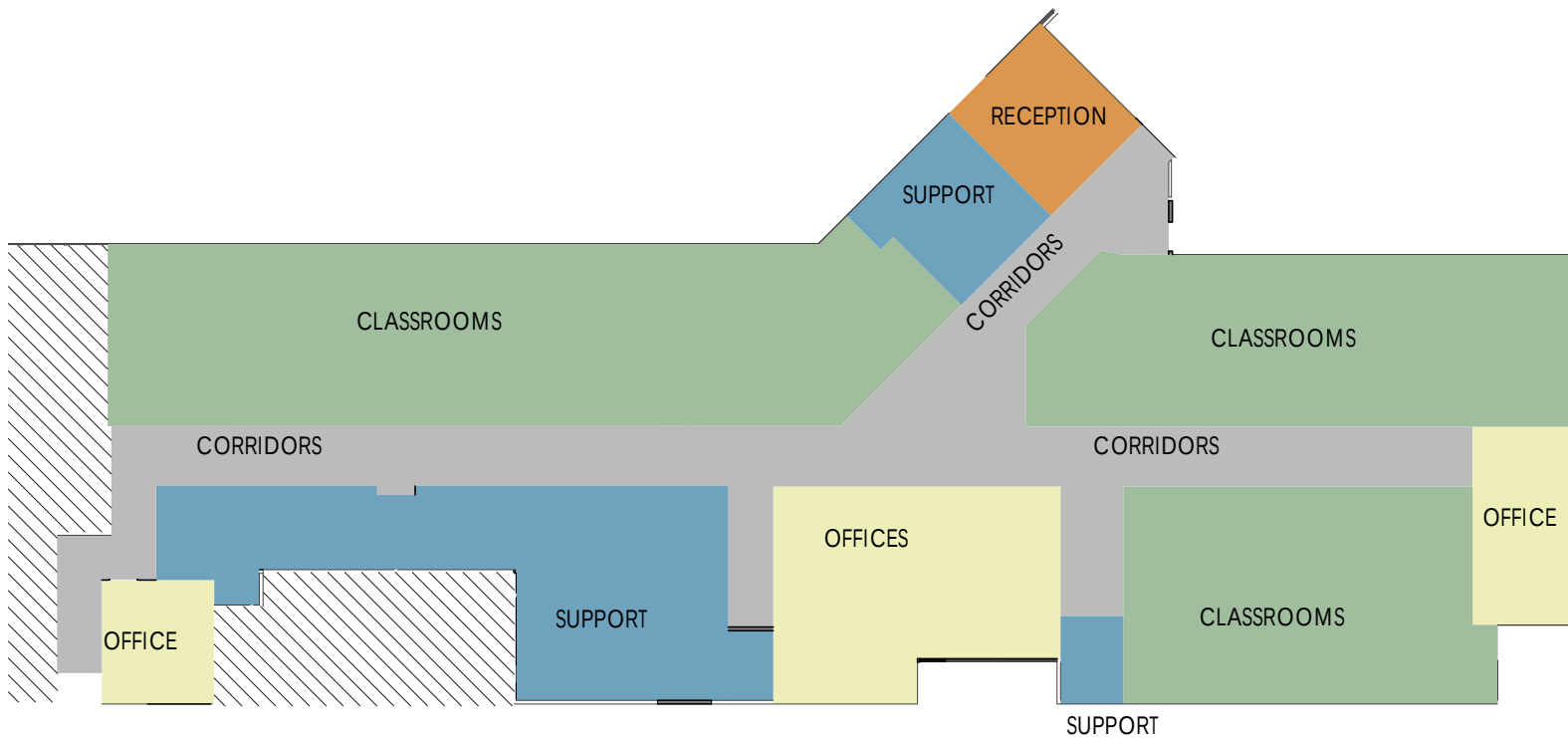
CERTIFY TO:
1) LW ARLINGTON LLC
2) CHICAGO TITLE INSURANCE COMPANY
3) FIRST BANK

FLOOD CERTIFICATION:
THE PROPERTY DESCRIBED ABOVE IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA.
FLOODWAY MAPS: N/A
FLOODWAY ON PROPERTY: NO
MAP USED: DATE MAP
COMMUNITY NAME: ARLINGTON HEIGHTS VILLAGE OF
COMMUNITY NUMBER: 120056
PANEL NUMBER: 0003
MAP NUMBER: 170100003 E
EFFECTIVE DATE: NOVEMBER 5, 2000
FLOOD ZONE: 2
BASE FLOOD ELEVATION FROM FIRM (40.57): 11A/ NOV 1929.

TO LW ARLINGTON LLC; CHICAGO TITLE INSURANCE COMPANY; FIRST BANK:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1.2, 3.4, 5.7, 7b-1, 7c, 8.9, 10, 11a OF TABLE A THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS LAND SURVEYOR REGISTERED IN THE STATE OF ILLINOIS, RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DATE: January 15, 2007
John J. Kramers
REGISTRATION NO. 022-003525
LIC. EXP. 11/30/2008





BLOCKING PLAN

3/64" = 1'-0"

KEY LEGEND

	CLASSROOMS
	OFFICES
	SUPPORT
	RECEPTION



1717 DEERFIELD ROAD, SUITE 320, DEERFIELD, IL 60015

P: 847 509 4070 | interworkarchitects.com

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EXPANSION - BLOCKING PLAN

NEW HOPE ACADEMY

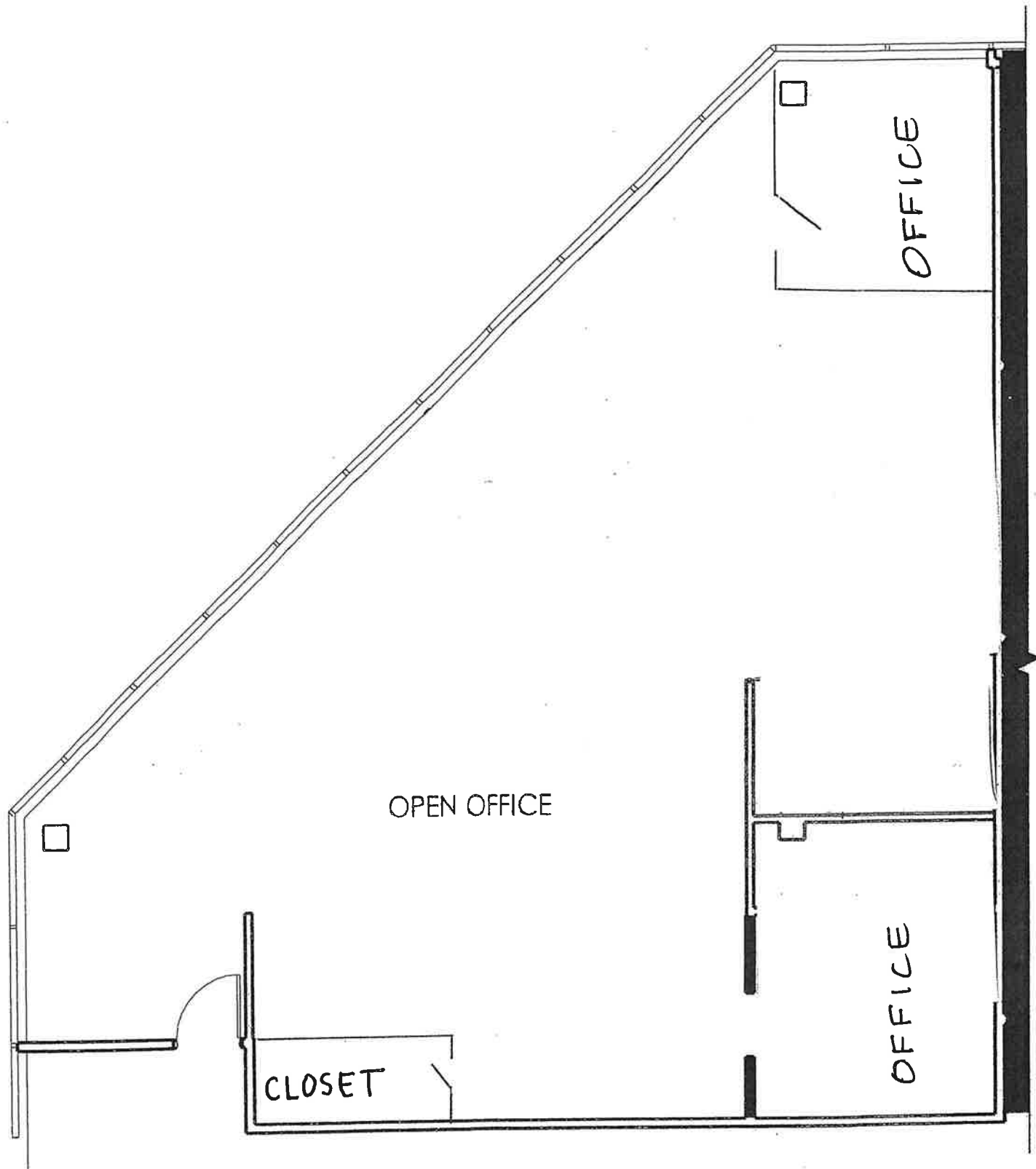
3250 ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60004

DATE 06.09.2021

REV#

PROJ # 2034.001.000

SHEET SK-6.09.21



SPACE PLAN- 1 Suite 100

$3/32" = 1'-0"$



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: New Hope Academy LUV Amendment – 3250 N Arlington Heights Rd.
Amendment to LUV Ord. 17-016

PC#: 21-015– Round 1

Date: July 28, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam –

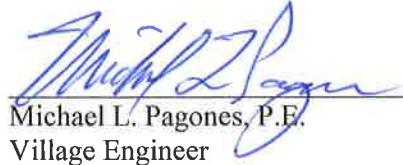
I do not have any comments or concerns on the proposed LUV amendment.

PLAN COMMISSION PC #21-016
New Hope Academy LUV
3250 N Arlington Heights Rd
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.

Traffic:

12. Staff is in agreement with the Traffic and Parking Study completed by KLOA that an additional 14 parking stalls be reserved for NHA staff.
13. The Public Works Department and Engineering Division have no further comments.


Michael L. Pagones, P.E. 8/10/21
Village Engineer Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 21-016

Project Name New Hope Academy

Project Location 3250 N. Arlington Heights road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1) The Fire Department will defer to the Building and Life Safety Department as to code requirements for a change of use.
- 2) A Knox Box shall be provided at the main entrance of the occupancy.

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

Date August 3, 2021

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

New Hope Academy LUV
3250 N Arlington Heights Rd.

Round 1 Review Comments

08/09/2021

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

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 should not create any additional traffic problems.

6. General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A.O. # 330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Stacy JCS

Supervisor's Signature

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>21-016</u>	P.I.N.# <u>03-08-102-035 & 03-08-102-029</u>
Petitioner: <u>NewHope Academy Dave/Brandy Lai</u>	Location: <u>3250 N. Arlington Heights Rd</u>
<u>3250 N Arlington Heights Rd Wing 2C</u>	Rezoning: <u> </u> Current: <u>M1</u> Proposed: <u> </u>
<u>Arlington Heights, IL 60004</u>	Subdivision: <u> </u>
Owner: <u>LW Arlington, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3250 N. Arlington Heights Rd</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Brandy Larrance</u>	Land Use Variation: <u>✓</u> For: <u>Private School</u>
Address: <u> </u>	Land Use: <u> </u> Current: <u> </u>
Phone #: <u>847.588.0463 or 630.254.4043</u>	Proposed: <u> </u>
Fax #: <u>847.588.0464</u>	Site Gross Area: <u>9,000 USF</u>
E-Mail: <u>brandyL@nhaweb.com</u>	# of Units Total: <u>One Unit</u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

YES NO

1. COMPLIES WITH COMPREHENSIVE PLAN?
2. X COMPLIES WITH THOROUGHFARE PLAN?
3. VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. X SUBDIVISION REQUIRED?
6. X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

SEE ADDITIONAL COMMENTS ATTACHED

San Hubbard

Date

Planning & Community Development Dept. Review

August 12, 2021



REVIEW ROUND 1

Project: New Hope Academy LUV Amendment
3250 N. Arlington Heights Road, Wing 100 and 200

Case Number: PC 21-016

General:

7. The Plan Commission must review the following zoning actions:
 - a) **Amendment to Land Use Variation #17-016 to allow an expansion of New Hope Academy on the subject property.**
 - b) **A parking variation may be required, which will be determined upon submission of further information as outlined in these comments.**
8. Are there any exterior operations that occur at New Hope that would entail regular outdoor activities on the premises (outdoor classrooms/activities? outdoor gym/exercise? etc.).
9. Please ensure that any plans, documents, or studies to be resubmitted as a result of these Round 1 review comments include a revision date.
10. Please provide the resubmittal in both paper format as well as within a USB flash drive (or via email if files are small enough).

Site and Building:

11. Are there any exterior changes proposed to the building or property to accommodate for the expansion of New Hope, such as new transformers or generators, ground mounted mechanical equipment, fences, dumpsters, sheds, etc?
12. Please be aware that the next time the parking lot is re-striped, one additional handicap accessible space is required to conform to the Illinois Accessibility Code regulations.
13. Please clarify where within the building the "Lederer Storage" unit is located. This area was indicated on the 6/18/21 "Leasing Report" but was not reflected on the Arlington Heights Corporate Center Area Plan. If this area no longer exists, please revise the Leasing Report.

Parking, Traffic, and Drop-off/Pick-up:

14. Parking is calculated differently for the high school portion of the facility versus the elementary school portion. Therefore, in order to calculate the parking requirement for New Hope, please breakdown the total future employee count (50 employees) between elementary related employees and high school related employees. Additionally, please confirm if 10 new classrooms are proposed (the project narrative states 9 new classrooms however the floorplans show 10 classrooms). Also, please confirm the total number of classrooms in the facility (10 proposed + 12 existing?) and break down the total number of classrooms between elementary and high

school related classrooms. Finally, please breakdown the maximum future enrollment (135 students) between elementary students and high school students.

15. Have there been any changes to the 2004 easement that allows parking on the Hillside property? It appears that the 29 spaces included in that easement agreement are heavily used entirely by Hillside, leaving very little vacancy for use by 3250 N. Arlington Heights Rd.
16. Given the expansion, which will include an additional entrance to the building exclusive to New Hope, will drop-off/pick-up entrance and departures still occur at the existing entrance, or will some of this take place at the new entrance?
17. Page 8 of the KLOA study states that student and faculty will increase to 29 staff and 110 students. Please revise to 50 staff and 135 students, which is consistent with the details included in the project narrative. The accompanying analysis must be revised to reflect these numbers as well. There are additional areas of the report that state the maximum employee count will be 48 staff and 110 students, which must also be revised.
18. The KLOA study must elaborate on the 40% increase in traffic volumes applied to the existing weekday morning and evening peak counts. Were the 2017 numbers increased by an annual regional growth factor each year for 4 years of increases, then compared to the existing counts and found the existing counts to be 40% lower? Or were the 2017 numbers compared to the 2021 numbers without any regional growth increase?
19. The KLOA recommendation to include additional 14 "reserved" spaces for New Hope should be revised to 15 spaces to accommodate for the expected increase by 15 employees.
20. Please provide an exhibit showing the proposed location for the additional 15 "reserved" spaces and the location of the existing "reserved" spaces, as well as the extent of the peak drop-off/pick-up stacking queue observed by KLOA.
21. How many staff/faculty assist with drop-off/pick-up operations?

Prepared by: 

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>21-016</u>	P.I.N.# <u>03-08-102-035 & 03-08-102-029</u>
Petitioner: <u>NewHope Academy Dave/Brandy Lai</u>	Location: <u>3250 N. Arlington Heights Rd</u>
<u>3250 N Arlington Heights Rd Wing 2C</u>	Rezoning: <u> </u> Current: <u>M1</u> Proposed: <u> </u>
<u>Arlington Heights, IL 60004</u>	Subdivision: <u> </u>
Owner: <u>LW Arlington, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3250 N. Arlington Heights Rd</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Brandy Larrance</u>	Land Use Variation: <u>✓</u> For: <u>Private School</u>
Address: <u> </u>	Land Use: <u> </u> Current: <u> </u>
Phone #: <u>847.588.0463 or 630.254.4043</u>	Proposed: <u> </u>
Fax #: <u>847.588.0464</u>	Site Gross Area: <u>9,000 USE</u>
E-Mail: <u>brandyL@nhaweb.com</u>	# of Units Total: <u>One Unit</u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

1. Complies with Tree Preservation Ordinance
2. Complies with Landscape Plan Ordinance
3. Parkway Tree Fee Required
(See below.)

YES	NO
<u>N/A</u>	<u> </u>
<u>N/A</u>	<u> </u>
<u> </u>	<u>X</u>

Comments:

No comments

 8/11/21
Coordinator Date

BUILDING & LIFE SAFETY DEPARTMENT

Subject: NewHope Academy LUV Amendment- 3250 N. Arlington Heights Rd.
Amendment to LUV Ord. 17-016

PC#: 21-015- Round 1

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam- I do not have any comments or concerns on the proposed LUV amendment.

NewHope response:

Acknowledged

PLAN COMMISSION PC #21-016
NewHope Academy LUV
3250 N Arlington Heights Rd
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.

NewHope response:

Acknowledged

Traffic:

12. Staff is in agreement with the Traffic and Parking Study completed by KLOA that an additional 14 parking stalls be reserved for NHA staff.

NewHope response:

Acknowledged

13. The Public Works Department and Engineering Division have no further comment.

NewHope response:

Acknowledged

ARLINGTON HEIGHTS FIRE DEPARTMENT PLAN REVIEW SHEET

PC NUMBER 21-016

1. The Fire Department will defer to the Building and Life Safety Department as to code requirements for change of use.

NewHope response:

Acknowledged

2. A Knox Box shall be provided at the main entrance of the occupancy.

NewHope response:

NewHope will reach out to the Fire Department to clarify. We currently have a KNOX box at the front entry of the building at 3250 N. Arlington Heights Road. In 2017, this is where we were asked to place the KNOX box with Suite Master keys. All NewHope entries will be keyed the same, we can provide additional keys and/or another KNOX box and will accommodate what is required by the Fire Department.

HEALTH SERVICES DEPARTMENT PLAN REVIEW SHEET

PC NUMBER 21-016

1. General comments:

No Comments at this time

NewHope response:

Acknowledged

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PC NUMBER 21-016

7. The Plan Commission must review the following zoning actions

A) Amendment to Land Use Variation #17-016 to allow expansion of NewHope Academy on the subject property.

B) A parking variation may be required, which will determine upon submission of further information as outlined in these comments.

NewHope response:

Acknowledged

8. Are there any exterior operations that occur at NewHope that would entail regular outdoor activities on the premises (outdoor classrooms/activities? Outdoor gym/exercise? Etc...)

NewHope response:

Given the recommendations of the CDC, IDPH and ISBE in relation to COVID-19, NewHope staff and students are outside to decrease the chances of transmission of the COVID-19 virus. NewHope staff and students eat lunch outside, take walks outside in the parking lot and will sit and conduct small groups outside if the weather allows. However, this is not a permanent situation, we are adhering to the recommendations and guidelines of health officials.

9. Please ensure that any plans, documents, or studies to be resubmitted as a result of these round 1 review comments include a revision date.

NewHope response:

Acknowledged

10. Please provide the resubmittal in both paper format as well as within a USB flash drive (or via email if files are small enough)

NewHope response:

Acknowledged

SITE AND BUILDING:

11. Are there any exterior changes proposed to the building or building property to accommodate for the expansion of NewHope, such as transformers or generators, ground mounted mechanical equipment, fences, dumpsters, shed etc...?

NewHope response:

NO

12. Please be aware that the next time the parking lot is re-striped, one additional handicap accessible space is required to conform to the Illinois Accessibility Code Regulations.

NewHope response:

Acknowledged

13. Please clarify where within the building the "Lederer Storage" Unit is located. This area was indicated on the 6/18/2021 "Leasing Report" but was not reflected on the Arlington Heights Corporate Center Area Plan. If this area no longer exists, please revise the Leasing Report.

NewHope response:

The Lederer storage area consists of 608USF and is located in the 300 wing of the building. See attached area plan labeled **Appendix A.**

PARKING, TRAFFIC, AND DROP-OFF/PICK-UP:

14. Parking is calculated differently for the high school portion of the facility versus the elementary school portion. Therefore, in order to calculate the parking requirement for NewHope, please breakdown the total future employee count (50 employees) between elementary related employees and high school related employees. Additionally, please confirm if 10 new classrooms are proposed (the project narrative states 9 new classrooms however, the floorplans show 10 classrooms). Also, please confirm the total number of classrooms in the facility (10 proposed + 12 existing?) and break down the total number of classrooms between elementary and high school related classrooms. Finally, please breakdown the maximum future enrollment (135 students) between elementary students and high school students.

NewHope response:

There will be 9 classrooms in the new space. There are 14 classrooms in the current space. There will be 23 classrooms in total.

Out of the 23 classrooms 5 of them are for grades 6-8th.

18 will be for grades 9-12th.

Out of the 50 staff members, 18 will be devoted to working with the students in grades 6-8th and 32 will be devoted to working with grades 9-12th.

Out of the 135 potential students 35 of them will be 6-8th grade.

100 of them will be grades 9-12th.

Please note, it is against NewHope policy for students to drive to school. Special Education law states transportation needs to be door to door, meaning all students are picked up from their home front door and transported directly to NewHope.

15. Have there been any changes to the 2004 easement that allows parking on the Hillside property? It appears that the 29 spaces included in that easement agreement are heavily used entirely by Hillside, leaving very little vacancy for use by 3250 N. Arlington Heights Rd.

NewHope response:

The 2004 easement remains in place unchanged, and the building retains parking rights to the 29 spaces on the Hillside property. Because the building parking lot has always provided more than adequate parking for building tenants and visitors, Hillside has been allowed to use the easement spaces on an as needed short-term basis and has always cleared the easement space on request.

16. Given the expansion, which will include an additional entrance to the building exclusive to NewHope, will drop-off/pick-up entrance and departure still occur at the existing entrance, or will some of this take place at the new entrance?

NewHope response:

All drop-off and pick-up will happen at the existing entrance. This allows for a steady flow of arrival and dismissal, versus having some vehicles stop to drop off students for one campus and then pull forward to the next campus, while other vehicles may only have a drop-off/pick-up for a single campus and be waiting unnecessarily.

17. Page 8 of the KLOA study states that student and faculty will increase to 29 staff and 110 students. Please revise to 50 staff and 135 students, which is consistent with the details included in the project narrative. The accompanying analysis must reflect these numbers as well. There are additional areas of the report that state maximum employee count will be 48 staff and 100 students, which must also be revised.

NewHope response:

Reflected in the new attached report.

18. The KLOA study must elaborate on the 40% increase in traffic volumes applied to the existing weekday morning and evening peak counts. Were the 2017 numbers increased by an annual regional growth factor each year for the 4 years of increases, then compared to the existing counts and found the existing counts to be 40% lower? Or were the 2017 numbers compared to the 2021 numbers without any regional growth increase?

NewHope response:

Taken from page 6 of the new attached report. In order to represent Year 2021 normal conditions, the Year 2021 traffic volumes on Arlington Heights Road were compared with the traffic counts conducted at the same intersections in Year 2017 by KLOA, Inc (taking into account an annual regional growth factor increase each year for four years). Therefore, the traffic counts along Arlington Heights Road were increased by 40 percent during the weekday morning and evening peak hours. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:15 A.M. to 9:15 A.M. and the midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M. The existing peak hour traffic volumes are illustrated in Figure 4. These peak hours were utilized in the traffic study even though the student drop-off activities occur after 8:00 A.M. and pick-up activities occur at 2:30 P.M. Copies of the 2021 traffic count summary sheets are included in the Appendix.

19. The KLOA recommendation to include additional 14 "reserved" spaces for NewHope should be revised to 15 spaces to accommodate for the expected increase by 15 employees.

NewHope response:

Reflected in the new attached report.

20. Please provide an exhibit showing the proposed location for the additional 15 "reserved" spaces and the location of the existing "reserved" spaces, as well as the extent of the peak drop-off/pick-up stacking queue observed by KLOA.

NewHope response:

Reflected in the attached labeled **Appendix B and Appendix C.**

21. How many staff/faculty assist with drop-off/pick-up operations?

NewHope response:

10 staff members will assist with drop-off/pick-up. This group of staff remains consistent for the entire school year.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PC NUMBER 21-016

LANDSCAPE & TREE PRESERVATION

Comments:

No Comments

NewHope response:

Acknowledged

ARLINGTON HEIGHTS POLICE DEPARTMENT PLAN REVIEW SHEET

PC NUMBER 21-016

1. Character of use:

The character of use is consistent with the area and is not a concern.

NewHope response:

Acknowledged

2. Are the lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

NewHope response:

We have installed 24-hour surveillance cameras at the front entrance and will do the same for the entrance of the new space. Building exterior lighting was completely replaced in 2018 with an LED system providing dusk-to-dawn enhanced illumination of the building parking lot, entrances and exterior.

Present traffic problems?

There are no traffic problems at this location.

NewHope response:

Acknowledged

3. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

NewHope response:

Acknowledged

4. Traffic problems that may be created by the development?

This development should not create any additional traffic problems.

NewHope response:

Acknowledged

5. General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department to contact an agent during emergency situations or for suspicious criminal activity on the property during all hours.

NewHope response:

Acknowledged, form is completed and returned on 08.16.2021.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities-theft, trespassing, vandalism, underage drinking, drug use, etc...

NewHope response:

Acknowledged, existing landscape meets this criteria.

- Consider posting no trespassing/loitering/no unauthorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property manager.

NewHope response:

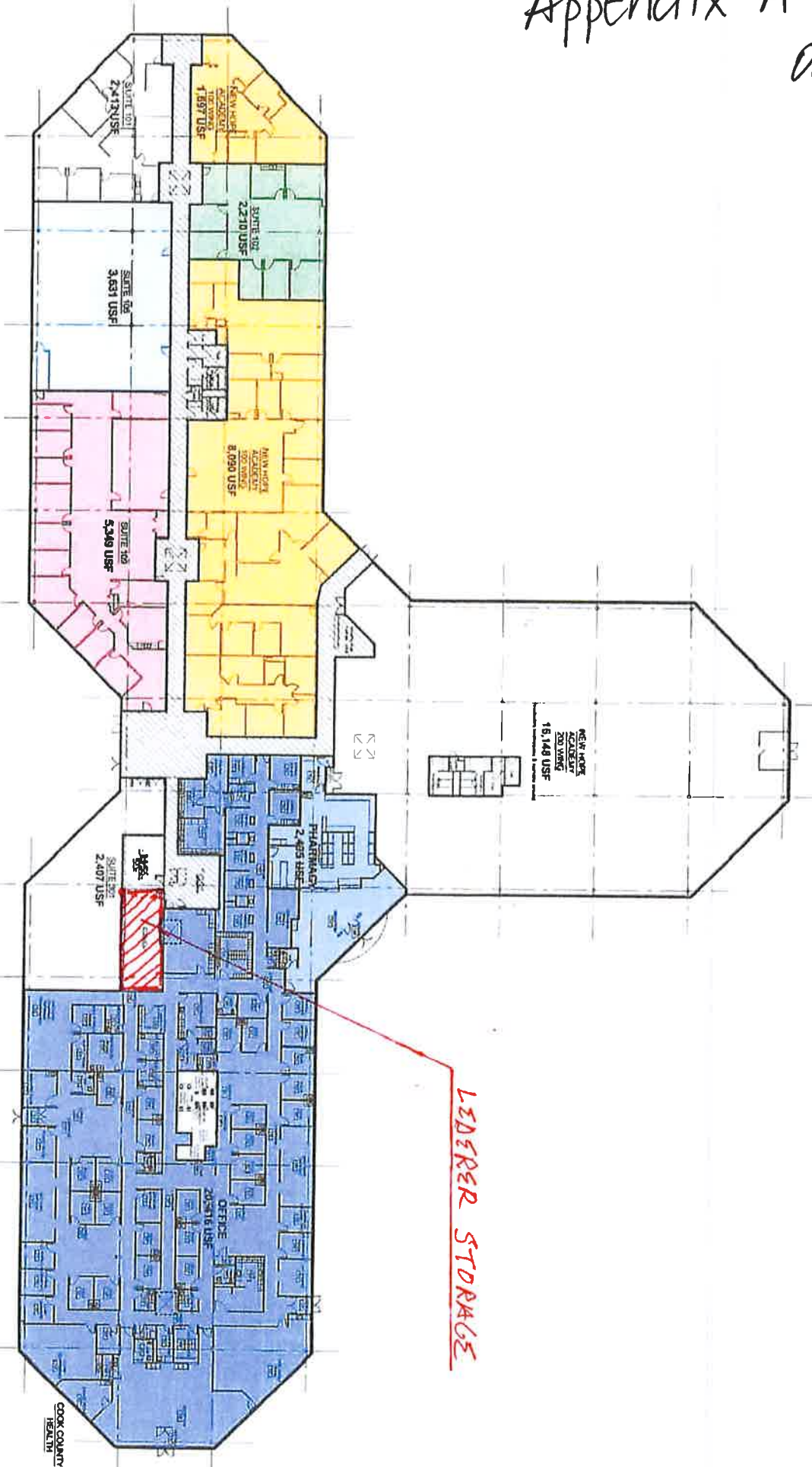
Acknowledged. Both entrances will have no trespassing signage posted. Building manager stated they will consider posting signs as well.

Appendix A

08.16.21

AREA PLAN

Scale: Max To Scale



LEADER STORAGE

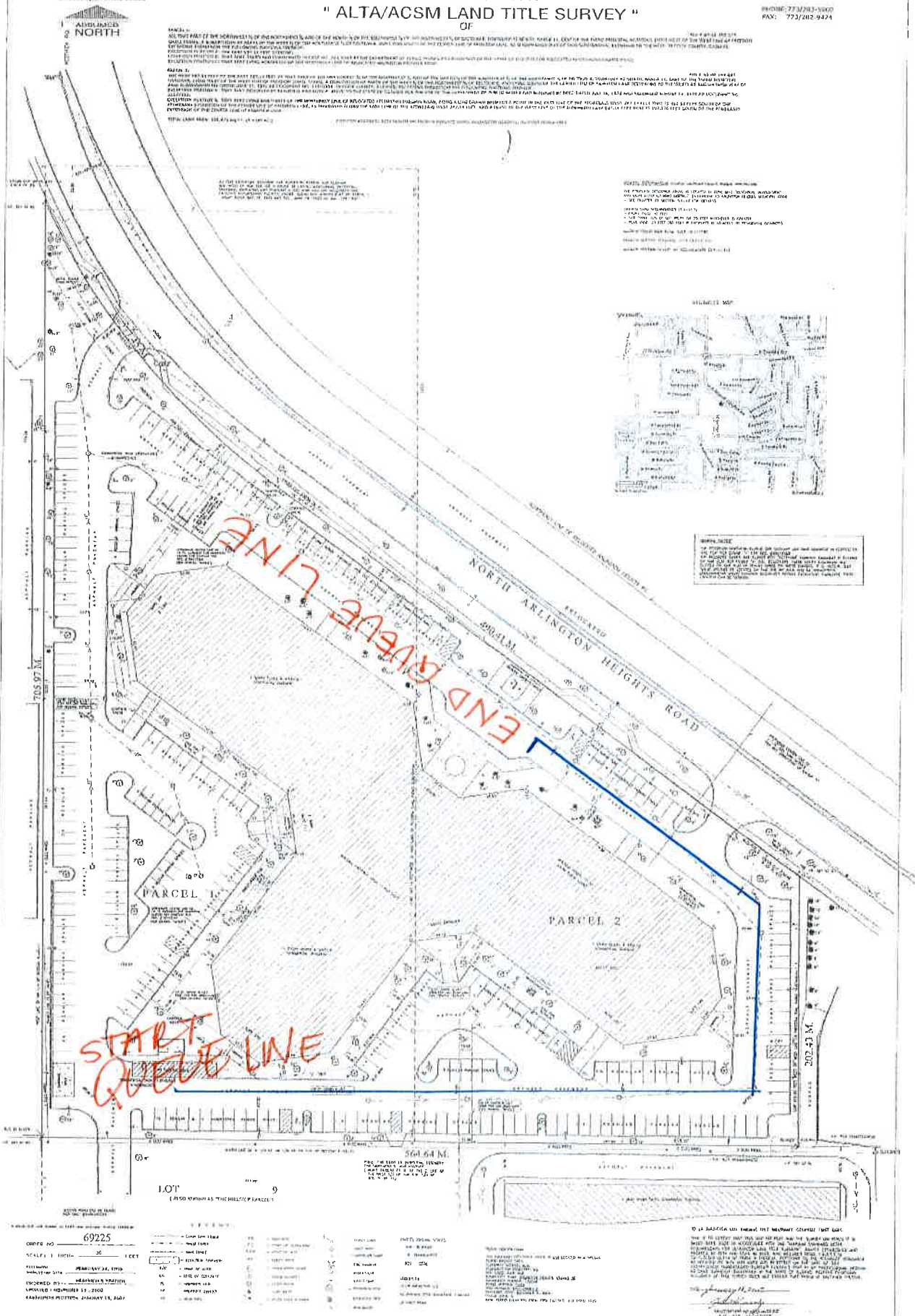
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08.16.21

PHONE: 773/293-5800
FAX: 773/442-8138

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FAX: 773/442-8138



PLAN COMMISSION PROJECT TIMELINE

Project Name: New Hope Academy LUV Amendment
PC Number: 21-016
Location: 3250 N. Arlington Heights Road – 200 Wing

Requested Action:

1. Amendment to Land Use Variation Ordinance #17-016 to allow an expansion of the existing Private School.

	Date	# of Business Days
Petitioner Provides Plans needed for CPRC	06/08/21	
Conceptual Plan Review Meeting (CPRC)	06/23/21	11
Awaiting Petitioner PC Application	07/26/21	23
PC Application Submittal Date	07/26/21	-
1 st Round Department Comments	08/12/21	13
Petitioner's Response – 1 st Round	08/18/21	3
PC Hearing	09/22/21	41 days from application date
Village Board	10/04/21	8
Potential Village Board Ord. Adoption	08/16/21	10